

# **Naval Documents of The American Revolution**

**Volume 1**

**AMERICAN THEATRE: Dec. 1, 1774–Sept. 2, 1775  
EUROPEAN THEATRE: Dec. 6, 1774–Aug. 9, 1775**

**Part 1 of 8**

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NAVAL DOCUMENTS  
OF  
The American Revolution





*Colonel George Washington (of the Virginia Militia). By Charles Willson Peale, 1772.*

NAVAL DOCUMENTS OF  
The American Revolution

VOLUME I

AMERICAN THEATRE: Dec. 1, 1774–Sept. 2, 1775

EUROPEAN THEATRE: Dec. 6, 1774–Aug. 9, 1775

WILLIAM BELL CLARK, Editor

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

With a Foreword by

PRESIDENT JOHN F. KENNEDY

And an Introduction by

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

Director of Naval History

WASHINGTON: 1964

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*In this character of the Americans, a love of freedom is the predominating feature which marks and distinguishes the whole; and as an ardent is always a jealous affection, your colonies become suspicious, restive, and untractable whenever they see the least attempt to wrest from them by force, or shuffle from them by chicane, what they think the only advantage worth living for.*

EDMUND BURKE,  
1775

*If the American Revolution was the spearhead of a new political and economic order, the shaft of that spear was powered by hands that ennobled all human history.*

ADMIRAL ARLEIGH BURKE, USN (Ret.),  
1962

## In Memoriam

Having reviewed galley proofs, President Kennedy sent us this powerful Foreword in anticipation of publication in 1964. Appropriately he signed it on the 4th of July, a day that to all men stands for freedom, a day that could have had no meaning in 1776, or since, without the strength of the unchained sea. Mourned by the world, he left this life on 22 November 1963 for the vast seas of infinity, but his words still resound across the great waters that join and are the hope of free men as long as the United States stays strong on them:

“The same revolutionary beliefs for which our forebears fought are still at issue around the globe—the belief that the rights of man come not from the generosity of the state but from the hand of God.

“We dare not forget today that we are the heirs of that first revolution . . .

“Let every nation know, whether it wishes us well or ill, that we shall pay any price, bear any burden, meet any hardship, support any friend, oppose any foe to assure the survival and the success of liberty.

“This much we pledge—and more . . .

“In the long history of the world, only a few generations have been granted the role of defending freedom in its hour of maximum danger. I do not shrink from this responsibility—I welcome it. I do not believe that any of us would exchange places with any other people or any other generation. The energy, the faith, the devotion which we bring to this endeavor will light our country and all who serve it—and the glow from that fire can truly light the world.”

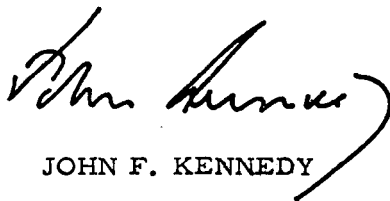
THE WHITE HOUSE  
WASHINGTON

FOREWORD

Primary sources constitute the backbone of written history; and history is the means by which a nation repossesses its past. As the bicentennial of our own Declaration of Independence draws near, it is all the more important to publish as completely as possible the original papers essential to a full understanding of our nation's birth. Students of the American past will therefore welcome this series of volumes designed to illustrate through contemporary documents the role of the sea in the American Revolution.

These volumes make amply clear the critical role played by sea power in the achievement of American independence. Although the documents emphasize naval and combined operations, American, allied and British, they properly include a selection of items showing the activities of privateers and of the merchant marine. It is evident that the thirteen colonies would have been hard put to win independence without this trident of maritime support -- the small but spirited American Navy, epitomized in the audacity of John Paul Jones; the powerful fleets of our allies, French, Spanish and Dutch, converting a local revolt into a two-continent war; and the ceaseless flow of supplies to the rebels made possible by Yankee ingenuity and daring in merchant ship and privateer.

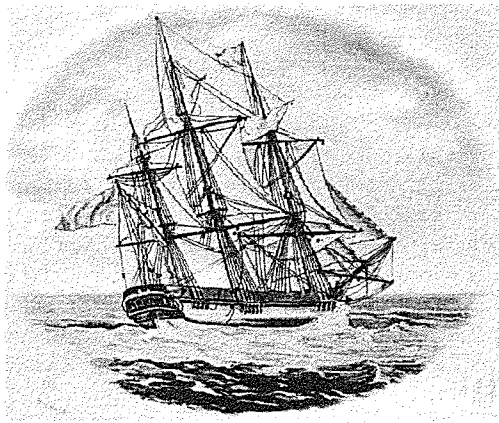
These documents characteristically speak in the casual and laconic tones of the sailor who regards the hazards of storms, shoals and enemy fire as the expected impediments of life. Between the lines, they tell the story of courage and valor which established the high traditions of the American Navy -- and which, ever since, has inspired and fortified the American people in times of crisis.



JOHN F. KENNEDY

July 4, 1963





# INTRODUCTION

America rose dramatically from the sea and from it has increasingly drawn strength in the incredible events since Columbus' first thrilling landfall. The New World was discovered on the eve of and accelerated, if it did not in part cause, the series of revolutions that have swept through the past centuries like a typhoon. These revolutions have accompanied a rising gale of freedom—from antiquity the sea and nations wielding its trident have promoted democracy and liberated man from chains of every sort. In the American Revolution, which our documentary publication encompasses, the "cause of freedom" itself depended upon the sea. Independence could not have been won without wise exercise of force upon it. As Washington wrote in 1781, and none could know better:

" . . . Your Excellency [Admiral Comte de Grasse] will have observed that whatever efforts are made by the Land Armies, the Navy must have the casting vote in the present contest. . . . the triumphant manner in which Your Excellency has maintained the mastery of the American Seas, and the glory of the french Flag—leads both nations to look to you as the Arbiter of the War."

The meaning of the sea to the United States in the War for Independence has been comprehended by few Americans—had it been, each generation would have more wisely employed its growing influence upon our destiny and therefore upon that of liberty itself.

One reason the sea's early importance has not been understood may be the restricted availability of naval source material of the American Revolution. More than for any other key period of United States history the "seagoing" documents of this period have been widely scattered. Many have been lost. Many that remained were relatively inaccessible in private collections as well as public ones spread throughout much of Europe as well as the United States. Some valuable publication of documents has occurred, as by the old Naval History Society, but the vast body of this source material has lain little touched and little known for nearly two centuries.

It has long been apparent that the Naval History Division should seek to correct this deficiency. One of the primary responsibilities of it and predecessor offices has been collecting, editing and publishing records and documents of naval operations in wars of the United States.

This enduring mission got underway with the publication of the *Official Records of the Union and Confederate Navies in the War of the Rebellion*, 31 volumes (1894–1927). Then followed *Naval Documents Related to the Quasi-*

*War Between the United States and France: Naval Operations from February 1797 to December 1801*, 7 volumes (1935–1938), and *Naval Documents Related to the United States Wars With the Barbary Powers: Naval Operations Including Diplomatic Background from 1785 Through 1807*, 7 volumes (1939–1944).

Periodically over the years publication of the naval records of the Revolution was considered. For various reasons these hopes did not reach fruition. The Directors of Naval History, however, did steadily collect records. The core of these, known as Record Group 45 (to which William Bell Clark made large contributions), now rests in the Naval Section of the National Archives where it was sent by that able historian and thinker, Commodore Dudley W. Knox.

My competent predecessor, Rear Admiral John B. Heffernan, passed on to me the publication of the naval documents of the American Revolution, as a project highly recommended by the Secretary of the Navy's distinguished Advisory Committee on Naval History. A fortunate conjunction of wisdom, men and money soon made it possible to start the vast undertaking.

Few citizens have as clear realization of the importance of the past in shaping the future as have Thomas S. Gates, in 1957 Secretary of the Navy, and Admiral Arleigh Burke, then Chief of Naval Operations. Both understand that true progress (and not just "rat race" change) in material things, including even the most advanced ones reaching into space, depends upon the building of a sound foundation—the new is but the breaking crest of a tidal wave of advancing knowledge. Both also profoundly understand an equal if not greater value: *From the past comes inspiration*. It stirs us and those after us to emulate the courage, the selfless service, the patriotic sacrifice of our ancestors. Without these qualities America could not have been born free, could not have grown to greatness, and cannot endure great.

With their support, albeit not without frequent knocking on the door in competition with mighty projects like Polaris and space activities, initial funds became available.

At the same time the specially qualified individual to edit this massive undertaking had retired from business to North Carolina. William Bell Clark wrought a successful career in business, becoming Vice President of N. W. Ayer & Son, Inc. His heart, however, went to sea. Soon after World War I he first wrote about naval matters. Not long thereafter he began to concentrate on the American Revolution. Today he is the leading authority on the naval aspects of that world changing struggle.

As the project took shape in this office (and before agreement to allocate funds for it), we discussed the choice of editor with the Secretary of the Navy's Advisory Committee on Naval History. Some members were especially versed in the American Revolution. These included Samuel Flagg Bemis, Julian P. Boyd, Waldo Leland, Chairman, the late William E. Lingelbach, Allan Nevins and Walter Muir Whitehill. To a man they recommended Mr. Clark.

When I visited him, in his library I found other reasons than most of us realized why he was *the* man for the job. All knew him to be a tireless researcher, competent writer, and walking encyclopedia of the American Revolution. Few,

if any, realized, certainly I didn't, that in his library reposed transcripts of much of the material we would publish. Around the bulkheads, from deck to overhead, stood neatly tabbed portfolios with thousands of transcripts from repositories in Europe and the United States. Here was the distilled essence of a lifetime avocation—now to become a new and inspiring vocation.

This collection, added to Record Group 45, then appeared to be most of what we needed except for records overseas. Yet in the seven years we have worked on this project we have added much. Mr. Clark himself has since found large bodies of new manuscripts in Canada and in the United States from Massachusetts to California. In my own duties, which call for considerable travel in connection with other activities of the office, and those of others of my staff, research has been fruitful in scores of repositories. We have been helped by many scholars in this country and overseas.

My personal research concentrated in Delaware, Maryland, Virginia, North and South Carolina, Florida, several repositories in New York and New England, and a few elsewhere. State archives and those of historical societies yielded large cargoes; and it has been like finding "seas yet untried" to come upon private collections with extensive naval documents. Notable among the latter have been the Smith Collection, now in the National Park Service, Morristown, N.J., the Hayes Collection still in the original plantation house near Edenton, N.C. (microfilm in the University of North Carolina) and Captain John G. M. Stone's priceless Langdon Papers—a particular jewel transplanted out of New England into my home port of Annapolis.

A key man in the project has been Dr. William J. Morgan, author, student of the American Revolution, and head of the Historical Research Section of this office. He has researched for materials, developed leads to new sources of documents and has worked closely with Mr. Clark, Admiral Loomis and myself on formulating and implementing our editorial policy.

Dr. Morgan's Section, amidst a heavy workload of other assignments, has handled the cataloguing and processing of new materials. His group has done the comparison reading and re-reading of documents, essential in this vast compilation, and the many editorial details to transfer the manuscript, as delivered by Mr. Clark, into this book. The following have served with him as naval duty rotated them in and out of the Section of usually seven people who worked on the American Revolution as other duties permitted: Lieutenant John R. Ganey; Lieutenants (junior grade) Paul Withington, Christopher Smith, Llewellyn Heigham, John Sturgeon, Rex Vail, Stephen Schuker, Margaret Helfrich, Richard Basoco, and David Patterson; Chief Yeomen Harold Eagan, Bartley Sisson, and Frederick S. Coward; Yeoman First Class Samuel Lopiccolo; Yeomen Third Class Pauline Shipker and Marion Shafer. The duties of Robert I. Campbell, civilian assistant in the Section, have included microfilming thousands of documents at the Library of Congress and elsewhere. The excellent work of Lieutenant Patterson in many areas as this volume was readied for the press is worthy of particular notice. During the final stages of preparation of Volume I, we were also most fortunate in obtaining the services of Mr. and Mrs. Henry Scheffenacker whose devoted interest and competence have been a real boon.



Several from other sections of the Naval History Division have contributed markedly to this volume. These include: W. Bart Greenwood, Librarian and Coordinator of Naval Libraries, with F. S. Meigs, Miss Barbara Lynch and Miss Mary Pickens of his staff; Commander D. V. Hickey, Head of the Curator Branch, Lieutenant Commander Mary Linderman, Lieutenant (junior grade) Richard Webber and Charles Weaver; H. A. Vadnais, Jr., Assistant (civilian) Curator; Jesse Thomas, Donald Martin and Miss Florence Sharswood.

Commander Hickey and Mr. Greenwood have pulled strong oars in a major area of the project—the collection of illustrative material. Initially searching our own library for leads, we have enlarged our search, as for manuscripts, to include many ports. Catholic in exploration, we have sought photographs of contemporary and near contemporary paintings, engravings, charts, cartoons, broadsides, relics, and other iconographic material. These have been added as a special collection in our comprehensive historic photographic file in Commander Hickey's section. This collection on the American Revolution approaches 5,000 items. It is noteworthy that in all our searching we have found no picture of Vice Admiral Samuel Graves, early Commander of British Naval Forces in America.

In addition, Mr. Greenwood obtained rich treasures from many repositories (principally the Map Division of the Library of Congress) in charts, maps and engravings of port scenes. Under the leadership of such men as Dr. Arch C. Gerlach and Dr. Walter Ristow, the Map Division has become a world leader with its superb collection. The knowledge and cooperation of Richard W. Stephenson, research librarian, has been most valuable.

Naval Reservists, teachers by profession, on periods of summer active duty have measurably contributed: Commander John Tierney, Lieutenant Commander W. L. Hemeyer, Chief Builder Robert Payden. We have likewise profited by having experienced historians perform brief Naval Reserve duty with us: Captain Neville Kirk of the Naval Academy and Commander William Franklin, State Department.

We have obtained most new manuscript material on microfilm, have had it processed into paper copies and have catalogued them employing a multiple card system similar to that used in the notable Jefferson, Franklin and Adams publications by Julian P. Boyd, Leonard W. Labaree and Lyman Butterfield. Since we got underway these able editors have been among our valued advisors and have given many sound sailing directions.

Our large microfilm library, added to Mr. Clark's extensive lifetime collection, runs to over half a million pages and still grows. All material cannot appear in the published volumes, but the combined group will have unique research value, including as it does gleanings from a fleet of collections in America and from overseas.

A repository that seems never to exhaust itself is the Library of Congress. In its superb Manuscript Division under Dr. David C. Mearns, we have microfilmed documents with our portable equipment, whenever opportunity allowed, for some four years and still have not reached home port.

This project has benefited by the wise advice and assistance of Rear Admiral F. Kent Loomis, USN (Ret.), Assistant Director of Naval History, who has furthered the accomplishments of this office in numerous ways. It also could not have gone forward without the ever resourceful assistance of several of my immediate office associates: Miss T. I. Mertz, Mrs. Gertrude M. Johnson, Yeoman First Class John Murphy and his successors over the years, Chief Yeomen D. W. Tamblyn and R. C. Rhoades. Mrs. Johnson has made the project incomparably easier in her skilled handling of the complex ordering and financial arrangements and the numerous archival correspondence files.

In the Chief of Naval Operations' administrative section, Mr. J. B. James' flexibility and cheerful willingness in funding hundreds of orders for microfilm and other reproduction, and Mr. John B. Gallagher's broad knowledge of printing procedures, have been indispensable to the success of our operation. The same must indeed be said of the excellent service we have received from Mr. Kenneth A. Hancock and Mr. Charles H. James, Defense Department Printing Service.

Elsewhere we list the principal repositories in which we have found materials for this volume. All of us on the staff extend appreciation to the many helpful souls who have eased our work in them. I would like to note with my personal gratitude the names of the following who have been particularly kind and accommodating to me in correspondence and in my research visits to some three score repositories, public and private, large and small:

The Duke of Argyll, John D. Bakeless; Marquis de Bausset, Samuel Bemiss; Francis Berkeley, Julian P. Boyd, Marion Brewington, Mrs. John Nicholas Brown; Lyman Butterfield; Herbert Cahoon; Arthur B. Carlson; Frank Carr; Miss Margaret Chapman; Clarkson Collins, III; Medecin en Chef Herve Cras, FN; Christopher Crittenden; Captain V. A. Dahlstrom; Charles W. David; Leon de Valinger; Captain J. C. De'Engelbronner, RNN; Captain Wade de Weese; Rear Admiral Oscar Dodson; Rear Admiral George Dufek; J. H. Easterby; Chief Yeoman Clifford Foley; the Earl of Gainsborough; Howard B. Gotlieb, Capitaine de Vaisseau Grincourt, FN; J. Welles Henderson; Right Reverend K. G. Hamilton; H. Hardenberg; James Heslin; Norman Higson; Robert W. Hill; Richard Hough; John Melville Jennings; Herman Kahn; Commander Peter Kemp, RN; John D. Kilbourne; Leonard W. Labaree; the late beloved William E. Lingelbach; Miss Frances Lordwood; Dwight C. Lyman; Commander W. E. May, RN; David Mearns; Commander E. G. Middleton, RN; Rear Admiral S. E. Morison; Rear Admiral A. M. Patterson; James W. Patton; Howard Peckham; Rear Admiral Hugh Pullen, RCN; Mrs. Granville T. Prior; Morris L. Radoff; Mrs. Marion B. Reed; John B. Riggs; Stephen T. Riley; F. S. Ronalds; Paul R. Rugen; Miss Mattie Russell; Miss Frances Settee; Miss Grace Siewers; Gust Skordas; Edouard Stackpole; Captain John Gilbert M. Stone; Rear Admiral Wallace Sylvester (deceased); Miss Muriel Taylor; William J. Van Schreeven; Guy Weatherly; Walter Muir Whitehill; Mrs. John Wood.

Mr. F. C. Drake conducted research for illustrative material in many English repositories, effectively furthering this area of our work. Through the in-

terest and support of Dr. Daniel J. Reed, Library of Congress, Madame Paul Henri Bonnel in 1963 began similar work for us searching for manuscripts and illustrations in French archives with outstanding results. Most of the French translations are the skillful rendering of Professor Bernard P. LeBeau, U.S. Naval Academy.

Frederick S. Hicks; Irving Halpern; Milton Kaplan; R. F. Metzdorf; Harry Shaw Newman; the late Irving S. Olds; Commander Mendel Peterson, USNR, a number of those in the foregoing paragraphs, and many others have been especially helpful in our illustrations search. Mr. Hicks, noted in his own right as collector and authority, has generously worked long hours on the illustrations and captions for this volume, and in many other ways.

I would like in this section to express the gratitude of all of us for the unfailing wise counsel and support of the able members of the Advisory Committee and the Special Consultants. Their names appear ahead of the Foreword.

Many others merit our appreciation. All these, though unnamed, we thank. I must mention, however, among those in the Navy Department who smoothed our course, the following in particular (positions are at the time): The Honorable Fred A. Bantz, Under Secretary of the Navy; The Honorable Cecil P. Milne, Assistant Secretary of the Navy (Material); and Rear Admiral G. R. Donaho, USN, Assistant Vice Chief of Naval Operations (Administration) and his successor, Rear Admiral Roy C. Benson, USN. Without their signatures there would have been no money, no contract—and no publication.

We must also thank the present incumbents of the top offices in the Navy Department: Secretary of the Navy Paul H. Nitze; and Chief of Naval Operations Admiral David L. McDonald, USN. Their perception of the importance of sound understanding of the past in all of the Navy's activities has facilitated the launching of this volume.

John Paul Jones, the indomitable, truly wrote early in the American Revolution, "Without a respectable Navy—alas America!" A Navy comprises more than warships, though around them all else pivots. Thus, as readers of this first volume will note, the term "Naval" in our title bears a broad definition. The sea's influence in U.S. history has been as far reaching as the winds that sweep its horizons; and every aspect has affected naval power and its exercise.

The sea's influence is no less now than in the brave years of the American Revolution but its meaning was clearer then. This is so because few Americans in 1775 lived beyond the reach of the sea. They felt its need constantly for travel, for transport, for imports that ruled their daily lives such as clothing, tools, arms including powder, staples like tea and salt. The sea winds they could feel and smell also brought home the need of ships for export and for protection from foreign attack. Hence it seemed desirable to introduce in this work *selected* maritime material dealing with trade and other matters that have indirect as well as direct naval association. As Mahan said, "a nation's sea-borne trade is the life blood of its power, the assurer of its greatness, the preserver of its comfort."

For economy we have been forced to stow a large cargo between these covers. We have endeavored, however, from the splendid manuscript produced by William Bell Clark, to launch a volume worthy of its contents.

Our editorial policy reveals itself in the text, although a few points might be noted. Because every effort is made to retain the spelling, punctuation, and abbreviations of the original writer, the editorial apparatus is in the main uncomplicated. The standard ([ ]) indicates editorial insertions. On occasion (ordinarily in long entries), for clarity a paragraph break has been added where none existed in the manuscript.

Superior letters, a favorite eighteenth century device, have been eliminated except in signatures; likewise "ye" (except in some quoted headings) has become "the" and "yt" has become "that".

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

To save space, superscriptions which repeat information in the heading are omitted or shortened, except in rare instances when the full one adds color or essential data to the document.

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

As an aid to the user, the date appears in bold face above and to the left of the initial entry on that date, and to keep a good holystoning day in mind, Sundays are indicated.

We anticipate at least fifteen volumes in the series. Volume II steams in close formation behind this one. Mr. Clark has manuscripts for Volumes III through VI well in hand.

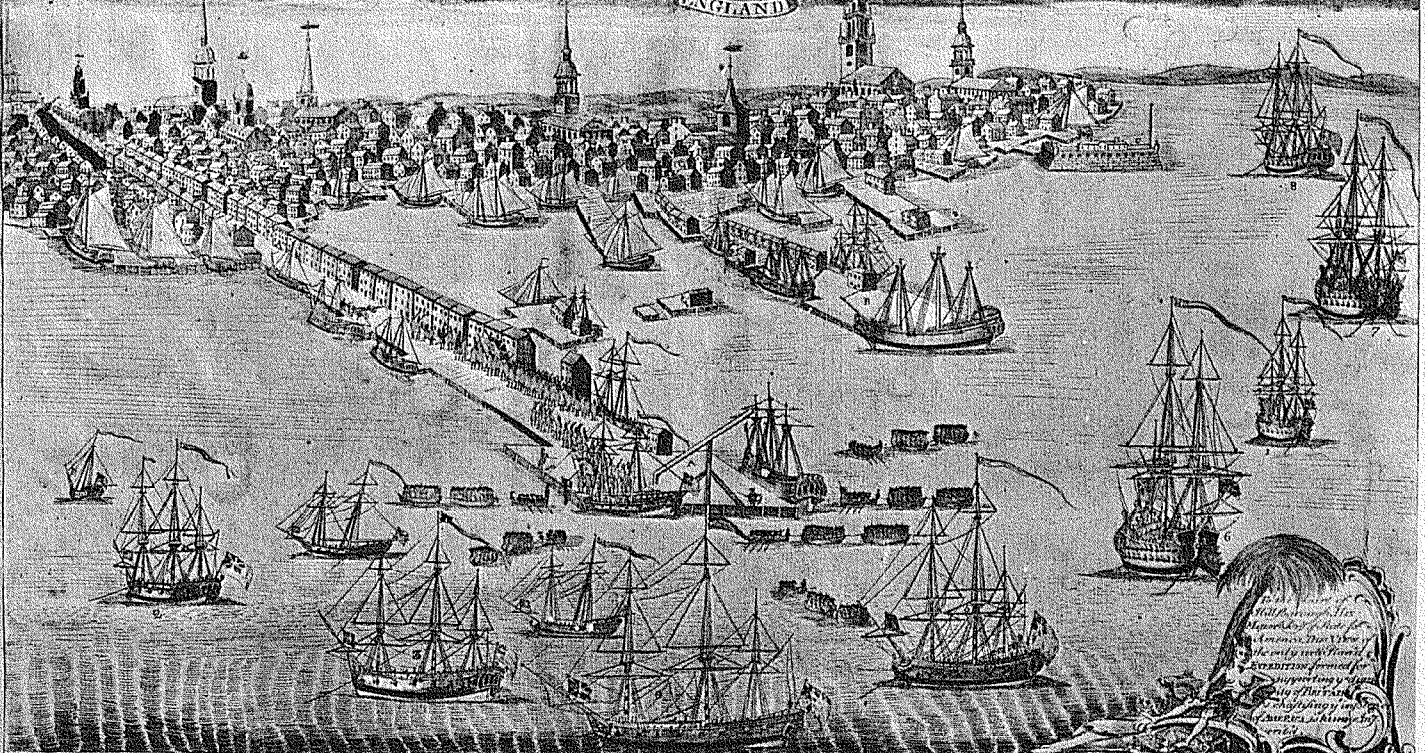
We hope this volume and each of its successors will be of enduring value not only to scholars, who delve into the detailed rigging of history, but also to all Americans who would understand the powerful forces that made and keep us a free nation. Among these forces few have been as potent as the sea.

As Volume I shows, General Washington frequently referred to the importance of strength at sea. Subsequent volumes will carry many others of his letters, among them one to Lafayette late in 1781. It was written after the surrender at Yorktown that inevitably followed the French fleet's victory over the British off the Chesapeake Capes which denied Cornwallis the life-giving sea and sealed his fate. In this letter from our far off beginnings appear words that could have been written of World War II, of Korea, of Lebanon, of Cuba—words that are particularly appropriate to the global Confederation of the Sea by which we who love freedom oppose communist chains:

"It follows then as certain as that Night succeeds the day, that without a decisive Naval force we can do nothing definitive—and with it everything honourable and glorious."



VIEW OF PART OF THE TOWN OF BOSTON IN NEW ENGLAND AND BRITISH SHIPS OF WAR LANDING THEIR TROOPS 1768



11 Ranger  
to Longest  
to Boston  
who goes

5. Hornet  
60 Romney  
7. Lancaster  
8. Bonetta

On Friday Sept 28<sup>th</sup> 1768, the Ships of War, armed Schooners, Transports, &c. came up the Harbour and Anchored round the Town within Cannon Lighted a Long Wharf  
a firing on their Cannons, as for a regular Siege. At noon on Saturday October the 2<sup>d</sup> the fourteenth & twenty-ninth Regiments a detachment from the 20<sup>th</sup> Reg<sup>t</sup> in Hancock's Wharf  
and Train of Artillery with two pieces of Cannon, landed on the Long Wharf, were formed and marched with their Band, Drums beating, &c. to  
playing, and Colours flying up King's Cross: each Soldier having received 16 rounds of Powder and Ball.

With respect to the  
Manner of this fir  
American Ship of War  
the only new vessel  
transported from  
the support of  
of the British  
of the Army in  
of the British  
of the Army

Engraven & Printed by Peter Kneass, Boston.

Landing of British troops at Boston, 1768.

## EDITOR'S PREFACE

Original letters and documents relating to the naval and maritime history of the American Revolution are scattered across the continent from coast to coast and overseas among the nations of Europe. Some may be found in the fireproof vaults of state, university and college libraries and historical societies; some in possession of autograph collectors; others held by families descendent from early seafaring men. By far the largest number that have survived repose in the public archives of this country and in Europe. Many priceless records have been irretrievably lost in the course of well nigh two centuries, succumbing to decomposition, flames, flood and bonfires of spring housecleaning.

As described in Rear Admiral Eller's Introduction, an exhaustive search has been made of archives and collections (public and private) in this country and abroad to supplement and augment my own half century of seeking out and securing accurate transcripts, photostats or microfilm of surviving letters or documents pertinent to the war at sea between 1775 and 1785.

As the project took shape, it became evident that the scope of the conflict transcended any previous concept of its extent. It encompassed not just the Continental Navy, but the fleets of George Washington in New England waters and off New York, those on Lake Champlain, and on the lower Mississippi, navies in eight of the revolting colonies, letters of marque and reprisal, the British Navy, the French Navy, ejection of a half-dozen Royal Governors, the problems and plight of naval prisoners, and weaving throughout, the constant and perilous efforts to secure munitions of war from the foreign West Indies and abroad.

It was the genesis of American seapower of today: A beginning with nothing; neither ships, nor cannon, nor gunpowder, nor trained naval officers, nor any tradition. It arose out of desperation under the coercive acts of a British King and subservient Ministry and Parliament, enforced by His Majesty's ships on the American station; an harassment experienced long before "the shot heard round the world" on April 19, 1775, heralded the beginning of our military history of the war.

This war at sea developed through dire necessity in each rebellious province and colony; to defend the seacoast towns and protect their ocean-borne trade, to seek among neutral nations the arms and ammunition without which there could be no resistance made on land or sea, and, finally, to retaliate with such meager means as were at hand. The spark which ignited these maritime activities was not the gunfire at Lexington, but the order in George III's Privy Council six months earlier prohibiting the exportation of gunpowder or other warlike stores to the American colonies. That order reached Boston in the beginning of December, 1774.

This volume begins at that point, or rather, three days earlier, on December 1, 1774, when the first step in the Continental Association (the non-acceptance of British imports) became effective. It presents chronologically the occurrences through September 2, 1775, at home, and through August 9, 1775, abroad. Because of slow and uncertain means of communication—a vessel's passage being subject to the whims of the wind—there was always an exasperating lapse of time between any event in America and knowledge of it in Europe, and vice versa. News from west to east generally took four or five weeks in transit; from east to west, against prevailing winds, five to six weeks or even longer. The chronology, therefore, has been divided into the American Theatre and the European Theatre, allowing for the time lapse, and thus placing the sequences in proper perspective.

The rebels in Massachusetts, for example, chased the Redcoats back into Boston on April 19, 1775, and one day later three British major generals—Howe, Clinton and Burgoyne—sailed for America from Portsmouth, England. To place that date in the chronology one day after the Battles of Lexington and Concord might lead a reader—thinking in terms of present day communication—to a hasty conclusion that the event of the 19th of April influenced the dispatch of these warriors on the 20th, whereas the news of Lexington did not reach London until May 29.

Thus, the chronological arrangement for the volume is:

American Theatre: December 1, 1774–May 20, 1775

European Theatre: December 6, 1774–June 26, 1775

American Theatre: May 21, 1775–September 2, 1775

European Theatre: June 29, 1775–August 9, 1775

For the American Theatre, the sequence is daily, from north to south: Canada, Nova Scotia, Maine, New Hampshire, Massachusetts, Rhode Island, etc. After East and West Florida and Louisiana, come Bermuda and the West Indies. For the European Theatre, the sequence is, for example, Ireland, Scotland, England, Scandinavia, United Provinces (Holland), France, Spain, Portugal, and Italy.

Letters and documents appear in full when the subject matter relates entirely to maritime affairs. Extracts are used when a letter deals with other topics which are not pertinent. For example, a letter from George Washington to the Continental Congress may discuss recruiting, insubordination, commissary problems, and devote a single paragraph to naval activities. That paragraph alone has been selected.

Contemporary and letterbook copies have been used and so indicated. No attempt has been made to establish whether a letter was in the handwriting of the author, or dictated and signed by him. This procedure, essential to a collection of writings of an individual (*i.e.*, Washington, Jefferson, Franklin and Adams), could be of no practical value in this project; nor could it have been accomplished, as many letters of the period have no other source than printed versions, such as the journals and letters of the New York Provincial Congress,

almost all of which were lost when the capitol building at Albany was destroyed by fire.

Because of the magnitude of the project it was considered the better part of wisdom to accept a number of previously printed letters or documents, provided they were in a volume edited by a qualified and conscientious scholar, or that the originals could not be located.

The first major documentary series of a predecessor office of the Naval History Division was *Official Records of the Union and Confederate Navies in the War of the Rebellion*. The next two series—*Quasi-War with France* and *Barbary Wars*—contain only American correspondence and documents, those of the respective enemies being unavailable or non-existent. For this present series, fortunately, there is extant “the other side of the story.” The voluminous records of both the British Admiralty and Colonial Office are preserved in the Public Record Office in London. Liberal use has been made of admirals’ dispatches, captains’ letters and journals of ships on the American station, as well as letters from such Royal governors as maintained, for a time, a semblance of authority under the guns of His Majesty’s men of war. Where ships’ logs or journals are used, the text has been arranged by standard, rather than nautical time, a necessary step if letters and logs are to be in agreement as to dates.

English accounts placed in juxtaposition with American provide contrasting viewpoints and conclusions upon many maritime events, both major and minor. Likewise there is disclosed not only British aims and strategy, but incidents upon which American writers were vague, or uninformed; accounts of prize-taking existing nowhere else, and a vivid impression of the alarms, mostly false, with which the enemy viewed the infantile naval efforts of the rebellious colonies.

The British and Colonial newspapers, with a style of journalism peculiar to the period, proved another profitable source. Frequently they printed incidents and events not recorded in letters of the times, and, contrary to a common impression, were generally accurate, if inadequate. Editorializing in their news columns frequently provides amusing reading.

In some instances there is repetition in accounts given by contemporary American writers of the same event. Each one, however, has incorporated some fact or fancy lacking in the others. Therefore, it seemed advisable to accept iteration where necessary so that future historians, biographers, novelists or students would not be deprived of the complete documentary story.

Where military and maritime history overlap, the problem of selection becomes difficult. Even Lexington and Concord, fought ten or twelve miles from navigable waters, had naval connotations. When it came to the campaigns on Lake Champlain and the Richelieu, Sorel and St. Lawrence rivers, the operations were largely amphibious. Hence some military documentation was called for. The taking of Ticonderoga is a case in point. It was the prelude to the disastrous attempt to conquer Canada. Without the account of its capture, as gathered from the various versions of participants, the subsequent events would lack background. Even the storming of that fortress was in itself an amphibious operation—a boat crossing from the New Hampshire Grants to the Province of

New York. And it led, shortly thereafter, to the acquisition of the first two armed vessels publicly owned—the schooner *Liberty* and sloop *Enterprise*.

To summarize: This volume, as previously stated, begins in December, 1774. The arrival at Boston on December 3, of His Majesty's Ship *Scarborough* with the Order in Privy Council prohibiting exportation of gunpowder to the American colonies, and an accompanying circular letter from the British Secretary of State to the Royal Governors, calling for their assistance in its enforcement, precipitated the first shots of the American Revolution—and not at Lexington. The letter for Rhode Island's Governor fell into the hands of that colony's General Assembly. Within twenty-four hours, by Assembly order, armed men removed inland forty-four cannon and most of the powder from Fort George in Newport harbor. Order and letter, again by Assembly direction, were printed in the *Providence Gazette* on December 10. A copy of the *Gazette* reached Boston and two days later Paul Revere, with newspaper and dispatches in his saddle bag, rode into Portsmouth, New Hampshire. Four hundred men set off, by boat, barge and scow, down the Piscataqua River for Fort William and Mary at its mouth. The fort commander, beset on all sides, warned them not to enter, but his warning was disregarded.

"I immediately ordered three four pounders to be fired at them, and then the small arms," he reported, "and before we could be ready to fire again, we were stormed on all quarters."

That was December 14, 1774. One hundred barrels of gunpowder were carried off, and Governor John Wentworth, crying for naval support, blamed the mischief on publication of the Privy Council order in the Rhode Island newspaper.

Between this date and the day of Lexington, British naval efforts to intercept gunpowder and arms shipments, to protect two Tory settlements in Massachusetts, to support the waning authority of Governor Wentworth in New Hampshire, to fill undermanned ships by impressments from vessels stopped and searched, and to continue enforcement of the oppressive acts of trade and navigation, provoked recrimination, bitterness and some violence. Efforts to evade the Continental Association by certain merchants produced more unpleasantness and drastic action by provincial committees in New York, New Jersey and Maryland. Further south, on April 20—a day after Lexington but nine days before Virginia knew of it—Lord Dunmore seized the powder in the Williamsburg magazine; a preface to his ultimate downfall.

While Lexington and Bunker Hill were primarily matters for the military, each had its naval prelude and aftermath. In between were fought two naval engagements—off Machias and in Narragansett Bay—and both were American victories. They marked the initial efforts at sea; in Massachusetts without Provincial authority; in Rhode Island with the sanction of Assembly. In May also, provincials destroyed a British armed schooner in Boston harbor and in full view of His Majesty's ships riding at anchor. The Continental Congress resolution urging the provinces and colonies to arm ships to defend themselves had thus been anticipated throughout much of New England.

As rebellion spread, the Carolinas sent their Royal Governors fleeing for refuge to British naval vessels, and Georgia preempted the powder which came by merchant ship to the port of Savannah. South Carolina's earliest feat was to send a tiny sloop to St. Augustine and take more than one hundred barrels of gunpowder from a vessel at anchor outside the bar.

In Boston, as the grip of the Continental Army tightened, the pangs of hunger and the fear of a frigid winter sent the British Navy cattle and sheep stealing from the islands and shores of Massachusetts, Rhode Island and Connecticut, and lumber buying or confiscating along the sparsely settled coast of Maine. Enemy cannon bombarded New York, because the rebels were removing the guns from the Battery, and Stonington, in Connecticut, because other rebels fought back when their vessels were seized.

The British so-called Restrictive Acts, arriving along with the three major generals, intensified enemy operations at sea, and expedited development of naval forces by the revolutionary bodies of Massachusetts, Rhode Island, Connecticut, Pennsylvania and South Carolina. George Washington launched his own little fleet to intercept supply ships entering Boston harbor, and the Colony of Rhode Island pledged its delegates to propose an American fleet to the Continental Congress.

Without the wholehearted assistance of a great many devoted men and women in public and private libraries and historical societies, this project never could have been accomplished. Listing them in alphabetical order by repository, so that all who personally helped me may share equally in the appreciation due:

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Zoltan Harasati, keeper of rare books, Boston Public Library, Boston.

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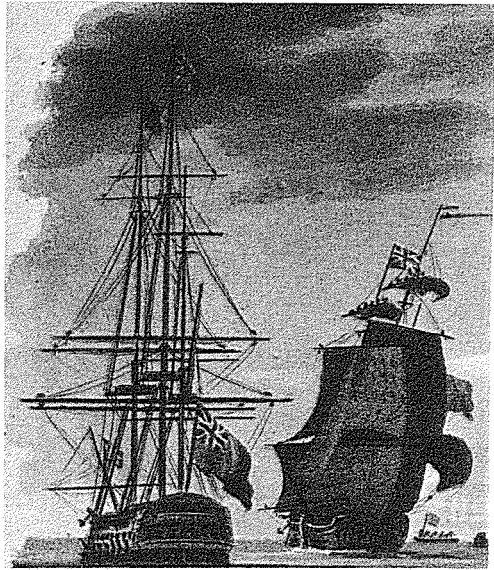
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# DEPOSITORY LOCATION ABBREVIATIONS<sup>1</sup>

AAS	American Antiquarian Society, Worcester
AMAE	Archives Du Ministère Des Affaires Étrangères, Paris
APS	American Philosophical Society, Philadelphia
BM	British Museum, London
CL	William L. Clements Library, University of Michigan, Ann Arbor
ConnHS	Connecticut Historical Society, Hartford
ConnSL	Connecticut State Library, Hartford
CUL	Columbia University Library, New York
CW	Colonial Williamsburg, Williamsburg
DAC	Dominion (Public) Archives of Canada, Ottawa
DLAR	David Library of the American Revolution, Washington Crossing, Pennsylvania
FDRL	Franklin D. Roosevelt Library, Hyde Park, New York
HL	Hayes Library, Edenton, North Carolina
HSD	Historical Society of Delaware, Wilmington
HSP	Historical Society of Pennsylvania, Philadelphia
HU	Harvard University Library, Cambridge
HUL	Henry E. Huntington Library, San Marino, California
JCBL	John Carter Brown Library, Providence
LC	Library of Congress, Washington
Mass. Arch.	Massachusetts Archives, Boston
MassHS	Massachusetts Historical Society, Boston
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
NA	National Archives, Washington
NCDAH	North Carolina Department of Archives and History, Raleigh
NHA	Nantucket Historical Association, Nantucket, Massachusetts
NHCHS	New Haven Colony Historical Society, New Haven
NHS	Newport Historical Society, Newport
NLCHS	New London County Historical Society, New London
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
PML	Pierpont Morgan Library, New York
PRO	Public Record Office, London
R.I. Arch.	Rhode Island Archives, Providence
RIHS	Rhode Island Historical Society, Providence
SCHS	South Carolina Historical Society, Charleston
UVL	University of Virginia Library, Charlottesville
VHS	Virginia Historical Society, Richmond
VSL	Virginia State Library, Richmond
WPL	Public Library, Whitehaven, England
WSL	William Salt Library, Stafford, England
YUL	Yale University Library, New Haven

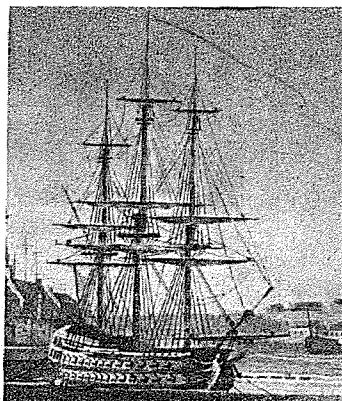
1. The Descriptive List of Illustrations includes additional sources from which only graphic material has been used in this volume.





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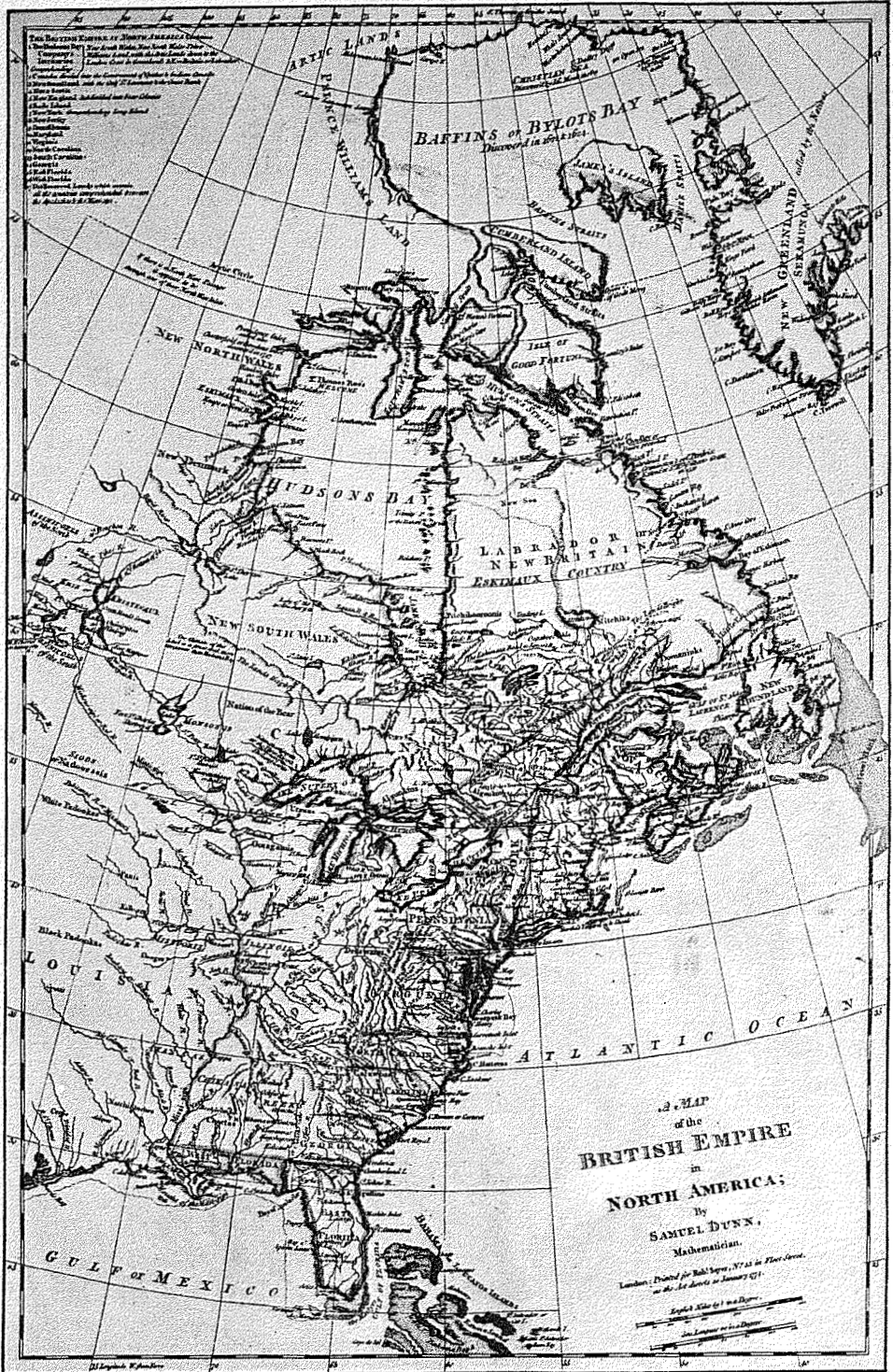
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Line engraving, probably published in London, April 1, 1775. The view is symbolic of the contrast in the Parliamentary attitude toward the English colonists of North America (against whom repressive measures were leveled in Massachusetts in consequence of the Boston Tea	

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Party), as opposed to that shown to the French-speaking settlers of Canada (whose Roman Catholicism had been tolerated by the Quebec Act), the publisher's sympathies obviously being with the former. It is interesting to note the date of publication, almost three weeks before the outbreak of open hostilities at Lexington on April 19, 1775. (Collections of The Library of Congress, Washington.)	
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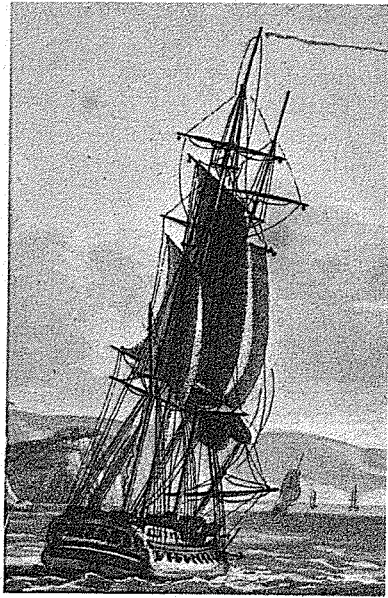




Map of the British Empire in North America, 1774.

# AMERICAN THEATRE

*From December 1, 1774, to May 20, 1775*



1 Dec. 1774

"A LIST OF ALL SHIPS AND VESSELS WHICH HAVE CLEARED OUTWARDS  
IN THE PORT OF ANNAPOLIS IN MARYLAND"<sup>1</sup>

1774

Decemr 1 Brig *Geddis*, John Harrison, Master, 50 tons, 7 men, for Liverpool  
3500 Bushels of Wheat, 1400 Staves & Heading

1. Port of Entry Books, 1745-1775, MdHS. The Entry Books contain both outward and inward entries for the ports of Patuxent, Annapolis, North Potomac, Oxford, and Pocomoke, but only those for Annapolis contain entries for 1775. The Annapolis books, include entries for the port of Chester, on the Eastern Shore, across the Chesapeake from Annapolis, and which was handled by a deputy naval officer. The entries are detailed and include the above information as well as the place where the vessel was built, by whom owned, and where last registered. The first inward entry, covering the period involved, will be found under date of December 29, 1774. The complete list of clearances for Europe and the West Indies will be found in Appendix A.

THEODORICK BLAND TO FARREL & JONES, BRISTOL MERCHANTS<sup>1</sup>

Farmingdell [Va.] Decr. 1st, 1774

This acknowledges by us the Rect. of your favor of the 10th of Augt. by the Virginian Capt. J. Aselby, in which was enclosed my acct, Current, Nt. Proceeds 8-11-2 for two Hhds. Tobo. for which sum, with the Intt. thereon (at 60 days) amounting to 4s/4 I have drawn a Bill in favor of Mr. Chs. Duncan amounting to 8-15-6, which I doubt not will be duely Honour'd. I must confess the low price I have got for my Tobo. does not afford me great encouragement to try the Port of Bristol as a Market for that Commodity. especially when I consider that part of the same crop, & what was deem'd Rather inferior in Quality Netted me Seven Pounds twelve & Sixpence from Liverpool, my intention was to encrease my Commission to Yr. Port, But I think no man can be expected to run upon his ruin with his Eyes open. You will therefore excuse my not complying with yr. request to assist Capt. Aselby in his Loading. I shd. have vested the small Proceeds in Goods. But the present political disputes between these Colonies & the Mother Country which threaten us with a deprivation of our Liberties and every thing that is dear to us, forbids such a step and induces us to exert every nerve to immitate the spider and spin from our own Bowels, altho the Webb shd. be our Winding Sheet. This is the determined resolution of every American as far as I can hear from Nova Scotia to Georgia, nor wd. any consideration induce a Virginian at this time to ship one Hhd. of Tobo. were it not to pay there debts as nearly as possible before the Arrival of the 10th day of Septr. Next at which time the non importation takes place, & will be I believe Religiously adhered to, unless our grievances are fully redressed before that time. What will be the Consequence shd. the Corrupt Aristocracy which at present rules the British Councils persevere in their arbitrary Measures with respect to America God only knows this Part of the Continent tho Ardently desirous of a *constitutional* reconciliation are to a

man, determined that that day which deprives them of their liberties, shall also deprive them of their existence.

I shd. not have troubled you so long an Epistil had I not thought it a duty I owed my Country to apprise every person in England with whom I was in the slightest manner connected of the Sentiments of the People of this Country which perhaps may be well known before this reaches you, from many Publick Acts. you will therefore Sr. I hope excuse this intrusion. & believe me to be [&c.]

T Bland <sup>2</sup>

1. Theodorick Bland Papers, LC.

2. Theodorick Bland (1742–1790), retired physician and Virginia planter.

THEODORICK BLAND'S SATIRICAL ADDRESS TO FREDERICK LORD NORTH AND  
GENERAL THOMAS GAGE <sup>1</sup>

[Farmingdell, Va., December 1, 1774]

The Humble Address of the Merchants, inspectors, and [Pa]rtners, and other dependants on the Merchants and warehouses in the Town of Blandford and parts adjacent to the Right Honble Lord North, Genl Gage &c.&c.

We your Lordships most Humble admirers, and dutifull adherents having taken into our most [careful] consideration, Your Lordships & his excellency's [many] noble Virtues, and the bold and Laudable strid[es you have] lately made, to Arbitrary Government; and [industrious] and enterprising encroachments you have ma[de upon] the rights and prerogatives of the Crown; of grea[t Bri]tain; the Salutary and wholesome Corruption your lordship has, by your Wisdom, brought about in the British Parliament; and the noble attempts of your excellency (under the specious pretence of Personating the Best of Kings,) to fix on his Majesties Loyal & foolish Subjects of this Conduct [*sic!* continent] the Shackles of despotism; do think it prudent and Politic at this time when such general detestation and abhorrence is shewn by all *other ranks of People*; to shew our gratitude, and offer up our unfeigned thanks to you; for the prudent, Lenient, and steady measures you have undertaken, and are now pursuing to overturn the British Constitution, in England [and Ame]rica to its very foundation. We heartily a[gree] with you in your Laudable plan for th[is accomplishment] in hopes that your Lord[ship] & excellency [will] have effectuated your Laudable purpose, w[ill look upon] us with an eye of benignity and generosity, [and] graciously considering the eminent service [we] have endeavoured to do to you [in heartily concurring and testifying our approbation in] your Plan and at the risque of the Good opin[ion] of the People of the Country wherein we reside, disdaining every application to us, to embrace their Sentiments or abet their Cause, tho evident by our interes[t] to do. And when it shall please the Devil for we disdain it [pleas'd you] to have [foiled] every attempt of the People of America; to establish and maintain their liberties & the Glorious Standard of Despotism shall be effectually planted & the free constitution of great Britain & America shall be overturnd [so] that then Yr Lordship, an[d] excellency, will amply [re]wa[rd] us and our posterity with

such employment & [as m]ay enable us to demonstrate (if possible) to you [how] much we are devoted to your purpose.

We cannot, Help testifying, our great Surprise and utter abhorrence; That a Certain John Tabb, a Mercht in a Neighbouring Town, & a Certain Nathaniel Burns Inspector in Blandford; shd (tho reputed men of the greatest honor and integrity,) have openly & foolishly disavowed these our Principles, and in the face of day, have Signed a factious, and Violent instrument, called the [asso]ciation, by which they forego all intercourse a[nd] commercial Connection not only with us your Lordships & Excellencys Friends; but also (after a c[er]tain time) with Great Britain herself. — We heartily lament, these and all Similar steps which have been, and are daily, taken in this infatuated Country, nay even by those we imprudently deputed to represent us, in a Convention and a congress of all the Colonies, whom we foolishly deemed the wisest and ablest men of this Colony; and in a Congress of all the Colonies whom we [little] thought would have been guilty [of] such a gross mistake as to prefer, a lasting Good to present profit.

After such assurances to which we have with the greatest pleasure, Signed our names, you cannot, doubt our friendly attachment, hoping therefore; that, you will soon subdue the factious and rebellious adherents to the British constitution in the Town of Boston, we ar[e led to] expect, that we may, be favord with a small deta[ch]ment, of Troops; and if it shall be found inconvenient to send any Part of the Officers of the Customs from Boston, that we or as many of us as shall be thought proper, may be appointed Commissioners, Cashiers, Land waiters, tide water messengers, Searchers, [in]spectors &c. of his majesties Customs, for w[e] apprehend that the Lucrative employmen[t we] now hold under the Tobacco Law will [come to] an end Firmly relying on your Lordsh[ip & Excel]lencies powerfull & irresistible protection, [ar]dently desiring to cooperate with your lordship [in] removing every obstacle that this infatuated Colo[ny] has thought proper to throw in the way of your Success, we humbly hope that when the prom[oters] of those measures inimical to your wise plans of Government, are, stigmatized and Branded to the British Parliament as rebels; We may be [appoint]ed, as peaceable, subjects, well effected to the constitution of our Country, and firm supporters of British liberty, that so we may be rewarded [ ] according to our deserts, and discord and faction be driven from the face of this Colony, with [Mili]tary Chastisement & Severest con[sequences].

Then May your Excellency return to your [home] Land, Loaded with the Spoils of America [and] with the Laurels of this Continent; and [that an amu]let of the fairest of them, be born along [also] to encircle the Ministerial Brow of the [illustrious] Lord North.<sup>2</sup>

1. Theodorick Bland Papers, LC.

2. This gem of satire, in the hand of Bland, is undated, but, from the context, seems to have been written at about the same time as the letter of December 1, 1774 to Farrel & Jones. The reference to the Continental Association and its adoption in Virginia would indicate such a date, as Bland, in the above letter, gives vent to the cause of liberty with the same clearness of expression and enthusiasm as he expresses in the satirical address. The draft is worn at the edges and torn, so that the exact phraseology may have escaped, but the logical words inserted within brackets cannot be far from the actual ones.

4 Dec. (Sunday)

NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES <sup>1</sup>

[Boston] 1774 Decr 4th

In a Letter from Mr. [Philip] Stephens,<sup>2</sup> by the *Scarborough*, the Admiral . . . received directions for intercepting and securing any Gunpowder Arms or Ammunition, which might be attempted to be imported into North America, except the Master of the Ship or Vessel should produce a License from his Majesty, or the Privy Council for the exportation thereof from Great Britain, But the Admiral received no directions for his Conduct should the Provincials, as might be expected, persist in their rebellious Behaviour and proceed to Acts of Violence against his Majestys Forces by Sea or Land.

The *Gaspee* Brig coming in from the Fishery in Canso and Chaleur Bay &c, but last from Halifax she and the *Hopes* Tender were sent with a King's Pilot, and the Master of the *Mercury*, and an Officer belonging to the *Hope* Schooner (all good Pilots for the Coast and Harbours) with Orders to cruize in Boston Bay and about Cape Cod for the three large Ships expected from England: and the *Tartar*, *Lively* and *Canceaux* were ordered to get ready for Sea.

1. The Conduct of Vice-Admiral Graves in North America in 1774, 1775 and January 1776, Gay Transcript, I, 31, MassHS. Original in British Museum, Ms 14038:1:46v. Hereafter cited as Graves's Conduct, MassHS Transcript. Graves (1713-1787) at that time was Vice Admiral of the Blue.
2. Philip Stephens, (1725-1809), Secretary of the British Admiralty.

5 Dec.

*Boston Gazette*, MONDAY, DECEMBER 5, 1774

Boston, December 5

Last Saturday Evening the *Scarborough* Man of War, Capt. Barclay arrived here from England, with Dispatches for his Excellency Governor Gage: <sup>1</sup> Capt. Barclay left Plymouth the 24th of October, and has brought London Papers.

1. General Thomas Gage (1721-1787), commissioned Captain General and Governor in Chief of His Majesty's Province of Massachusetts Bay on April 5, 1774.

DIARY OF LIEUTENANT JOHN BARKER <sup>1</sup>

[Boston] 5th [December, 1774]

The *Asia* arrived this morning, with Major Pitcairne on board and part of a reinforcement of 460 Marines, exclusive of the Complement of the Ship.

1. John Barker, *The British in Boston Being the Diary of Lieutenant John Barker of the King's Own Regiment from November 15, 1774 to May 31, 1776; With Notes by Elizabeth Ellery Dana* (Cambridge, 1924), 10. Hereafter cited as Barker, *Diary*.

MINUTES OF THE BALTIMORE COMMITTEE <sup>1</sup>

At a Meeting of the Committee of Baltimore Town at Grants this 5th December 1774 . . .

# In Provincial Congress,

Cambridge, December 6, 1774.

**T**HE Operation of the cruel and iniquitous *Boston-Port-Bill*, that Instrument of ministerial Vengeance, having reduced our once happy Capital and the neighbouring Town of *Charlestown*, from Affluence and Ease, to extreme Distress; many of their Inhabitants being deprived of even the Means of procuring the Necessaries of Life: From all which they have most nobly refused to purchase an Exemption, by surrendering the Rights of Americans. And although the charitable Donations from the other Colonies, and several Towns in this Province, have in good Measure relieved their immediate Necessities, while their Approbation has animated them to persevere in patient Suffering for the public Good; yet as the Severity of Winter is now approaching, which must add greatly to their Misery; and there has been no general Collection for them in this Colony, we hold ourselves obliged in Justice to contribute to their Support, while they under such a Weight of Oppression are supporting our Rights and Privileges.

*It is therefore RESOLVED*, That it be recommended to our Constituents the Inhabitants of the other Towns, Districts and Parishes within this Province, that they farther contribute liberally to alleviate the Burden of those Persons who are the more immediate Objects of ministerial Resentment, and are suffering in the common Cause of their Country: Seriously considering how much the Liberty, and consequently the Happiness of Ourselves, and Posterity, depend, under GOD, on the Firmness and Resolution of those worthy Patriots.

And it is *Ordered*, That Doctor *Foster*, Mr. *Devens*, and Mr. *Cheever*, be a Committee to transmit printed Copies of the above RESOLVE to the Ministers of the Gospel in the several Towns, Districts and Parishes in this Province, who are desired to read the same to their several Congregations, in Order that their Contributions of such Necessaries of Life as they can spare, may be forwarded as soon as possible.

*Signed by Order of the Provincial Congress,*

**JOHN HANCOCK, President.**

*A true Extract from the Minutes.*

**BENJAMIN LINCOLN, Secretary.**



This Committee made choice of Samuel Purviance as Chairman, and William Smith as a deputy Chairman, to be continued as such; and they also chose Doctor John Boyd as Clerk.

On Motion the following question was put. Whether a vessel arriving within the Capes of Chesapeak, on or before the first of December, be an importation within the first Resolve of the [Continental] Congress, or not. Resolved in the affirmative 13-3

Captn Charles Reiley of the Ship *Charles*, from Liverpool, appeared before the Committee; and declared on Oath, that he was on the 30th of November at half past one o,Clock abreast of Cape Henry, and that he came to an Anchor the same Day in Lynhaven Bay, He declared that he had no Goods on board but Salt, Coale, Cordage and Linens; and that he did not Lade or bring in any Tea. The Committee are of opinion that this is an importation within the Terms of their Resolve.

1. Minutes of the Baltimore Committee, LC. Hereafter cited as Balt. Com., LC.

## 7 Dec.

### MINUTES OF THE BALTIMORE COMMITTEE <sup>1</sup>

At a meeting of the Committee of Baltimore County held at Mr Grants December 7th 1774

Captn James Thomas of the Ship *William* from Bristol, appeared before the Committee, and declared on Oath, that he arrived within the Capes of Chesapeak Bay on the 30th Day of November last past, and that he has not imported himself, nor is there to the best of his knowledge, any East India Tea on board his Ship. The Captain at the same time produced his Log Book, which corresponded with his declaration aforesaid, respecting the time of his arrival in the Bay. The following Gentlemen, Importers of Goods in said Ship, appeared before the Committee, and made oath that they had not imported any East-India Tea in said Ship; William Smith, James Cheston, David Mitchell, William Neill, Christopher Johnston, and David M'Lure.

Captn Robert Johnston of the Ship *Elizabeth* from London-Derry having arrived in Chesapeak Bay after the first Day of December, appeared before the Committee, and declared on Oath that there is not, at present, nor has he imported in said Ship, Goods of any kind for Sale, except Seven pieces of Irish bagging, being his own private adventure which he engages to deliver into the hands of Mr Hercules Courtenay and Captn. George Woolsey, who are appointed by the Committee to receive and Sell them at public Vendue, and after paying the said Captn the first Cost and charges of said Goods, out of the Produce of the Sales, the remainder, if any, to be accounted for to the Committee by Messrs Courtenay & Woolsey, and applied by the Committee to the purposes in that case recommended by the Continental Congress.<sup>2</sup>

1. Balt. Com., LC.

2. The policy set by the Committee in the case of Captain Johnston's cargo was followed with all subsequent arrivals after December 1, 1774—the Continental Association's deadline for importations from the British Isles or British possessions. The procedure quickly became routine, and only cases on the unusual side will be considered hereafter.

**8 Dec.**JOURNAL OF THE GENERAL ASSEMBLY OF RHODE ISLAND<sup>1</sup>

[Providence, Thursday, December 8, 1774]

It is voted and resolved, that all the cannon now at Fort George<sup>2</sup> (excepting two eighteen-pounders and one six pounder) and all the powder, shot and stores, thereto belonging (excepting so much powder and ball as are sufficient for the cannon to be left at said fort) be immediately removed to the town of Providence; that Col. Joseph Nightingale,<sup>3</sup> be, and he is hereby, appointed to see the same done.

That the commanding officer of the said fort be, and he is hereby, ordered to deliver the same to the said Joseph Nightingale; who is hereby directed to keep the cannon, ball, &c. in his possession, until further orders from this Assembly.

It is voted and resolved, that the copies of the letter from the Earl of Dartmouth, to this colony, and of the order therein enclosed, now lying before this Assembly, be immediately sent to the Speaker of the lower House, to Thomas Cushing, Esq., the late speaker of the House of Representatives of the Province of the Massachusetts Bay, to be communicated to the provincial congress, in that colony.

1. John Russell Bartlett, ed., *Records of the Colony of Rhode Island and Providence Plantation in New England, 1770 to 1776* (Providence, 1862), VII, 262, 263. Hereafter cited as Bartlett, ed., *Records of Rhode Island*.
2. Located on Fort Island in Newport Harbor.
3. A Colonel of Rhode Island militia, and partner in the Providence mercantile house of Clark & Nightingale.

**10 Dec.**VICE ADMIRAL SAMUEL GRAVES TO GENERAL THOMAS GAGE<sup>1</sup>

Sir

Preston Boston 10 decem. 1774

I had the honor of your Excellency's letter acquainting Me with your having Ordered two Vessels to be purchased for his Majesty's Service and desiring Signals for them to pass and repass the King's Ships under my Command. I have accordingly given directions for that purpose, upon their hoisting a Yellow Pendant when they at any time come near One of the Squadron.

I am Sir with great regard Your Excellency's [&c.]

Sam<sup>l</sup> Graves

1. Gage Papers, CL.

DIARY OF LIEUTENANT JOHN BARKER<sup>1</sup>

[Boston] 10th. [December, 1774]

We hear that the *Glasgow* Sloop of War from Halifax is in great danger within two or three leagues of the Light House.

1. Barker, *Diary*, 10.

Sir

Boston Boston 10 decem. 1774

I had the honor of your Excellency's  
letter acquainting me with your having ordered  
two Vessels to be purchased for his Majesty's Service  
and desiring Signals for them to pass and  
repass the Kings Ships under my Command. I  
have accordingly given directions for that  
purpose, upon their hoisting a yellow  
Pendant when they at any time come  
near one of the Squadron. I am Sir with  
great regard Your Excellency's

Most Obedient and Most  
humble servant

Sam<sup>l</sup> Graves.

The Excellency General Gage

*Providence Gazette*, SATURDAY, DECEMBER 10, 1774

Providence, Dec. 10

We have Authority to inform the Public, that the Right Honourable the Earl of Dartmouth <sup>1</sup> has written circular Letters to the several Governors on the Continent, signifying his Majesty's Command, that they take the most effectual Measures for arresting, detaining and securing, any Gunpowder, or any Sort of Arms or Ammunition, which may be attempted to be imported into the Colonies; <sup>2</sup> and likewise inclosing an Order of the King in Council, prohibiting the Exportation thereof from Great-Britain or Ireland, of which the following is an exact Copy. At the Court of St. JAMES's, the 19th Day of October, 1774.

PRESENT

*The KING's most excellent MAJESTY in Council,*

*Earl of Rochford,*  
*Earl of Dartmouth,*  
*Earl of Suffolk,*

*Lord Viscount Townshend*  
*Lord Mansfield,*  
*Lord North.*<sup>3</sup>

WHEREAS an Act of Parliament was passed in the Twenty-ninth Year of the Reign of his late Majesty King George the Second, intituled, "An Act to empower his Majesty to prohibit the Exportation of Saltpetre, and to enforce the Law for empowering his Majesty to prohibit the Exportation of Gunpowder, or any Sort of Arms or Ammunition, and also to empower his Majesty to restrain the carrying coastwise of Saltpetre, Gunpowder, or any Sort of Arms or Ammunition:" And his Majesty judging it necessary to prohibit the Exportation of Gunpowder, or any Sort of Arms or Ammunition, out of this Kingdom, or carrying the same coastwise, for some Time, doth therefore, with the Advice of his Privy Council, hereby order, require, prohibit and command, that no Person or Persons whatsoever (except the Master-General of the Ordnance for his Majesty's Service) do, at any Time during the Space of Six Months from the Date of this Order in Council, presume to transport into any Parts out of this Kingdom, or carry coastwise, any Gunpowder, or any Sort of Arms or Ammunition, or ship or lade any Gunpowder, or any Sort of Arms or Ammunition, on board any Ship or Vessel, in order to transporting the same into any Parts beyond the Seas, or carrying the same coastwise, without Leave and Permission in that Behalf first obtained from his Majesty or his Privy Council upon pain of incurring and suffering the respective Forfeitures and Penalties inflicted by the aforementioned Act. And the Lords Commissioners of his Majesty's Treasury, the Commissioners for executing the Office of Lord High Admiral of Great-Britain, the Lord Warden of the Cinque-Ports, the

Master-General of the Ordnance, and his Majesty's Secretary at War, are to give the necessary Directions herein, as to them may respectively appertain.

Signed G. CHETWYND.

Sunday last [December 4] arrived at Boston the *Asia* Man of War, of 64 Guns, with 500 Marines more than her usual Complement. Three other ships of the Line were hourly expected.

1. William Legge, second Earl of Dartmouth (1731-1801), was Secretary of State for the Colonies.
2. The text of Lord Dartmouth's circular letter, dated Whitehall, 19th Octr. 1774, read: "His Majesty having thought fit, by his Order in Council this Day, to prohibit the Exportation from Great Britain of Gunpowder, or any sort of Arms or Ammunition, I herewith inclose to you a Copy of the Order, and it is His Majesty's Command that you do take the most effectual Measures for arresting, detaining & securing any Gunpowder, or any Sort of Arms or Ammunition, which may be attempted to be imported into the Province under your Government, unless the Master of the Ship, having such Military Stores on board, shall produce a Licence from His Majesty, or the Privy Council for the Exportation of the same from some of the Ports of this Kingdom." This copy is taken from the Gage Mss., CL.
3. The Privy Council, in addition to Dartmouth, consisted of William Henry Zuytlestein, 5th Earl of Rochford (1754-1830); Henry Howard, 12th Earl of Suffolk (1754-1830); George, 4th Viscount Townshend (1747-1807); William Murray, 1st Earl of Mansfield (1705-1793); and Frederick, Lord North (1732-1792), the Prime Minister.

"JAMES RIVER NAVAL OFFICE, MANIFEST BOOK 1774-1775" <sup>1</sup>

1774 [A Manifest of the lading on board the] Ship *Kattie*, James Clarke,  
Dec. 10 Master, bound for London

Four hundred and thirty-four Hogsheads Tobacco & nine thousand five hundred Staves

1. VSL. This is perhaps the only manifest book extant for the period beginning at the time the Continental Association became effective, and concluding on September 9, 1775, after which date all exports to Great Britain, Ireland and the British West Indies ceased. All outward-bound cargoes were sworn to before Lewis Burwell, the James River Naval Officer. The principal item shipped from the James River was, of course, tobacco. Along with it, however, went thousands of barrel staves in each cargo. For the complete Manifest Book, see Appendix B. Trade from the James River was predominantly to Glasgow. Of the sixty-eight vessels cleared in the prescribed period, forty were destined for the Scottish port; thirteen for London; seven for Whitehaven; three each to Falmouth and Liverpool; and two to Bristol.

MINUTES OF THE COMMITTEE OF SAFETY OF WILMINGTON, NORTH CAROLINA <sup>1</sup>

Wilmington, 10th December 1774.

Mr John Slingsby & Co inform the committee that they have imported in the brig *Diana* Capt Authven, master, from Glasgow since the first instant a cargo of goods for their store in this town, amounting to £1916 7s 2 $\frac{3}{4}$ d, sterling and another cargo for their store at Cross Creek amounting to £1018 13s 9 $\frac{3}{4}$ d. sterling and delivered the same with the invoices thereof into the hands of the committee requesting that they may be sold agreeable to the association of the General Congress.

Resolved, therefore that the sale of the said goods be on Wednesday the 14th inst and that public notice thereof be given immediately

1. W. L. Saunders, comp., *The Colonial Records of North Carolina* (Raleigh, 1890), IX, 1095. Hereafter cited as Saunders, comp., *Records of North Carolina*.



*Frederick North, Second Earl of Guilford. By Nathaniel Dance, date unknown.*

11 Dec. (Sunday)

CAPTAIN WILLIAM MALTBY, R.N., TO VICE ADMIRAL SAMUEL GRAVES <sup>1</sup>

(Copy)

*Glasgow* at Cohasset 11h. Decr. 1774

Sir, His Majesty's Ship under my Command <sup>2</sup> ran on the Rocks at this Place Yesterday Morning at 5 O'Clock. She is now at an Anchor in a very narrow Place environ'd with Rocks and about half her Length from some of them, her Rudder is lost and she has received very considerable damage, if timely Assistance arrives, I hope She will be saved, She now makes as much Water as all the Pumps can free, I am taking every Method for her Preservation, but want Craft for Her Guns &ca. as there is a little more Water than She draws at Low Water, but it would be very dangerous to throw her Guns Overboard here as She would strike on them at Low Water; for other particulars I refer You to the Bearer who seems to be a very communicative and civil Person. I am Sir [&c.]

Will<sup>m</sup> Maltby

P.S. Bearer's Name Ebenezer Dickinson

1. PRO, Admiralty 1/485, LC Transcript.

2. H.M.S. *Glasgow*, 20 guns and 130 men, was returning from a complete overhaul at Halifax.

NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES <sup>1</sup>

[Boston] 1774 Decr. 11th.

About Six this Evening Information coming of the *Glasgows* running upon Rocks, Lieut. [George] Dawson in the *Hopes* Tender was immediately ordered to her Assistance and to acquaint her Captain that every Help possible should follow; and accordingly a large Wood Sloop with a Lieutenant petty Officers and 40 men with necessary Geer sailed in the Night.

1. Graves's Conduct, I, 32, MassHS Transcript.

JAMES BEEKMAN TO FLUDYER, MARSH, HUDSON, AND STREATFIELD, LONDON  
MERCHANTS <sup>1</sup>

Per Captain Couper.

[New York] Dec. 11, 1774

I have now before me your several Favours of the 27th August. 23rd of September and 14th of October last. And Note their contents. The first acknowledging the Receipt of a Remittance from Captain John Walker at Barcelona for £400 Stg. one half on Account of my Brother Gerard and the other half on my own account. for which have made you Debtor, and have given you Credit for £52.6.11 Amount of a Bale Merchandize you shiped me per Captain Couper as per Invoice. that of 14th October inclosing my account current with Messrs. Fluyder Marsh and Hudson ballance in my favour £82.1.4 which I have examined and found correct and have past the same to the Debit of your account. I should have sent you a Spring order, had we not been prevented by the unhappy misunderstanding that at present Subsists between Great Brittain and the Colonies, which has brought us under the disagreeable necessity of entring into a Non Importation agreement, untill proper redress of American Greivances is obtained, which [I am] in hopes of speedily acquiring.

1. Philip L. White, ed., *The Beekman Mercantile Papers, 1746-1799* (New York, 1956), II, 755. Hereafter cited as White, ed., *Beekman Papers*.

The BOSTON

Evening-Post.



Containing the freshest & most important

Advices, Foreign and Domestic.

Printed by THOMAS and JOHN FLEET, at the HEART and CROWN in Cornhill.

Reminder of the Piece begun in our Paper of the 28th. To the Gentlemen Officers in the Army. UNCERTAINTY is the never-failing concomitant of every thing future. But what we know, beyond the possibility of action, that compleat victory, in a cheap rate, would ultimately declare in our favor. Yet should we with labour'd assiduity create the willfulness to see our country stretch'd in

search into all the abstruse corners of truth, and thence extract in the intricate region of mystery. This religion and learning, liberty and science, wealth and power, fill up their hearts together, and tread, like by like, the flag of Union. Now view the case. When once discipline, a dreadful Hydra, depending their cuts than ever bleed from Fobdora's box; with systems of trade begins to take, the blessings of liberty are all on tip-toe. Ignorance and barbarity, carnage and poverty, wait at her elbow. To confine the above, I have to the accompaniment of a story. re-

WILLIAMSBURG, (Virginia) Nov. 10. The Hon. Peyton Randolph, Esq. has received the following Letter from Genl. of O.C. by express, in which he is directed to the Hon. PAYTON RANDOLPH, Esq. S. R. Boston, Oct. 26. 1774. REPRESENTATIONS should be made with candour, and matters stated exactly as they stand.

to persecute our another any more. and as yet the Roman Catholic church, it never will nor can have such a footing in a country peopled by refugees from civil and religious tyranny, as to enable it to exercise its bloody power there. That may be (said Mr. Whitefield) but I never can believe that CHRIST would redeem America, and have no MARTYRS there to shed with their blood the truth of his Religion.

BOSTON, Dec. 12.

We learn from undoubted authority, that Lord Dartmouth, Secretary of State, has wrote a Circular Letter to the Governors upon this Continent, informing them that his Majesty has thought fit by his Order in Council, dated the 19th of October, to prohibit the Exportation from Great Britain of Gun-Powder or any sort of Arms and Ammunition; and has signified to them his Majesty's Command that they do take the most effectual Measures for arresting, detaining and securing any Gun Powder, or any sort of Arms or Ammunition, which may be attempted to be imported into the Province over which they respectively preside, and let the Master of the Ship having such Military Stores on board, shall produce a Licence from his Majesty, or the Privy Council for the Exportation of the same from some of the Ports of Great-Britain.

On the 27th of November, after a lingering and arduous illness, departed this Life the Rev Mr. Seth Storer, Pastor of the Church of Christ in Water-town, in the 73d Year of his Age, and 51st of his Ministry; who by the soundness of his Doctrine, consistency, steadiness and fidelity in his Lord's Work, and by a pious, prudent, blameless and exemplary Conversation, approved himself a good Minister of Jesus Christ; and through the whole Course of his Ministry has been esteemed and respected by his Brethren, as well as by the People of his Charge. He has left a sorrowful Widow, but no Child: However, we trust God has given him a Name better than of Spous & of Daughters; an everlasting Name that shall not be cut off.

MARRIED, J. Rev. Mr. Moses Everett, of Dorchester, to Mrs. Lucy Balch, Daughter of the late Rev. Mr. Balch, of Dedham.—Mr. William Bell to Miss Elizabeth Emery.—At Salem, Doct. Peter Oliver to Mrs. Luce Frye, Daughter of Col. Frye of that Town.—At Newbury, Mr. John Carr to Miss Betty Little, Daughter of Capt. Moses Little.

DIED, J. Mrs. Hannah Winter, aged 60, a noted School-Mistress in Water-Street.—To the Arms-House, Mr. Robert Hill, late a Carver.—Mr. Eben, a Scarping Man.

At Southampton in England, Mrs. Gayton, Consort of Admiral Gage, now on the Jamaica Station.

And it is likewise strongly recommended to the committees of association which ought immediately to be chosen agreeably to the said resolutions by each town and district in the colony, not having already appointed such committees) that they exert themselves in causing the association, as thereby directed, to be strictly executed. And that after the said tenth day of October (unless the acts of parliament aforesaid are repealed) they apply to all the merchants and traders in their respective towns and districts, and take a full inventory of all the goods, wares and merchandises aforesaid in their possession, whether they shall have been imported before or after the said tenth day of October, and they do offer an account for sale, until said acts shall be repealed, and if any merchant, trader or others, shall refuse to have an inventory taken, or shall offer for sale after the said tenth of October, any such goods, wares or merchandises, that they may proceed to the committee aforesaid, that they take the goods into their possession to be stored at the risk of the proper owners, until the repeal of the acts aforesaid, and publish the names of such refractory merchants, traders or purchasers, that they may proceed with the means of force in their country. And the towns and districts throughout the province are also advised, that they by no means fail vigorously to assist and support their committees, in discharging the so well as the other duties of their office, and to cause the resolutions to be executed by every means which they shall think necessary.

Signed by order of the Provincial Congress, JOHN BRANCOCK, President. A true extract from the minutes, BENJAMIN LANTIER, Secy.

BOSTON, December 12, 1774.

At a meeting of the freemasons, and other lodges of the town of Boston, at Faneuil-Hall, on Wednesday the 7th inst. by adjournment:

The following committees of forty three persons were appointed to carry into execution in the town of Boston the agreement and association of the late respectable Continental Congress, viz. H. Ho. The Coffin, Mr. Eben, Hancock, Mr. Moses Gill, H. Ho. John Hancock, Mr. Wm. Greenleaf, Mr. Tho. Boylston, Mr. Samuel Adams, Mr. Sam. Whitwell, Capt. John Matthews, William Phillips, Esq; Mr. Herman Brimmer, Mr. New, Osgenough, Col. Maudslai, Mr. Martin Belonger, Mr. Moses Grant, Mr. John Pitts, Mr. Peter Boyer, Mr. Foster Coody, Mr. Oliver Wendell, Dr. Benj. Church, H. Ho. Greenleaf, Esq; Mr. Samuel Austin, Dr. J. J. Warren, Mr. Cyrus Baldwin, Benjamin Austin, Esq; Joseph Greenleaf, Esq; Mr. Doct. Foster, Caleb Davis, Esq; Capt. Benj. Waldo, Mr. Isaac Pierce, Mr. William Davis, Capt. John Pilling, Mr. Esack Brown, Mr. William Whitwell, Mr. Paul Ripley, Mr. Joseph East, Mr. Samuel Barrett, Mr. John Wintthrop, Mr. Henry Bab, Jonathan Jackson, Esq; Mr. Samuel Pitts, Capt. Sam. Partridge, Capt. John Rowland, Capt. Roddock, Mr. John Bracker, Capt. John Bowers, Dr. Charles Jarvis, Mr. John Davis, Mr. William Powell, Mr. Thomas Clark, Mr. Edward Davis, Major Boylston, Major Nath. Barber, Capt. Elias Johnson, Raskal Chatter, Esq; Capt. Peter Varnum, Mr. Elias Parkman, Capt. Edw. Fiske, Capt. John Ripley, Mr. John Ripley, Mr. James Ives, Capt. Hopkins, Dr. Nath. Noyes.

Seven are to be a Quorum. At the above meeting the following gentlemen viz. Jonathan Williams, Esq; moderator present, the Hon. James Otis, Esq; Dr. Benjamin Church, Dr. Charles Warren, Mr. John Pitts, J. J. Greenleaf, Esq; and Mr. William Cooper, were appointed a Committee to draft a Vote of Thanks of the Town of Boston, expressive of their Gratitude for the benevolent Assistance

Provincial Congress; and also gave Orders to the Constables & Collectors to pay Henry Gardner, Esq; of Stow, Monies which they then had, or in future might have in their Hands belonging to the Province, agreeable to a Resolve of the Provincial Congress, who have considered the late Treasurer Gray's unworthiness of any further confidence: and an avowed Enemy to the Rights of America.

Several Parcels of Sheep, which were on the point of being shipped'd from Rhode-Island, were stopped last Week; in compliance with the Association of the Congress; some of the Sheep were on board.

John Collins, Esq; and Capt. Nathaniel Mumford, of Newport, one having 100, and the other 40 Sheep ready to ship off, voluntarily declined sending them. By the Papers printed on this Continent, we find that large Committees are appointed and appointing throughout the Colonies, to see that the Regulations of the Congress are punctually complied with.

We hear that the People of South-Carolina, at the Time their Delegates returned from Philadelphia, collected together the greatest Part of the Tea they had by them and burnt it.

Extract of a Letter from Virginia, Nov. 20. A few days ago a Ship arrived at York River from London, with a few Chefts of Tea on board, which were immediately destroyed; and it was with great difficulty the Ship was' saved from being burnt.—She is ordered to return in 20 days, without any loading whatever; but as she is consigned to a Person who had no concern in shipping the Tea, it is thought she will have leave to go to the West Indies.

NEW-LONDON, Nov. 20. The Committees of Correspondence for the Town of New-London and Groton, being informed that Mr. Phillip Dunsmere, Merchant of Boston, who was one of the Addressors to Governor Hutchinson, arrived at New-London last Evening, and put up as Mr. Thomas Allen's, Innholder; they thereupon waited on him at 9 o'clock in the Morning, and informed him that it would be disagreeable to the Inhabitants of the aforesaid Towns for him to continue long in said New-London; and entered into a free Conversation with him relative to said Address.—He assured them that he was sorry he ever signed it, and gave them the following underwritten Declaration, which was approved of by the said Committee. Whereas I signed an Address to the late Governor Hutchinson, in which I gave no other View than the Welfare of Great Britain and her Colonies, a Reconciliation between which I imagined would be forwarded thereby;—but being now sensible that it was so far from being any such thing, as I hope this free Declaration will manifest me in the Presence of all true Friends to the Constitution of both Countries.

PH. DUMARESCQ.



12 Dec.

*Boston Evening Post*, MONDAY, DECEMBER 12, 1774

Boston, Dec. 12.

We learn from undoubted authority, that Lord Dartmouth, Secretary of State, has wrote a Circular Letter to the Governors upon this Continent, informing them that his Majesty has thought fit by his Order in Council, dated the 19th of October, to prohibit the Exportation from Great Britain of Gun-Powder or any sort of Arms and Ammunition; and has signified to them his Majesty's Command that they do take the most effectual Measures for arresting, detaining and securing any Gun Powder, or any sort of Arms or Ammunition, which may be attempted to be imported into the Province over which they respectively preside, unless the Master of the Ship having such Military Stores on board, shall produce a Licence from his Majesty or the Privy Council for the Exportation of the same from some of the Ports of Great-Britain.

CAPTAIN WILLIAM MALTBY, R.N. TO VICE ADMIRAL SAMUEL GRAVES <sup>1</sup>

(Copy)

*Glasgow* at Cohasset 12th 1. PM. Decr 1774

Sir, I have your favor by Mr [Ebenezer] Dickinson, Lieutenant [Alexander] Gr[a]eme is arrived in the Sloop; Lieutenant [Joseph] Nunn in the *Halifax*; Mr [William] Lechmere by Land; You may be assured I shall lose no time or Opportunity in doing everything in my power for the Preservation of the Ship, an able Carpenter with two or three of that Profession would be of great Service in constructing a Rudder of this Plan.<sup>2</sup> I purpose to get the Ship in safety to Night if possible, until I can get her in a Condition to come to Boston; If the 40 Men are completed to a 100. it will vastly contribute to forward the Ship as her Men are much fatigued already; I must refer You to Lt Lechmere for particulars of which he has heard and seen, and am Sir, [&c.]

Will<sup>m</sup> Maltby

PS. the reason I mention the Men after what You have said in your Letter, the Officers are of Opinion that the King's Men are more to be depended on than Others.

1. PRO, Admiralty 1/485, LC Transcript.

2. The rudder plan was not included in the copy Graves enclosed to the Admiralty.

*Newport Mercury*, MONDAY, DECEMBER 12, 1774

Newport, December 12

Last Friday and Saturday [December 9 and 10] all the cannon belonging to Fort George, except 4, were carried to Providence, with the shot, &c. from whence they may be easily conveyed into the country, to meet the Indians and Canadians with which the colonies are threatened.

The Tory faction in this town, the beginning of last week, grinn'd horrible a gastly smile, and prophesied there would be high *fun* by Saturday night; however, they have been some how most shockingly disappointed, as 'tis hoped they always will be.

Yesterday the *Rose* man of war<sup>1</sup> arrived here, from New London, and anchor'd between the north end of Goat-island and this island.

1. H.M.S. *Rose*, 20 guns and 130 men, Captain James Wallace.

CAPTAIN JAMES WALLACE, R.N. TO VICE ADMIRAL SAMUEL GRAVES<sup>1</sup>

(Copy) *Rose*, Newport Harbour, Rhode Island 12th December 1774

Sir, Yesterday I arrived in this port, with His Majesty's Ship under my Command, from New London, on a cruise, of which I had the honour to acquaint You, the 8th instant.

Since my absence from this Place, I find the Inhabitants (they say here of Providence) have seized upon the King's Cannon that was upon Fort Island, consisting of six twenty-four Pounders, eighteen eighteen Pounders, fourteen six Pounders, and six four Pounders (the latter they say, formerly belonged to a Province Sloop they had here) and conveyed them to Providence.

A procedure so extraordinary, caused me to visit upon the Governour,<sup>2</sup> to inquire of him, for your information, why such a step had been taken. He very frankly told me, they had done it to prevent their falling into the hands of the King, or any of his Servants; and that they meant to make use of them, to defend themselves against any power that shall offer to molest them.

I then mentioned, if, in the course of carrying on the King's Service, I should ask assistance, whether I might expect any from him, or any others in the Government.

He answered as to himself he had no Power, and in respect to any other part of the Government I should meet with nothing but opposition and difficulty. So much for Governor Wanton.

Then I endeavoured to get the best information of what they were at, from all Quarters, and enclosed I send it to you.<sup>3</sup> Among some of their votes you will find they intend to procure Powder and Ball and Military stores of all kinds, wherever they can get them.

Now, Sir, I submit to your Consideration, as there are three large and distant Chancels to Providence the Place the most probable they will attempt to land them whether the Assistance of some smaller Vessels would not be necessary in order to prevent them. What can be done by the *Rose* shall not be neglected. I am Sir [&c.]

Ja<sup>s</sup> Wallace

Inclosed is the State and Condition of His Majs Ship *Rose*

1. PRO, Admiralty 1/485, LC Transcript.

2. Governor Joseph Wanton.

3. The enclosures were some resolves of the Rhode Island Assembly setting up a military structure.

*New York Gazette*, MONDAY, DECEMBER 12, 1774

New-York, Dec. 12.

On Tuesday last [December 6] his Majesty's Ship *Swan*,<sup>1</sup> commanded by Capt. James Ayscough, weighed Anchor for Boston, by Way of the Sound.

We hear that at a Meeting of the General Committee of this City and County, two Sub-Committees were appointed to superintend the Sales of two Cargoes of Goods arrived here since the first Day of December. And that it was the opinion of the Committee, that all Goods, Wares and Merchandize, enumerated in the first Article of the Association of the Continental Congress, should be subject to the Regulations contained in the tenth Article.<sup>2</sup>

Last Week several Parcels of Goods were sold here agreeable to the Association entered into by the Continental Congress; and many more will be disposed of this Week in the like Manner, as the *Lady Gage*, Captain [Thomas] Mesnard, that arrived here last Friday Night [December 9] has a tolerable Cargo on board.

1. H.M.S. *Swan*, a sloop of 14 guns and 100 men.

2. The Continental Association, adopted by the First Continental Congress on October 20, 1774, forbade importation of British goods into the American Colonies after December 1, 1774, and specified that all exports to Great Britain should cease after September 10, 1775.

HENRY LAURENS TO JOHN LAURENS, LONDON<sup>1</sup>

[Extract]

Charles Town So Carolina 12 Decemr 1774.

p Mr. Pringle in Capt White.

After I had embarked on board *Le Despenser* the 7th Ulto I wrote you as well as circumstances would permit a few Lines in answer to yours of the 3d which reached me on the point of departing from Falmouth, my Letter was sent on Shoar to be put into the Post office by persons who were Strangers to me, the Consideration of which had led me to this particular retrospect.

I had in the general an excellent passage from Falmouth to the Coast of Carolina, fair wind & pleasant mild air we got into sounding 15 fathms the 32d day but happened to fall in Soward of the Bar which converted the fair into an adverse Wind & gave us the trouble of two Days beating up – In the Evening of the Second an unskilful young Man was put on board our Vessel in Character of a Pilot & he took upon himself the charge of conducting her the next day into this Harbour but an hour before Midnight I felt a violent Shock in Bed which awoke & started me up – Gracious God Said I, surely the Vessel struck Ground this Instant or I dreamt So, the murmur was Scarcely expressed, when I heard the Captain's Voice, Oh, I Shall loose my Ship, My Dear Mr Laurens I Shall loose my Ship! – Ah Sir Ah Captain I answered I am Sorry for your loss but compose your Self & be Steady recover your Spirits & let us think of means for Saving Lives – then I hastned upon Deck where the Wind blew Strong, it was freezing piercing Cold & a rough Sea but less so than it would have been had not the Wind blown from the Land Side – uncomfortable weather for Swimming or attempting the escape of twenty one persons in two Small inconvenient Boats, Breakers to be encountered, ten or twelve Miles from Shoar & Seven long hours of Night before us, perceiving the Commander continued wailing & discomposed I addressed by old acquaintance the Master Talbot & his Brother the Mate both active Seamen admonished them to be Steady not alarmed – the pilot I comforted

dont be frighted pilot by the accident – recollect your Self, think where we are & for means of getting us off again if possible – I ran below & brought up two Lanthorns with Lighted Candles & prevailed on the Boatswain to hoist them on the Ensign Staff to Shew our distress to Vessels which were following us in order to claim their Aid as well as to caution one in particular which was very near & coming hastily into the Same danger, this Step had the good effect of turning that Vessel instantly back again, in the mean time Master Talbot his Brother & the sober young fellows under them were acting their parts with judgement & boldness – do this – do that Said Talbot & he was obeyed, the Ship Struck about eleven times, the Scene was awful, a high Wind, excessively Cold thumping admist Breakers on a Bank in the open Ocean in the forepart of a long Night, Boats not good – I then thought of a phrase in one of your last Letters, “Stageless Voyage” So descriptive of Eternity. I considered or rather the thought was introduced in my mind that I was born to Die & I did not find my Self miserable in the seeming extremity, I was a helpless hand & could do nothing more than to repeat & press my advice to those who were Skilful & could work, to be steady & undaunted which I perceived had a good effect; the people were animated active and Calm, every proper means was used & it was fortunately from a flowing Tide, the Ship was got off & into deep Water again – we narrowly & amazingly escaped – I felt a humble thankful heart & retired to my Bed again . . . next Morning that is to Say yesterday we took in another Pilot who brought our Vessel to anchor about Noon not far from opposite to Mr Rose’s Wharf where I landed & preceeded immediately to this House . . .

I have only learned Since my arrival what I Suppose you have known for a Month past I mean of our American public affairs, that the Inhabitants of 12 United Links of this Chain of Colonies from New Hampshire to South Carolina have unanimously determined to make a firm & Steady opposition to the Measures adopted by Administration for enslaving us & our posterity – there is a Spirit here which Surpasses all expectation its continuance will depend upon the Wisdom & policy of those Resolutions & associations by which we are at present bound – these I have not yet Seen, no doubt you have as they are before this day made public in all parts of Great Britain, fathom them & give me your opinion – dont take either Side & form a partial opinion – but reflect well before you write, I write this hint because I know you are an American Zealot & may be in good time an Enthusiast – I am both where I see the way clear before me. – therefore I am so in the grand points of our controversy. – I look forward now & perceive more fully those impending distresses which I have often pointed out to you, as the certain consequences of tenacity on both parts, but many people here I fear are not aware of them – I am not afraid of encountering even poverty – if we are all of the Same opinion we Shall in – time Surmount every difficulty – but where am I running to – the Vessel is to Sail toMorrow Morning – I must conclude. . . .

1. Henry Laurens Letter Book, 1774–1775, SCHS.

13 Dec.

*Essex Gazette*, TUESDAY, DECEMBER 13, 1774

Salem, December 13.

We hear that a Regiment of Troops embarked last Sabbath [December 11] at Boston, said to be destined for this Place, for the Purpose of "arresting, detaining and securing Gun Powder."

MINUTES OF THE COMMITTEE FOR ANNE ARUNDEL COUNTY AND CITY OF ANNAPOLIS <sup>1</sup>

[Annapolis] December 13, 1774

The schooner *Polly*, Reuben Hawes, master, having arrived in this province since the 1st instant, with twenty-three pipes of Madeira wine, the property of Messrs James Dice and Anthony Stewart, and another pipe the property of Dr. George Stewart, shipped the 5th day of October last; and Mr. Stewart requesting that the said wines should be sold under the direction of the committee, according to the tenth article of the [Continental] association; the same wines were sold after due notice, at the coffee-house, under the Direction of the committee –

The prime cost and charges of the 24 pipes	Sterling of wine
	440 . . 9 . . 7½
Sold for	442 . . 0 . . 8½

Profit for Boston <sup>2</sup>	1 . 11 . . 1
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John Duckett, clerk of committee

1. *Maryland Gazette*, Annapolis, December 15, 1774.

2. To be used for the relief of the poor in Boston.

14 Dec.

COPY OF A LETTER FROM CAPTN. [JOHN] COCHRAN COMMANDER OF WILLIAM & MARY CASTLE IN NEW-HAMPSHIRE TO GOVERNOR [JOHN] WENTWORTH, DATED 14TH, DECR. 1774 <sup>1</sup>

May it please your Excellency: I received your Excellency's favour of yesterday, and[d] in obedience thereto kept a strict watch all night, and added two men to my usual number, being all I could get. Nothing material occurred till this day one o'clock, when I was informed there was a number of people coming to take possession of the Fort, upon which, having only five effective men with me, I prepared to make the best defence I could, and pointed some Guns to those places where I expected they would enter. About three o'clock the Fort was beset on all sides by upwards of four hundred men. I told them, on their peril, not to enter; They replied they would. I immediately ordered three four pounders to be fired on them, and then the small arms, and before we could be ready to fire again, we were stormed on all quarters, and they immediately secured both me and my men, and kept us prisoners about one hour and a half, during which time they broke open the Powder House, and took all the powder away, except one barrel, and having put it into boats and sent it off, they released me from my confinement. To

which can only add, that I did all in my power to defend the Fort, but all my efforts could not avail against so great a number.

I am your Excellency's &c.

cffs:

1. Force, comp. *American Archives*, 4th, I, 1042. Cochran's letter was enclosed in John Wentworth's letter of the same date.

JOHN WENTWORTH, GOVERNOR OF NEW HAMPSHIRE, TO  
VICE ADMIRAL SAMUEL GRAVES <sup>1</sup>

(Copy)

Portsmouth New hampshire 14th. Decr. 1774

Sir It is with the utmost Concern I find Myself called upon by my Duty to the King to communicate to You a most unhappy Affair perpetrated here this Day.

Yesterday in the Afternoon One Paul Rivere <sup>2</sup> arrived in this Town Express from a Committee in Boston to another Committee in this Town, and delivered his Dispatch to Mr. Saml. Cutts a Merchant of this Town who immediately convened a Committee of which he is one, and as I learn laid it before them.

This Day about Noon before any Suspicions could be had of their Intentions, about four hundred Men were collected together, who proceeded to his Majesty's Castle William and Mary at the Entrance of this Harbour & forcibly took Possession thereof notwithstanding the best Defence that could be made by Capt. [John] Cochran (whose Conduct has been extremely laudable as You will see by the Inclosed Copy of His Letter) and by Violence carried away upwards of one hundred barrells of Powder belonging to the King deposited in the Castle—I am informed that Expresses have been circulated through the neighboring Towns to collect a number of People tomorrow or as soon as possible to carry away all the Cannon & Arms belonging to the Castle, which they will undoubtedly effect unless Assistance should arrive from Boston in time to prevent it.

This Event too plainly proves the Imbecility <sup>3</sup> of this Government to carry into Execution his Majesty's Order in Council for seizing & detaining Arms & Ammunition imported into this Province without some strong Ships of War in this Harbour. Neither is the Province or Customhouse Treasury in any Degree safe, if it should come into the Mind of the popular Leaders to seize upon them.

The principal Persons who took the Lead in this extraordinary Proceeding are well known. And upon the best Information I can obtain, the Mischief originates from publishing the Secretary of State's Letter & the King's Order in Council at Rhode Island, <sup>4</sup> prohibiting the Exportation of Military Stores from Great Britain and the Proceedings in that Colony in Consequence of it which have been communicated and circulated here by means of Mr. Rivere and the Dispatch he brought with him before which all was perfectly quiet & peaceable in the Place.

I am with the greatest Respect Sir [&c.]

J. Wentworth

1. PRO, Admiralty 1/485, LC Transcript. A letter of the same date and identical text, from Wentworth to General Gage, is in the Gage Papers, CL.
2. Paul Revere (1734–1818), whose more famous ride on April 18, 1775, has been celebrated in history, song, story and poetry.
3. Although Wentworth probably meant to write "inability," the word he used seems most apropos to the affair.
4. See *Providence Gazette*, December 10, 1775, which is the publication Wentworth referred to.

“EXTRACT OF A LETTER FROM NEWPORT, DATED DEC. 14 [1774].”<sup>1</sup>

The people here have, I think openly declared themselves against government, and in such a manner, as surely must be pronounced rebellion. – Is it possible that a people without arms, ammunition, money, or navy, should dare to brave a nation, dreaded and respected by all the powers on earth. – What black ingratitude to the parent state, who has nourished, protected and supported them from their infancy. – What can these things indicate but a civil war? Horrid reflection! and such as freezes the blood of every humane heart.

There has been a most extraordinary movement here a few days ago. – The public authority of the Colony have dismantled the King’s fort, and moved all the cannon and stores to Providence, in order, it is said, to assist the Bostonians, against the King’s troops.

Underneath is a list of the cannon

6	24 Pounders	}	given by the late King to the fort.
18	18 ditto		
14	6 ditto	}	belonging to the colony.
6	4 ditto		

God send us better times. Yours &c.<sup>2</sup>

1. James Rivington’s *New York Gazetteer*, December 29, 1774.

2. In its issue of January 11, 1775, *Pennsylvania Journal* pronounced this letter “a lying Extract.”

SAMUEL WARD TO JOHN DICKINSON<sup>1</sup>

[Extract]

Westerly [Rhode Island] 14th Decr. 1774

The Letter from Lord Dartmouth and the Copy of the Kings Order in Council Copies of which are enclosed were brought by the *Scarborough*, received by Express on Wednesday Evening last [December 7] and next Morning laid before the General Assembly. They immediately ordered Copies of them to be sent to Mr. [Thomas] Cushing to be communicated to the [Massachusetts] provincial Congress.<sup>2</sup> They ordered the Cannon at our Fort which was not tenable to be sent to Providence where it will be safe and ready for Service; 200 bbls of Powder and a proportionate Quantity of Lead and Flints and several Pieces of brass Cannon for the Artillery Company were ordered to be purchased . . . The Spirit and Ardor with which all this was done gave Me the highest Pleasure.

1. Samuel Ward Papers, RIHS.

2. Copies were also sent to the editor of the *Providence Gazette*. See December 10, 1774.

NATHANIEL SHAW, JR. TO ELIPHALET DYER<sup>1</sup>

[Extract]

New London Decemr 14th 1774

In consequence of the Cannon being mov’d from the Fort att New Port to Providence, we Yesterday Remov’d ours into the Cuntry, but I Lement the Unhappy Situation we are in for want of Powder, we are universally without any, for our Town Stock in this Town we have not a barrell and they know not ware to git any. I think if the Asembly is Cal’d they should Purchase 4 or 5 hundred

barrells. If they would Employ me to git it, unless sum Accident, I think I Could have that Quantity hear in Ten weeks. Yesterday Coln [Jedediah] Huntington and Coln [Joseph] Spencer <sup>2</sup> were in Town and they both seem'd to be much in the opinion of the Necessity of sending for it Imediately, if it Should take with the Assembly, your mentioning my Name will be Agreeable as I have a small Vessell in Readiness that I am Certain is the fastest Sailor in the Colony, Can be Ready att a Days Warning. I am Sr

Nathl Shaw Jun<sup>r</sup>

1. Shaw Letter Book, YUL. The recipient is not named in the draft of the letter, but his identity is established by previous and subsequent letters in the Letter Book. Dyer [1721–1807] Connecticut lawyer and member of the Governor's Council.
2. These officers were out with the militia following the battle of Lexington, and subsequently were officers in the Continental Army.

MINUTES OF THE COMMITTEE OF SAFETY OF WILMINGTON, NORTH CAROLINA <sup>1</sup>

Wilmington 14th Dec 1774.

The Committee met at 6 o'clock P.M. Mr. Hereld Blackmore, informed that he had imported since the first instant in the Sloop *Mary* and the Brig——, five negro slaves, and craved advice how to proceed, as he had given orders for the purchasing and shipping said slaves previous to the resolutions of the provincial Congress. The committee desired that Mr. Blackmore, would not sell, or send them out of town, but be accountable for them at the next meeting – then adjourned to December the 17th, 1774

1. Saunders, comp., *Records of North Carolina*.

15 Dec.

GENERAL THOMAS GAGE TO WILLIAM LEGGE, LORD DARTMOUTH <sup>1</sup>

Separate

Boston December 15th 1774

My Lord, Sir Joseph Yorke's <sup>2</sup> Letter to the Earl of Suffolk, a Copy of which was inclosed with other Papers of Intelligence in Your Lordship's to be marked secret and Confidential of the 19th of October, confirms the Reports spread here, of People sending to Europe for all kinds of Military Stores. I hope this Intelligence is received in time to give a Chance of intercepting the Brigantine from Rhode Island with the 40 small Pieces of Ordnance on Board. Admiral [Samuel] Graves sent an Express immediately to order the Captain of the *Rose Man* of War at Rhode Island to look out for her, and the *Scarborough* is sailed with like Orders to the Commanders of the Kings Vessels on other Stations.

The twelve Field Pieces which we heard had been shipped in London for this Province, we have since been informed were not put on Board.

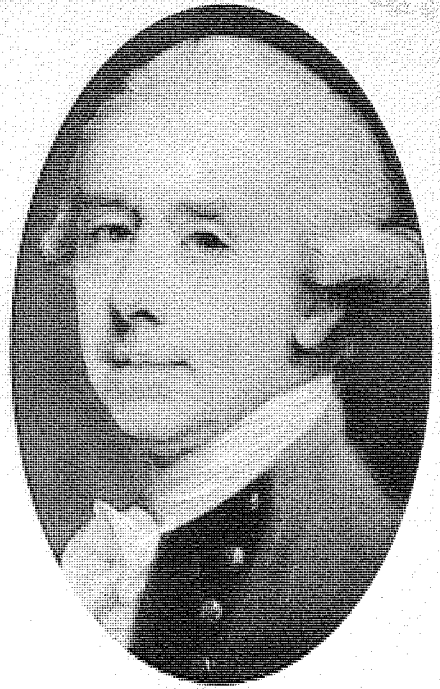
I have the honour to be with great Regard, Respect and Esteem My Lord  
[&c.]

Tho<sup>s</sup> Gage

Right Honble Earl of Dartmouth, One of His Majtys principal Sectys of State

1. PRO, Colonial Office, Class 5/92, LC Transcript.
2. British Ambassador to The Hague.





*(Top left) Philip Stephens. By an unknown artist, c. 1785. (Top right) Major General Thomas Gage. By Jeremiah Meyer, date unknown. (Bottom left) Lieutenant Henry Mowat. By an unidentified artist, date unknown. (Bottom right) Major John Pitcairn. By an unidentified artist, date unknown.*

GENERAL THOMAS GAGE TO LORD DARTMOUTH <sup>1</sup>

Separate

Boston, December 15th 1774

My Lord, Your Lordship's Circular Letter of the 19th of October, inclosing an Order of the King in Council to prohibit the Exportation of Arms, Gun-Powder or other Military Stores from Great Britain is duely received. And I have concerted Measures with the Admiral and the Commissioners of the Customs for Stopping and Securing all Military Stores that shall be attempted to be imported into this Province except by Licence from his Majesty or the Privy Council.

The Circular Letters for the other Governors have been forwarded.

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

Tho<sup>s</sup> Gage

1. PRO, Colonial Office, Class 5/92, LC Transcript.

GENERAL THOMAS GAGE TO LORD DARTMOUTH <sup>1</sup>

[Extract]

Boston December 15th 1774

The *Scarborough* arrived with your Lordship's Dispatches of the 17th of October No 11 on the 3d Inst, and Admiral [Samuel] Graves has consented to land all the supernumerary Marines which by Report may amount to above 400 Men, as soon as all arrive and Quarters are prepared, that Major [John] Pitcairne who commands those Marines may have a better Opportunity to form and discipline them, than if they remained on Board their Ships where they are crowded.

1. PRO, Colonial Office, Class 5/92, LC Transcript.

VICE ADMIRAL SAMUEL GRAVES TO PHILIP STEPHENS, SECRETARY  
OF THE BRITISH ADMIRALTY <sup>1</sup>

[Extract]

Preston Boston 15th Decr 1774

Sir On the 3d Instant his Majesty's Ship *Scarborough* anchored here from Spit-head and Captain [Andrew] Barkley delivered to me your Letter of the 14th October, acknowledging the Receipt of my Letters of the 31st of August, 3d of September, and Duplicate of the 8th of August . . .

Also your letter of the 20th of October inclosing a printed Copy of the Kings Order in Counsil prohibiting the Exportation of Gunpowder Arms Ammunition &c from Great Britain, with their Lordship's Directions for me to take the most effectual Methods for preventing the Importation thereof into any part of North America, which I shall punctually obey.

His Majesty's Ship *Asia* arrived the 5th and the *Boyne* the 9th By Captain [George] Vandeput I received Duplicates of your letters in the *Scarborough* and their Lordships Orders to take the *Asia*, *Boyne*, *Somerset* and *Scarborough* under my Command, as they arrive, and employ them in such manner as I shall judge best for his Majesty's Service; To hire two Marblehead Schooners; to hasten the *Hind* to the Leeward Islands without appointing a Captain to her; and containing their Lordships Orders about the Marines, borne as Supernumeraries in the differ-

ent ships, in Case the Service should require their being landed . . . I beg you will be pleased to assure their Lordships, that I shall attentively observe all their Orders to me, And in every Event according to the best of my Judgment endeavour to act for the good of his Majestys Service entrusted to my Care. . . .

Upon the Arrival of the considerable Reinforcements their Lordships have been pleased to send me, I have entirely altered the former Disposition of the Squadron. The large Ships with a Sloop and a few Schooners will I think be sufficient for the Service of this Harbour until the Spring; And in the mean time what Ships or Vessels can be spared will be doing considerable Service by being spread along the Coast to the Eastward, at places either notorious for smuggling, or where Arms and Ammunition are most ligely to be thrown in during the Winter. In this idea I have order the *Gaspee* Brig, lately returned from protecting the Fisheries in the Bay of Chaleur and Gaspee, with the *Halifax* Schooner to be stationed from Cape Elizabeth on one side of Casco Bay to Passamaquody harbour, and have given their Commanders Directions to take every opportunity of Winds and Weather to move suddenly from place to place, without their Intentions being previously made known to any person, by which means they will in the Course of this Season visit the greater part of the Harbours within the Limits of their Stations; and although they may not be successful in seizures, yet I apprehend the Knowledge of their being on the Coast may prevent considerable Importations of smuggled Goods and Arms and Ammunition. I have also sent the *Canceaux* armed Ship to lie at Piscataqua, and the *Lively* shall sail the first opportunity to Salem, where on Account of the considerable Commerce of that port, the presence of a Kings Ship, particularly at this Juncture, is highly necessary.

As the *Tartar* has been a long time off the Ground I have ventured on this occasion to spare her to go to Halifax, as well to guard the Arsenal, and assist in case of Accidents from fire or otherwise, as also that she may be cleaned and fitted early in the Spring to be ready to act upon any Emergency. If there should be no pressing occasion for her Service this way, I intend to station her in the Gulph and River St Laurence; She sailed accordingly from Boston last Monday [December 12], and, as the Weather has been Moderate and the Wind fair, I expect she is arrived at Halifax. Since the *Swan* has been under Orders to repair to Boston Captain [James] Ayscough has made several Seizures, which have detained him at New York 'till this time, and he has just informed me that he is quite ready to depart and will sail for Boston with the first fair Wind.<sup>2</sup>

The *Kingsfisher* is arrived at New York.<sup>3</sup>

The *Hope* Schooner went Yesterday to her Anchors after being repaired and sheathed. The great difficulty is procuring sheathing Board from the Sons of Liberty and the bad Weather have occasioned unavoidable delays in her repairing; however as she is now fit for a little longer service, I shall not send her to England directly, but keep her with me at Boston ready to depart with Dispatches upon any sudden occasion, till when she will assist in guarding this Harbour. . . .

As I do not consider the *Magdalen* of sufficient force to examine the great number of Vessels that Navigate in the Delaware, I intend to send the *Scarborough* there, but she is come from England so badly manned and is in other

respects so unfit to sail immediately, that it will be some days longer before I shall get her to sea.

I have heard nothing of the *Somerset* or *Hind*. The *Boyne* parted with the former in a gale of Wind off the Western Islands.

I transmit Copies of two Letters from Captn [William] Maltby of his Majesty's Ship *Glasgow*, who had the misfortune in returning from Halifax to run upon Cohasset Rocks in Boston Bay last Friday Morning the 10th instant [*sic!*, Saturday morning] before Day light; although it was generally imagined impossible to save the Ship, I have the pleasure to acquaint you that through the speedy and great assistance she received from the Squadron, we last night got her up to Boston. I am exceedingly concerned that this Accident has happened to a clean Ship, compleatly stored and victualled, on account of the great Loss to the Crown in Stores and the Expence of Repairs, and of our being deprived of the Service of a good Ship. I shall immediately cause her to be surveyed to know the damage sustained, and have her repaired and fitted again with all possible dispatch.

1. Graves's Conduct, I, 32-36, MassHS Transcript. This letter was completed next day; see December 16, 1774.
2. The *Swan* sailed from New York December 6; see extract from *New York Gazette*, December 12, 1774.
3. "New York, December 1 [1774]. Last Monday [November 28] arrived from Rhode Island, his Majesty's Ship *King Fisher*, commanded by Capt. James Montagu. This ship is appointed to relieve his Majesty's Ship *Swan*, commanded by Capt. James Ayscough, who will in a few days sail to join Admiral Graves, at Boston." *Ibid.*, December 1, 1774.

CAPTAIN JAMES WALLACE, R.N., TO JOSEPH WANTON, GOVERNOR OF RHODE ISLAND<sup>1</sup>

(Copy)

His Majesty's Ship *Rose*, Newport  
Harbour, Rhode Island the 15th Decemr. 1774.

Upon the faith of the general Laws of Society, and imagining Myself in the King's Dominions, I Yesterday did Myself the Pleasure to spend the Evening with some Gentlemen of your Town, when to my great Surprize I was informed that some of your People intended to attack and insult me; Conscious to Myself, I never gave any Cause of Offence to any Person, and that it must be my Office they meant to insult I therefore think it my duty to enquire of You, whether it is War or Peace, or whether I can have the Countenance and Protection of You and the Laws, as my behaviour and Character entitle me to, I have the Honor to be with great respect [&c.]

James Wallace

1. PRO, Admiralty 1/485, LC Transcript.

CAPTAIN JAMES WALLACE, R.N., TO VICE ADMIRAL SAMUEL GRAVES<sup>1</sup>

(Copy) *Rose*, Newport Harbour Rhode Island 15th. December 1774.

Sir I think every Intelligence however trifling, relating to the King's Service, proper for your Information, which is an Apology for the following, - Last Night I was sitting at Mr. [George] Romes, with some Gentlemen of the Town of

Newport, when a Man came into the House and said there was a Mob raising with an Intent to tarr and feather the Captain of the Man of War, and the Man of the House; – I thought it best to be on my Guard and order my Pinnace and Cutter Mann'd and Armm'd to attend Me, determin'd to defend Myself like an Officer and an Englishman; About half an Hour after, We had Intelligence the Mob was up, and had broke the Custom-House Windows and entered two or three other Gentlemens Houses and done some damage; I waited six Hours expecting their Attack with about Eighteen of our People, but in all probability they got Intelligence, 'twas likely they would earn their Triumph dearer than they chose, they did not attack Us; As I did not mean to be alarmed at trifles or idle Reports, this Morning I wrote a Letter to the Governor (and inclosed is the Copy) and sent it by the Lieutenant; he has returned no written Answer, but told the Lieutenant he was well assured they did mean to insult Me, that he would be glad to give any Assistance, but was afraid of an Attack Himself from the People of Providence, seem'd to think the Town was not safe for the King's Subjects; such Sir is the Situation of the King's Ship here, the Officers, Boats, and Men likely to be seized upon whenever they see a convenient Opportunity: – I sent Mr [William] Lewis the Purser with a Packet dated the 12th. Inst. which I suppose You have received. I am, Sir, [&c.]

James Wallace

1. PRO, Admiralty 1/485, LC Transcript.

NATHANIEL SHAW, JR. TO PETER VANDERVOORT & CO., NEW YORK <sup>1</sup>

Gentlemen

New London Decemr 15, 1774

I wrote you Yesterday by Mr Clements, have only to add that I have drawn on you in favour of Sam Belden in Two Orders to the Amo of £248, 8, 5 pay 30 Days Sight and hope by that time you will be in Cash to pay them. You must Send me Eight or Nine Casks of powder by the first opper. If I Should want Four or Five hundred Casks do you think it may be had in St Eustatia or Curraso. Should be Glad you would Inquire and let me know in your Next. If you draw on Mess Whartons <sup>2</sup> for Five hundred pounds on my Accot Your Bill will be honor'd. I am [&c.]

Nath<sup>l</sup> Shaw Jun<sup>r</sup>

1. Shaw Letter Book, YUL.

2. Thomas and Isaac Wharton, merchants of Philadelphia.

“A FULL VINDICATION OF THE MEASURES OF THE CONGRESS, ETC.” BY  
ALEXANDER HAMILTON <sup>1</sup>

[Extract]

New-York [December 15] 1774

The only distinction between freedom and slavery consists in this: In the former state, a man is governed by the laws to which he has given his consent, either in person, or by his representative: In the latter, he is governed by the

will of another. In the one case his life and property are his own, in the other, they depend upon the pleasure of a master. It is easy to discern which of these two states is preferable. No man in his senses can hesitate in choosing to be free, rather than a slave.

That Americans are intitled to freedom, is incontestible upon every rational principle. . . .

It is no easy matter to make any tolerably exact estimate of the advantages that accrue to Great-Britain, Ireland and the West-Indies from their commercial intercourse with the colonies, nor indeed is it necessary. Every man, the least acquainted with the state and extent of our trade, must be convinced, it is the source of immense revenues to the parent state, and gives employment and bread to a vast number of his Majesty's subjects. It is impossible but that a suspension of it for any time, must introduce beggary and wretchedness in an eminent degree, both in England and Ireland; and as to the West-India plantations, they could not possibly subsist without us. I am the more confident of this, because I have a pretty general acquaintance with their circumstances and dependencies. . . .

1. Harold C. Syrett, ed., *The Papers of Alexander Hamilton* (New York and London 1961), Vol. I, 45-78. Hereafter cited as Syrett, ed., *Hamilton Papers*.

## 16 Dec.

GOVERNOR JOHN WENTWORTH, PORTSMOUTH, N.H., TO  
GOVERNOR THOMAS GAGE, DECEMBER 16, 1774<sup>1</sup>

[Extract]

On Wednesday last [December 14] after 12 o'clock, an insurrection suddenly took place in town and immediately proceeded to his Majesty's castle, attacked, overpowered, wounded and confined the Captain, and thence took away all the King's powder. Yesterday numbers more assembled, and last night brought off many cannon, &c, and about sixty muskets. This day the town is full of armed men, who refuse to disperse, but appear determined to complete the dismantling the fortress entirely. Hitherto the people abstained from private or personal injuries; but how long they will be so prevailed on, it is impossible to say. I most sincerely lament the present distractions which seem to have burst forth by means of a letter from William Cooper to Samuel Cutts, delivered here on Tuesday last P.M., by Paul Revere. I have not time to add further on this melancholy subject.

P.S. The populace threaten to abuse Colonel Fenton, because he has to them declared the folly of their conduct, and that he will do his duty as a justice in executing the laws. They will never prevail on him to retract, if all the men in the Province attack him. If I had had two hundred such men, the castle and all therein would yet have been safe. At this moment the heavy cannon are not carried off, but how soon they may be, I cannot say.

1. Nathaniel Bouton, ed., *Provincial Papers, Documents and Records Relating to the Province of New Hampshire From 1764 to 1776*, (Nashua, 1873), VII, 422. Hereafter cited as Bouton, ed., *Documents and Records of New Hampshire*.

“EXTRACT OF A LETTER FROM PORTSMOUTH, NEW HAMPSHIRE,  
DATED DECEMBER 16 [1774]”<sup>1</sup>

We have been in confusion here for two days, on account of an express from Boston, informing that two Regiments were coming to take possession of our Fort; by beat of drum, two hundred men immediately assembled and went to the Castle, in two gondolas, who on their way were joined by one hundred and fifty more, and demanded the surrender of the Fort, which Captain [John] Cochran refused, and fired three Guns, but no lives were lost; upon which they immediately scaled the walls, disarmed the Captain and his men, took possession of ninety-seven barrels of Powder, put it on board the Gondolas, brought it up to Town, and went off with it some distance into the Country. Yesterday the town was full of men from the country who marched in in form, chose a Committee to wait on the Governor, who assured them he knew of no such designs as sending Troops, Ships, &c. This morning I hear there is a thousand or fifteen hundred men on their march to Town. The Governor and Council sat yesterday on the affair, and are now meeting again. The men who came down are those of the best property and note in the Province.

1. *New York Journal*, December 29, 1774.

VICE ADMIRAL SAMUEL GRAVES TO PHILIP STEPHENS<sup>1</sup>

[Preston, Boston] Thursday [*sic!* Friday]

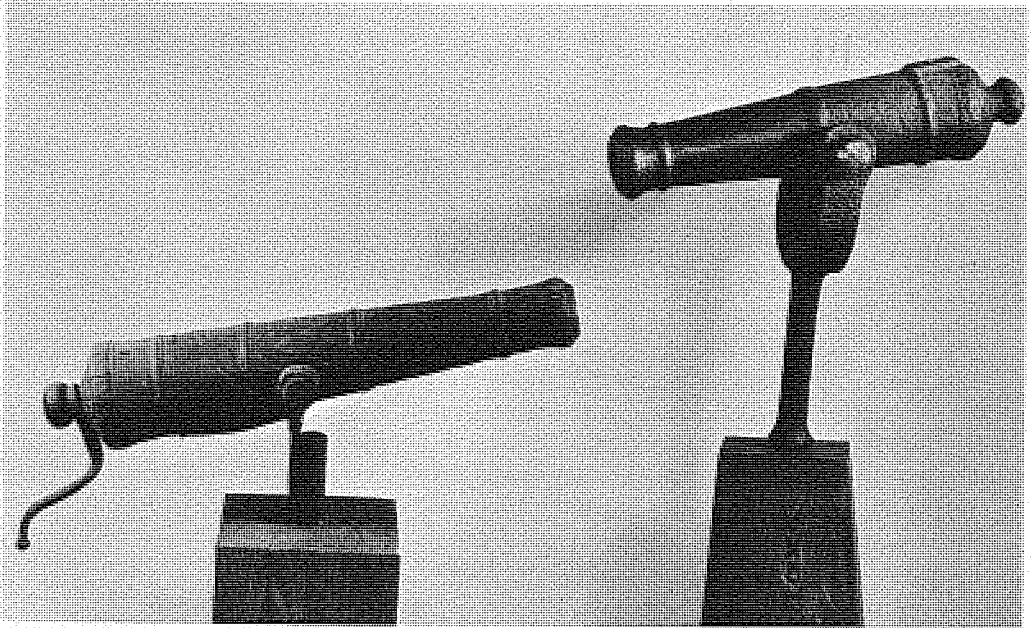
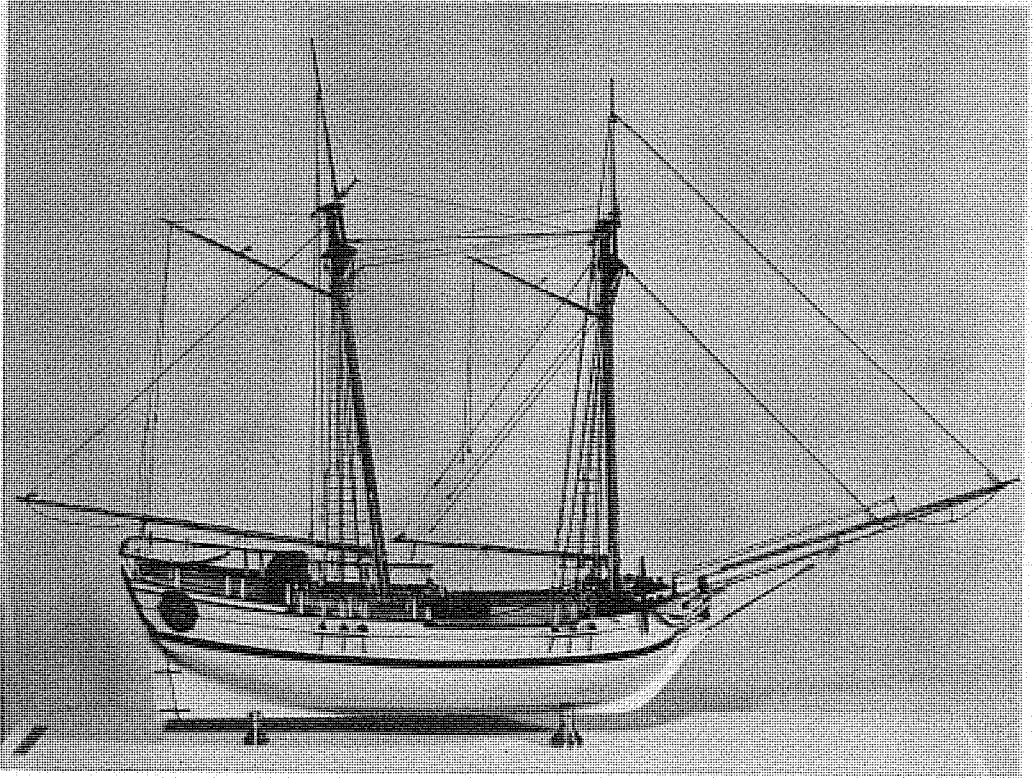
16th [December, 1774] 10 o’Clock in the Morning

I have this moment received by Express a Letter from Captain [James] Wallace of his Majesty’s Ship *Rose*, at Rhode Island, a Copy of which, and of the Minutes of their General Assembly mentioned therein with the *Newport Mercury*, I transmit for your Information;<sup>2</sup> At present it appears to me of infinite consequence to guard the passages by Sea to the Town of Providence, where the Inhabitants of the Colony of Rhode Island, by legislative Authority, are forming their public Magazine of Arms and Ammunition. If upon further considering the subject I shall think it expedient for the Kings Service to do so, I must order two or three Schooners more to be taken up, which shall be hired or purchased as they can be got, and upon the best and cheapest Terms for the Crown, which I trust will meet their Lordships approbation.

This Letter goes in the *Charming Nancy* Transport whom the General has ordered to England on his Majesty’s Service, and whom at my request his Excellency detained several days; I flattered myself by that means with having the pleasure to acquaint you with the arrival of the *Somerset*. I am &c.

Sam Graves

1. Graves’s Conduct, I, 36, 37, MassHS Transcript. This is the conclusion of the letter begun on December 15, 1774.
2. The enclosure was Wallace’s letter of December 12, 1774.



*(Top) Colonial Schooner Halifax. (Bottom) Swivel guns (at the left, a dummy or "Quaker").*



NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES<sup>1</sup>

[Boston] 16th [December, 1774]

Late this Evening by Express the Admiral received a Letter from Governor [John] Wentworth of New Hampshire residing at Portsmouth, that near Four hundred people had forcibly taken possession of his Majesty's Fort William and Mary and by Violence carried away upwards of 100 Barrels of Gunpowder, that he was apprehensive of their committing farther Outrage, and desired immediate Assistance. Hereupon two ships were dispatched with the utmost expedition.<sup>2</sup>

1. Graves's Conduct, I, 38, 39, MassHS Transcript.

2. H.M.S. *Canceaux* and H.M.S. *Scarborough*.*Massachusetts Spy*, FRIDAY, DECEMBER 16, 1774

Boston

Since our last arrived the *Boyne* man of war, of 70 guns, from England.

The marines, 500 in number, who arrived in the *Asia* man of war, from England, are to land and go into barracks, in this town, now preparing for their reception.

*Connecticut Gazette*, FRIDAY, DECEMBER 16, 1774

New-London, Dec. 16.

Last friday [December 9] all the cannon belonging to Fort George at Newport, except 4, were carried to Providence, with the shot, &c. from whence they may be easily conveyed into any part of the country, to meet the Indians and Canadians, with which the Colonies are threatened: - And on tuesday last [December 13] the cannon belonging to the battery in this town, were removed into the country, for the same purpose.

**17 Dec.**

“LETTER FROM A GENTLEMAN IN NEW HAMPSHIRE TO A GENTLEMAN IN  
NEW YORK”<sup>1</sup>

[Extract]

Portsmouth, N.H. December 17, 1774

On Wednesday last [December 14] a Drum and fife [pervaded] the streets of Portsmouth, accompanied by several Committee-men, and the Sons of Liberty, publickly avowing their intention of taking possession of Fort William and Mary, which was garrisoned by six invalids. After a great number of people had collected together, they embarked on board scows, boats, &c. entered the Fort, seized the Gunpowder, fired off the Guns, and carried the Powder up to Exeter, a Town fifteen miles distant. The quantity was about two hundred to two hundred and twenty barrels; the day after, while the Governor and Council were assembled in the Council Chamber, between two and three hundred persons came from Durham, and the adjoining Towns, headed by Major [John] Sullivan, one of the Delegates to the Congress; they drew up before the Council Chamber, and demanded an answer to the following question: Whether there were any ships or troops expected here, or if the Governour had wrote for any? They were answered that his Excellency knew of no forces coming hither, and that none had been sent for; upon which they returned to the Taverns, and about ten or eleven o'clock at night,

a large party repaired to the Fort, and it is said, they carried away all the small arms. This morning about sixty horsemen accoutred, came into Town, and gave out that seven hundred more were on their march to Portsmouth, from Exeter, Greenland, New Market, &c. and would be in the Town by eleven o'clock; their intentions, it is suspected, is to dismantle the Fort, and throw the Cannon, consisting of a fine train of 42-pounders, into the sea.

1. Bouton, ed., *Documents and Records of New Hampshire*, VII, 423.

JOURNAL OF HIS MAJESTY'S SHIP *Canceaux*, HENRY MOWAT, COMMANDING <sup>1</sup>

Decem: 1774            Moor'd off the Fort, Piscataqua River  
 Saturday 17            at 1 AM weighed [in Boston Harbor] and came to Sail, at ½ past  
                                  3 Abreast of Boston light, at Noon Thatchers Isld S S W 3 Leags  
                                  Pigeon Hill S W b W 4 Leagues  
                                  P M ½ pt 3 Isle of Shoals NE b N, at 4 do Isle E N E, at 8 S.E.  
                                  Calm    Piscataqua light bearg N b W, at 9 a light breeze Sprung  
                                  up at Wt at 11 Anchd within the Fort of Piscataqua.

1. PRO, Admiralty 51/4136.

GENERAL THOMAS GAGE TO VICE ADMIRAL SAMUEL GRAVES <sup>1</sup>

Sir

Boston. Decr 17th 1774

When I had the honor to converse with You on the subject of the Marines lately ordered from England, I understood You had settled it with me, that all the supernumerary Marines shou'd land under the Command of Major [John] Pitcairne; and on that account Quarters have been preparing for their reception. But Major Pitcairne informs me, that you are not fixed in the design of landing them, particularly as You had received no formal requisition from Me on the Subject; And it is on that account I now trouble You, to beg you wou'd order the Supernumerary Marines to be landed as soon as their Quarters are ready. that they may be disciplined in a manner to enable them to act on shore with the rest of [His Majesty's Troops?] And I wou'd be glad to be informed, if you consent to their landing, whether you mean to victual and pay them after they are on Shore, or whether they are to be fed and paid in the same manner as the rest of the Soldiers?

I am, Sir, with great regard [&c.]

Tho<sup>s</sup> Gage

Samuel Graves Esqr Vice Admiral of the Blue & Commander in Chief of His Majesty's Ships & Vessels in N. America

1. Gage Papers, CL.

MINUTES OF THE COMMITTEE OF SAFETY OF WILMINGTON, NORTH CAROLINA <sup>1</sup>

Wilmington, Saturday the 17th Dec. 1774

The committee finding upon enquiry that one of the slaves imported by Hereld Blackmore, was ordered after the publication of the resolves of the provincial convention of this province, and in contradiction thereto, and that he had at that time an opportunity to contradict the orders he had given for the other

slaves, and he now confessing that he sent a copy of the provincial resolves to Granada: It is the opinion of the committee that the said slaves be re-shipped. And the committee do resolve that all slaves, imported since the first day of this instant, or which may be imported, shall be re-shipped from this province. Upon a suggestion to the committee that Mr. Arthur Mabson hath imported in his schooner from the West Indies, some slaves which are now at his plantation near this town: It is ordered that the sense of this committee relative thereto be made known to Mr. Mabson, and that Mr. [Archibald] Maclain write to him for that purpose, which he hath done as follows to wit:

Sir:

Wilmington, 17th Dec. 1774

The committee for the town, chosen to observe the conduct of all persons touching the association of the General Congress, have resolved that all slaves imported into this river since the first day of December, instant, shall be re-shipped to the place from whence they came as soon as possible, and being informed that you have, contrary to the express letter of the said association, imported slaves from the West Indies, which you have now at your plantation, it is expected that you will give a particular account of the number thereof, and take such steps as may satisfy the committee that you intend, on your part, to adhere strictly to the regulations laid down by your representatives. I am Sir [&c]

Archibald M'Lain

1. Saunders, comp., *Records of North Carolina*, IX, 1098, 1099.

HENRY LAURENS TO WILLIAM MANNING, LONDON <sup>1</sup>

[Extract]

Charles Town So Carolina 17th Decemr 1774.

p *Swallow* Packet

. . . the Six days past Since my arrival here have been almost wholly taken up in receiving the kind compliments of my friends & in return paying my respects to them & before this Ceremony is quite over I have a Call to the Country Some 30 Miles distance, where my favorite Overseer lies dangerously Ill, & of course the Contents of the Barn in danger of delapedations from the ungoverned Gentry around him – you will not wonder then that I Say very little on the State of Trade or politics I have penetrated into neither – in general I learn that upwards of half a Million pounds weight of Indigo has already been exported of the late or present Crop that more than the Same quantity remains unshipped – that the 13 United Colonies are determined to adhere Steadily to their late association & Resolutions in opposition to the measures adopted for enslaving us, & in this Colony particularly there appears a Spirit & firmness beyond expectation – If Administration on your Side Should, unhappily for both, continue firm in persecuting us, we Shall be a Set of ragged patriots before the expiration of '75 an assurance that we suffer for righteousness Sake will conduct us through the trial with patience & our cheerfulness, & in '76 we shall begin to deck our Selves in Woolen Cotton Linen & Silk of our own manufacture

1. Henry Laurens Letter Book, 1774–1775, SCHS.



*"A Society of Patriotic Ladies at Edenton in North Carolina", 1775.*

HENRY LAURENS TO THOMAS GREEN, BIRMINGHAM <sup>1</sup>p *Swallow* Packet

Charles Town. 17th Decemr 1774.

Sir After I had left you in Birmingham in October last I had reason to apprehend the people of this as well as of 12 other Colonies on this Continent would voluntarily debar themselves of the benefit of Importing Goods from Great Britain until those oppressive Acts of Parliament which were passed by the late House Should be repealed & therefore I delayed any directions for the investiture of my little Balance in your hands – upon my arrival here the 11th Inst my apprehensions were confirmed by the united Resolutions of the Inhabitants of these Colonies which you have Seen before this day together with our petition to the King and Address to the good people of Great Britain <sup>2</sup> in these circumstances tis neither in my power nor inclination to import any kind of Goods from England & I am much afraid that by the obstinacy of those who are Enemies to both parties we Shall remain in this State for Months perhaps Years for there appears to be determination here to bear all that the hand of power can inflict & to Suffer every temporary Evil in preference to a lame Surrender of our Liberties – I must therefore request the favour of you to remit the Balance of my Account which I believe is about £58.2/ to William Manning Esqr of St Marys Axe London & when there is an opening for a correspondence you shall hear further from [&c.]

1. Henry Laurens Letter Book, 1774–1775, SCHS.

2. The actions of the First Continental Congress at Philadelphia.

**19 Dec.**“REMARKS ON BOARD YE *Scarborough*, IN PISCATAQUA RIVER” <sup>1</sup>

Decr 1774 At 2 A M weigh'd [from Nantasket Road] & made Sail, Lost the  
Monday 19th Logg & 3 Lines, Pidgeon Hill W b S 2 Leags at 11 Came too at  
Newcastle in Piscataqua River with the Best Bower in 3 fm Water  
& veered to 1/3 of a Cable, found here His Majesty's Armed Ship  
*Canceaux*. steadied with the Kedge Anchor & Hawser the Light  
house Bore S E b S & Kittery Meeting house N b W.

1. PRO, Admiralty 51/867.

NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES <sup>1</sup>

[Boston] 19th [December, 1774]

The *Gaspee* Brig came in from a Cruize and Sailed again the next day with Orders to be stationed from Cape Elizabeth to Manahigan [Monhegan] Islands, untill the beginning of April, and then to go to Halifax, clean and follow such Directions as she should receive from the Commanding Officer at that port.

1. Grave's Conduct, 39, 40, Mass HS Transcript.

VICE ADMIRAL SAMUEL GRAVES TO GENERAL THOMAS GAGE <sup>1</sup>

Sir

Preston Boston 19 decem 1774

I had the Honor of your Excellency's letter of yesterday Morning the Super-numerary Marines serving in His Majesty's Squadron under my Command may be landed as soon as their Quarters are ready,<sup>2</sup> that they may be disciplined in a manner to enable them to act on shore with the rest of His Majestys Troops.

When Major [John] Pitcairne reports to me that Quarters are in all respects ready for the reception of the Marines, I will order them to be landed, And agreeable to my directions from My Lords Commissioners of the Admiralty, will order them to be victualed from the Ships of the Squadron untill they are sent to such a distance as not to be able to receive Subsistence from them. I am Sir with great regard Your Excellency's [&c.]

Sam<sup>l</sup> Graves

1. Gage Papers, CL.

2. "Boston, Dec. 16 [1774]. The marines, 500 in number, who arrived in the *Asia* man of war, from England, are to land go into barracks, in the town, now preparing for their reception," *Connecticut Courant*, Hartford, December 19, 1774.VICE ADMIRAL SAMUEL GRAVES TO PHILIP STEPHENS <sup>1</sup>

Sir

Preston Boston 19th December 1774

I have this moment heard that a Vessel Sails Tomorrow Morning from Salem to England, and I embrace the Opportunity to acquaint you that his Majesty's Ship *Somerset* arrived here yesterday morning and this day is come up to Boston, without any Accident having happened. I am &c.

Sam Graves

1. Grave's Conduct, I, 39, MassHS Transcript.

DIARY OF LIEUTENANT JOHN BARKER <sup>1</sup>

[Boston] 19th [December, 1774]

Frost broke up, rained most of the day. The *Somerset* came into the Harbour, all well, as likewise the *Swan*, Sloop of War, Cn. Ayscough from New York; the Yankys exceedingly disappointed at seeing the *Somerset*, as they were in hopes she was lost. The Harbour now cuts a formidable figure, having four Sail of the Line, besides Frigates and Sloops and a great number of Transports. Upon the News yesterday from Portsmouth, a Schooner was immediately dispatched there, and to day the *Scarborough* sail'd for there too. We shall see now whether the Genl. will do anything or not.

1. Barker, *Diary*, 12.*New York Gazette*, MONDAY, DECEMBER 19, 1774

New York, December 19.

Some Ships fitting out at the Port of Liverpool about 7 Weeks since, could not have Permission to take on board either Gunpowder, or any Kind of Guns, Swords, &c.

By a Gentleman who left Quebec about 20 Days ago, we learn, That the Reports we have had here of the Canadians and Indians being to be raised and sent to act against the People of Boston, &c. is entirely groundless; and that should a Thing of that Nature be proposed to the French 'twould be rejected with Disdain.

DEPOSITION OF JOHN NIXON REGARDING MERCHANT SHIP *Black Prince*<sup>1</sup>

John Nixon of maketh Oath that the Ship called the *Black Prince* of Philadelphia whereof John Barry is at present Master being a square sternal Vessel of the Burthen of two hundred Tons or thereabouts was built in Philadelphia this present Year One thousand seven hundred & seventy four and that Thomas Willing Robt Morris Thos Morris & John Wharton of Philadelphia Merchants together with this Deponent are at present Owners thereof

Dated at the Custom House Philadelphia, the nineteenth day of December 1774 –

John Nixon

1. HSP. Purchased by Congress in November 1775, the *Black Prince* was renamed *Alfred* and became the first ship in the Continental Navy.

MINUTES OF THE BALTIMORE COMMITTEE<sup>1</sup>

At a Meeting of the Baltimore Committee held at Mr Grants December 19th, 1774–

On motion, *Resolved*, that it be recommended to the retailers of British Salt, not to sell the same for more than Three Shillings p Bushel Cash.

On motion, *Resolved*, that where British Salt has or shall be imported into Baltimore Port since the 1st Day of December, it shall be left in the option of the owner or owners of said Salt either to allow 1 d. p bushel on the quantity contained in the Invoice, or 2 d. p bushel on what may be Sold; for the relief of the suffering Poor in Boston; or that the Committee; in case the owners refuse both these alternatives, and do not choose to Store the Salt, shall sell the same in Lots of 500 Bushels; and the proffits, after paying first cost & charges to be applied as above; and in case the Salt is sold, Ten pence per bushel shall be allowed for Freight.

The Meeting adjourned to 3 OClock this Afternoon.

The Committee met according to adjournment.

On motion the question was put whether Coal & Brick ought to be considered as a Merchandize, and subject to be disposed of as directed by the 10th. Article of the Continental association, or not. determined in the negative.

The question being put whether this Committee shall make an offer of such Goods as may be imported after the first Day of December to the owners, on their paying a certain Commission to the poor of Boston, or adopt any Measure similar thereto without selling them at public Vendue – carried in the Negative.

The question was then put whether one general rule be observed in setting up all those Goods directed to be sold by this Committee at Vendue, or not: determined in the Negative.

*Resolved* that the owners of all Goods directed to be sold by the Committee do produce their original Invoices, or authentic Copies therefrom, to the Gentlemen who are appointed to sell the same.

1. Balt. Com., LC.

20 Dec.

JOHN WENTWORTH, GOVERNOR OF NEW HAMPSHIRE, TO  
VICE ADMIRAL SAMUEL GRAVES<sup>1</sup>

(Copy)

Portsmo, – New hampshire 20th, Decr 1774

Sir I received the Honour of your Letter of the 17th instant by Captain [Andrew] Barkley, who arrived in this Harbour yesterday with the *Scarborough*, as did Lieut [Henry] Mowat with the *Canceaux* on saturday Night last [December 17].

Permit me to return my most hearty thanks to You, Sir, for your great Readiness in ordering such timely Assistance to support his Majesty's Service here, which I trust will prevent the too much deluded & misled People in these Parts from persevering in the Violences, which some inconsiderate Persons among Us have very apparently, at first, been hurried by Surprise to commit, through the Instigation of some of the factious Leaders in Boston.

The next Day after the Gunpowder was carried off great numbers, being invited the preceeding Evening, came to Town from the Country to take away the Cannon also; – All Means in my Power were exerted to prevent it, and to make them disperse, but my Efforts proved ineffectual – For a Party of about 100 of them went to the Castle between 11 & 12 oClock at Night accompanied by Mr [John] Sullivan, One of the Newhampshire Delegates to the late [Continental] Congress, and brought from thence Sixteen Pieces of Cannon, about Sixty Muskets and other Military Stores to the Out-Borders of the Town the next Morning;

Mr [Nathaniel] Folsom the other Delegate came to Town that Morning with a great Number of Armed Men, who remained in Town to guard the Cannon till the Flow of the Tide in the Evening, When the Cannon were sent in Gundolas up the River into the Country, and the People dispersed without doing any person[al] Injury to any Body.

Threats were made to take away or destroy the remaining Cannon (about twenty pieces) and to demolish the Fort entirely, but the Ships of War arrived in Time to prevent their accomplishing it.

I am much obliged to You, Sir, for your Wishes for a Reestablishment of good Order in this Province; – the Administration of Justice in Cases merely respecting the Inhabitants themselves has not yet been much interrupted, but in all Matters which may affect or contravene the present general system of American Opposition the springs of Government are relaxed, and I cannot expect to see them recover their free operative Force untill some Decision shall be had.

I am with great Respect & Esteem Sir [&c.]

J. Wentworth

1. PFO, Admiralty 1/485, LC Transcript.



CAPTAIN ANDREW BARKLEY, R.N., TO VICE ADMIRAL SAMUEL GRAVES<sup>1</sup>  
(Copy)

*Scarbroh* at Newcastle in Piscataqua River

December 20th 1774

I got without the Lighthouse with his Maj's Ship under my Command a Sunday [December 18] about Noon, the Wind at West North West, in the Afternoon the Wind veering to the Eastward and looking dirty, I put back and Anchor'd in Nantasket Road, at 3 the next Morning the Wind got round to So by East, I got under sail and at Eleven the same Morning Anchor'd here, where I found the *Canceaux* got in here the Night after She left Boston, but not soon enough to prevent the People of this Province from carrying off 18 Guns of different Sizes from Castle William and Mary, and they intended to carry off the remainder which amounted to about 53, if the *Scarborough* and *Canceaux* had not arriv'd here; They behaved in the most outrageous manner in hauling down the King's Colours with three Cheers, treating the Commanding Officer of the Fort with the greatest Insolence, they snap't a Pistol in the face of a poor old Invalid who went to defend the King's Colours, but that not going off they knock'd him down with it; The *Scarbroh* and *Canceaux* are at Anchor close to the Castle. Up'on my Arrival I waited on Governor [John] Wentworth and delivered your Pacquet, he intends being On board the *Scarbroh* tomorrow if its moderate to consult which is the best Method to take to secure the Guns that are left, and the rest of the King's Stores that are in the Castle (which at present is in a very defenceless State) but You may be assured they will not attempt it while any of the King's Ships are here, the Governor acquaints Me he imagines they have not carried any of the Guns up in the Country as yet, if they have not, I am in great hopes I shall be able to recover them again; We have sent People out to find where they are lodg'd, there are two or three Batteries on the different Islands in the Harbour, the Governor has apply'd to Me to assist in getting the Guns removed to the Castle which I shall do as soon as the Weather is moderate, and You may depend I shall give every assistance in my power for his Maj's service whenever the Governor or Civil Magistrates apply to me for that purpose; If any event of consequence should happen I shall send You express, as writing by Post, Govr Wentworth acquaints me is not safe at present.

I am Sir [&c.]

Andrew Barkley

1. PRO, Admiralty 1/485, LC Transcript.

*Essex Gazette*, TUESDAY, DECEMBER 20, 1774

Salem, Dec. 20.

We hear that the Number of Barrels of Gun-Powder taken Care of by the good People of New-Hampshire, in their late Expedition to Fort William & Mary, situated about 3 Miles below Portsmouth, amounted to 106; together with a considerable Number of Cannon, all the Shot, Small Arms, &c.

21 Dec.

GENERAL THOMAS GAGE TO VICE ADMIRAL SAMUEL GRAVES <sup>1</sup>

Sir

Boston December 21st 1774

As the Supernumerary Marines will be disembarked in a few Days, I take the Liberty to mention the Proprietary of putting them whilst on shore on the same Footing with the rest of the Soldiers both as to their Pay and Provisions. As they are all employed in the same Service, if some are treated differently from others, it may Occasion Grumbling and discontent, which must be very prejudicial to the Service, and which I wish to prevent. If you are of this Sentiment I will Order the Provisions and Money Contractors to make Arrangements accordingly.

I have the honor to be with great regard Sir &c

1. Gage Papers, CL.

22 Dec.

VICE ADMIRAL SAMUEL GRAVES TO GENERAL THOMAS GAGE <sup>1</sup>

Sir

Preston at Boston 22d decem 1774

I have the honor to signify my consent to your Excellency's requisition that the Supernumerary Marines to be landed from His Majestys Squadron under my Command, may, while they are on shore, be put on the same footing with the rest of the Soldiers as to their Pay and Provisions being satisfied for the reasons mentioned in your Excellency's letter of yesterday and from Major [John] Pitcairns representation on the Subject that His Majestys Service would suffer greatly by any other Arrangement. I am Sir [&c.]

Sam<sup>l</sup> Graves

1. Gage Papers, CL.

*Massachusetts Spy*, THURSDAY, DECEMBER 22, 1774

Boston, December 22 [1774].

Friday evening [December 16] sailed for Portsmouth, New-Hampshire, his Majesty's ship *Canceaux*, Lieut. [Henry] Mowatt, commander . . .

And, on Saturday evening sailed for the same place his Majesty's ship *Scarborough*, Captain [Andrew] Barclay.

Sunday arrived here his Majesty's ship *Somerset*, of 64 guns, Captain [Edward] Le Cras, commander, from England.

DIARY OF LIEUTENANT JOHN BARKER <sup>1</sup>

[Boston] 22d. [December, 1774]

Snow all day. The Detachment not yet sailed; we hear it is to go to Rhode Island to bring away a quantity of Powder from a Vessel which has been drove in there, and which they are afraid to trust without a Guard.

1. Barker, *Diary*, 13.

23 Dec.

“A LOVER OF ORDER” TO THE PRINTER OF THE *New Hampshire Gazette* <sup>1</sup>

Mr. Printer,

Portsmouth, December 23 [1774]

As the Affair of Removing the POWDER and some GUNS from the FORT, hath been a Matter of some speculation, I was determin'd to enquire and judge for myself; and find upon critical Examination, that the People of the Province of New-Hampshire are well known to have supported the Character of loyal Subjects of his MAJESTY, and have been distinguished for their Obedience to all Subordinate officers, without carefully attending to the present popular Patriotism of this Country. So far from pushing themselves into the Front in the present unhappy Disputes, they have been blamed for falling too far in the Rear. — But what will not the great Law of Nature, that Law of self preservation, the Love of Life, and it's dear Connections, at length effect? Alarmed with the Tendency of the Quebec Act, with Accounts that the Canadians and Indians (confirmed by some late Depredations committed by the latter upon the Frontiers of a neighbouring Government) were to be call'd forth to enforce the late Acts of Parliament, so disagreeable to all the Colonies, long inured to defend themselves in the wide extended Frontiers of this Province, by their own Valour, against the restless and cruel Savages of the Wilderness without any other Aid, and while destitute of Arms necessary for such defence, finding that his MAJESTY IN COUNCIL, not knowing their peculiar defenceless State, had been pleas'd to prohibit the Exportation of Powder, Arms and other warlike Stores to the Colonies without special Licence.—Some of the good People of this Province, in the wonted honesty and Simplicity of their Hearts, imagin'd that nobody would have just Reason to complain of their too great Forwardness, if they seasonably removed some of the Warlike Stores from the Fort nearer to their Frontiers, when the Fears of the Inhabitants were most excited and where they had too great Reasons to think such Stores would be soon wanted. Which they accordingly effected, without any great Tumult or Opposition; as it was not suspected that they had any disloyal or bad intentions. I give this simple Narrative of this Transaction, to prevent any Colouring or Exaggerations therein that may be made by the Foes of America.

A LOVER OF ORDER

1. *New Hampshire Gazette*, December 23, 1774.

*Connecticut Gazette*, FRIDAY, DECEMBER 23, 1774

Boston

Saturday last the *Boyne* man of war of 64 guns, and *Asia*, of 60, lately mentioned to have arriv'd from England, came up into this harbour, and are at anchor within musket shot of the town.

24 Dec.

*Providence Gazette*, SATURDAY, DECEMBER 24, 1774

Providence, December 24.

Tuesday Se'nnight all the Cannon belonging to the Battery at New London were removed into the Country.

MINUTES OF THE COMMITTEE FOR THE DISTRICT OF BLADENSBURG, MARYLAND <sup>1</sup>

Prince George's County, December 24, 1774

The ship *Houston* Capt. Robert M'Lish, having arrived in this province since the first instant, with the following packages and parcels of goods, viz.

2 bales of osnabrig	1 box of felt hats
1 bale of Irish sheeting	10 boxes of candles
2 trunks of Irish linen	4 boxes of soap
2 casks of snuff	12 casks of red and white port wines,
2 casks of shoes	containing 72 dozen.

The property of Mr. James Hoggan, merchant in Bladensburg and Mr. Hoggan requested the said goods should be sold, after public notice being given were sold under the direction of the committee, according to the tenth article of association of the continental congress.

	sterling
The prime cost of the above goods	446. 10. . 8
sold for	448. . 6. . 8
	<hr/>
Profit for Boston	£ 1. 16. . 0

Thomas Williams, clerk committee

1. *Maryland Gazette*, Annapolis, January 5, 1775.

26 Dec.

PROVINCE OF NEW HAMPSHIRE <sup>1</sup>

A Proclamation by the Governor

Whereas several Bodies of Men did, in the day time of the 14th and in the Night of the 15th of this Instant December, in the most daring and rebellious Manner invest, attack, and forcibly enter into his Majesty's Castle William and Mary in this Province, and overpowering and confining the Captain and Garrison, did, besides committing many treasonable Insults and Outrages, break open the Magazine of said Castle and plunder it of above One hundred Barrels of Gunpowder, with upwards of sixty Stand of small Arms, and did also force from the Ramparts of said Castle and carry off sixteen Pieces of Cannon, and other military Stores, in open Hostility and direct Oppugnation of his Majesty's Government, and in the most atrocious Contempt of his Crown and Dignity: -

I Do, by Advice and Consent of his Majesty's Council, issue this Proclamation, ordering and requiring in his Majesty's Name, all Magistrates and other officers whether Civil or Military, as they regard their Duty to the KING - and the Tenor of the Oaths they have solemnly taken and subscribed, to exert themselves in detecting and securing in some of his Majesty's Gaols in this Province the said Offenders, in Order to their being brought to condign punishment; And from motives of Duty to the King and Regard to the Welfare of the good People of this Province: I do in the most earnest and solemn Manner, exhort and enjoin you, his Majesty's liege Subjects of this Government, to beware of suffering yourselves to be seduced by false Art or Menaces of abandoned Men, to abet, protect, or screen from Justice any of the said high handed Offenders, or to withhold or secrete his Majesty's Munition forcibly taken from his Castle; but that

each and every of you will use your utmost Endeavours to detect and discover the Perpetrators of these Crimes to the civil Magistrate, and assist in securing and bringing them to Justice, and in recovering the King's Muniton: This Injunction it is my bounden Duty to lay strictly upon you, and to require your Obedience thereto; as you value individually your Faith and Allegiance to his Majesty, as you wish to preserve that Reputation to the Province in general; and as you would avert the most dreadful but most certain Consequences of a contrary conduct to yourselves and Posterity.

Given in the Council Chamber in Portsmouth, the 26th Day of December, in the 15th Year of the Reign of our Sovereign Lord GEORGE the Third, by the Grace of God, of Great Britain, France and Ireland, KING, Defender of the Faith &c., and in the year of our LORD CHRIST, 1774

J. Wentworth

By his Excellency's Command with advice of Council

Theodore Atkinson, Secy

### GOD SAVE THE KING

1. Bouton, ed., *Documents and Records of New Hampshire*, VII, 423, 424.

#### GENERAL THOMAS GAGE TO LORD DARTMOUTH<sup>1</sup>

[Extract]

Boston December 26th 1774

. . . we have received Accounts of an Attack made by a Number of People in New-Hampshire on His Majesty's Fort William and Mary in Piscataqua Harbour. There has been different Reports concerning this Transaction, but I transmit your Lordship Copys and Extracts of Letters that I have received from Governor [John] Wentworth upon the Subject. A Frigate and Sloop of War are now in that Harbour, and we have received no Accounts of farther Disturbances since they arrived.

1. PRO, Colonial Office, Class 5/92, LG Transcript.

*Newport Mercury*, MONDAY, DECEMBER 26, 1774

Newport, December 26.

The week before last Thomas Gilbert, George Chace, Jaheel Hathway, Abiel Terry, Benjamin Grinnell, and two of Col. Hathway's sons, having proved themselves great enemies to their country, fled from Freetown to Boston, to take shelter under the wing of Gen. [Thomas] Gage. We hear one of the above Tories hung up his coat and shot one or two bullets through the skirts, then put it on to wear to Boston, pretending he had been shot at by some of the people.

**29 Dec.**

#### NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES<sup>1</sup>

[Boston] 29th [December, 1774]

The *Lively* proceeded to Salem Road to prevent smuggling the Importation of Arms Ammunition &c

1. Graves's Conduct, I, 40, MassHS Transcript.

NATHANIEL SHAW, JR. TO P. VANDERVOORT & CO., NEW YORK MERCHANTS <sup>1</sup>

N Lond Dec. 29, 1774

Gent.

Yours 19th Ins is now before me & am sorry to find that the underwriters on the *Hawk*<sup>2</sup> have not paid you for I Really want the Money. I wrote you by Capt. [Edward] Chappell & Rogers, hope they have both arrived & that you will be able to send me the money for the Draft on Mess [Thomas & Isaac] Wharton, also Negociate £800 Currency to be pd in Boston. I expect [Eleazer] Pomeroy in a few days with a Load of Sugar from Guadalupe with sum Coffee which shall send down soon as it arrives unless you find the risque too great. Pomeroy writes me of the 18th Nov that the Sloop *Sally*, Ed. Hulling Master was at the Mole Grand hear in Guadalupe & was to take in Sugars and Sail in Twelve days for this Port. I would have you git three hundred pounds Insurance on the Vessell & £700 on the Cargo on Accot of N. Shaw Junr & Co. The Sloop was waiting for the Guardacostas to be out of the way to have an Oppory to take in Sugars so that it is uncertain whether Pomeroy will be able to Ship any Goods or that the Vessell will Sail for N.L. He writes me to have the Insurance made Conditionally, that if she does not Sail to pay nothing but the Charges, which is customery. Inclos'd is John Myers Rect for £63 in part pay for my Note wich is on 6 pr Ct Interest, as it was given in this Colony, but if he insists on 7 to pay him.

1. Shaw Letter Book, YUL.

2. The *Hawk* apparently was wrecked on a return voyage from Philadelphia in 1774.

"A LIST OF SHIPS AND VESSELS WHICH HAVE ENTERED INWARDS IN THE PORT OF ANNAPOLIS IN MARYLAND" <sup>1</sup>

1774

- Decmr 29 Ship *Emperor of Germany*, John Richards, Master, 160 tons, 9 men, from Bristol  
 European Goods pr 4 Cockets,<sup>2</sup> 4786 Bushels of Salt  
 29 Ship *Richmond*, Thomas Hutchinson, Master, 70 tons, 8 men, from Liverpool  
 European Goods pr 2 Cockets 5520 Bushels of Salt.

1. Port of Entry Books, 1745–1775, MdHS. For detailed explanation see December 1, 1774, and for complete list of entries from Europe and West Indies, see Appendix A.

2. Cocket is a custom house certificate indicating that duty was paid.

**30 Dec.**

GOVERNOR JOHN WENTWORTH TO VICE ADMIRAL SAMUEL GRAVES <sup>1</sup>

(Copy)

Portsmouth 30th Decr 1774

Sir, Since I had the honor to write you of the [20th] instant, the weather has continued excessively severe, I have however conferred twice with Captain [Andrew] Barkley and Lieutt [Henry] Mowat of His Majesty's Ships *Scarborough* & *Canceaux* upon the best means of securing the King's service & Servants in this

Town, from any sudden attack, which may be too reasonably apprehended from the present disposition of the many People in the Country, Who, having already broken into outrage, in the late assaults upon the Castle are under less restraint, & more implicitly devoted to the will and orders of the faction in Boston. Reprisals having been recommended by the Continental Congress,<sup>2</sup> I am convinced a Plan has been concerted to that purpose, which rests only untill any movement on the part of Government is made in Boston, or any malignant view of opposition, shall spring their latent designs into action. In which case, I apprehend, the two Ships already here, would be insufficient for protection, from the extent and form of this River; but that if one Sloop of War was added, with Fifty additional Marines, The whole Service would be exceedingly advanced, and with eminent usefulness. Without which aid, or at least the Marines, it is almost positively certain, that only the Fort Wm & Mary can be safely covered, and that all the Town will be exceedingly exposed. Those Ships may be so disposed in good Water, out of the Tide and Ice, and distant from Wharves, where they might come to sail with any Wind from N. West to S. West, and be at Sea in forty minutes, with a moderate breeze.

I cannot conclude without expressing my Sensibility of Captain Barkley's and Mr Mowat's constant alacrity & readiness in the most obliging manner to co-operate with me in the King's service, which yields me the amplest assurance, that I shall receive Evry assistance practicable, from the Ships under their Command.

I have the Honor to be with the greatest Respect and Regard, Sir [&c.]

J. Wentworth

1. PRO, Admiralty 1/485, LC Transcript.

2. A resolution adopted by the First Continental Congress on October 21, 1774, "That the seizing, or attempting to seize any Person in order to transport such Person beyond the Sea for Trial of offences committed within the Body of a Country in America, being against Law, will justify, and ought to meet with Resistance and Reprisal," is apparently the basis for Wentworth's statement that the Continental Congress had recommended reprisals.

THOMAS CUSHING TO BENJAMIN FRANKLIN <sup>1</sup>

[First page missing]

[Boston, December 30, 1774] <sup>2</sup>

I have lately been favoured with a Copy of Lord Dartmouth's circular Letter to the Governors of the respective Colonies upon this Continent, wherein he Informs them, that His Majesty has thought fit, by his order in Council of the 19th October 1774, to prohibit the exportation from Great Britain of Gunpowder or any sort of Arms or Ammunition & that it is his Majesty's Command that they take the most Effectual Measures for arresting, detaining and securing any Gunpowder or any sort of Arms or Ammunition, which may be Attempted to be imported into the Provinces under their Government, unless the master of the Ship, having such Military Stores on board, shall produce a licence from his Majesty or the Privy Council, for the exportation of the same from some of the Ports of Great Britain: The Colonies apprehend this Political Manoevre of the Ministry

forbodes the most rigorous exertions of Martial Force, They are therefore adopting the most Effectual Methods to defend themselves against any Hostile Invasions of the Enemies to America – I am informed that the People of Rhode Island having in consequence of this Intelligence been alarmed with the same Apprehensions, have removed the Powder Guns, Cannon & other Military Stores from the Fort at the Enstrance of their Harbor into the County where they are safely Lodged and That the People at Portsmouth in New hampshire have done the like by their Cannon & other Military Stores at the Fort at New castle at the entrance of their Harbour .

1. Franklin Papers, LVIII, 107, APS.

2. The date is approximated. On December 30, 1774, Cushing wrote to Josiah Quincy, Jr., who, like Franklin, was in London. The Quincy letter conveyed the same account of the reaction in Rhode Island and New Hampshire to the Order in Council. Cushing (1725–1788) had been a member of the First Continental Congress.

ROBERT EDEN, GOVERNOR OF MARYLAND, TO WILLIAM EDEN, UNDER SECRETARY OF STATE <sup>1</sup>

[Extract]

Annapolis 30th Decr 1774.

This Province has been tolerably quiet since I arrived—Before that, they had in one or two Instances been second (I think) in Violent Measures to Boston—The Spirit of [Res]istence against the Tea Act or any Mode of internal Taxation is as strong & universal here as ever. I firmly believe that they will undergo any Hardships sooner than acknowledge a Right in the British Parlt. in that Particular, & will persevere in their Non Importation & Non-Exportation Experiments in spite of every Inconvenience that they must consequently be exposed to, & the total Ruin of their Trade.

1. Eden Transcripts, Fisher Collection, MdHS.

MINUTES OF THE COMMITTEE OF SAFETY OF WILMINGTON, NORTH CAROLINA <sup>1</sup>

[Wilmington] Dec. 30th, 1774.

Alexander Hostler, & Co., produced invoices of goods amounting . . . in the whole nineteen hundred and fifty-one pounds, nineteen shillings seven and three quarter pence, imported in the *Thetis* from Glasgow, which they delivered into the hands of the committee and requested that the same might be sold pursuant to the resolves of the general Congress.

Hogg and Campbell, produced invoices of one hundred and thirty tons of salt, imported in the *North Star*, Capt. Saunderson, from Lymington, amounting to two hundred and twenty-five pounds, thirteen shillings and five pence sterling, which he delivered and requested to be sold &c.

Abram Tunter produced invoices of anchors, cables, canvass, rigging, cabin furniture and other articles, imported for a new vessel now on the stocks in this river, amounting to five hundred and sixty-one pounds, seventeen shillings three and a quarter pence sterling, delivered the same, and requested that they be sold &c.



Hanna, M'Clintock, & Co., produced invoices of goods imported in the *Thetis* from Glasgow, amounting to two thousand six hundred and seventy-one pounds, fourteen shillings eleven and a half pence sterling, delivered the same to the committee, and requested to have them sold &c.

John Cruden & Co., produced invoice of two bales of Osnaburgs, imported in the *Thetis* from Glasgow amounting to fifty-two pounds fifteen shillings sterling, which they delivered to the committee, and requested to have them sold, &c.

Resolved, that all the above mentioned goods be sold to-morrow, the 31st inst.

1. Saunders, comp., *Records of North Carolina*, IX, 1103.

### 31 Dec.

#### "REMARKS ON BOARD YE *Scarborough* IN PISCATAQUA RIVER"

Decr 1774 At Noon came on board His Excellency Governour [John] Went  
Satuary 31 worth Saluted him with 17 Guns. at 4 P M His Excellency Lef  
the Ship Saluted him with 17 Guns.

1. PRO, Admiralty 51/867.

#### MINUTES OF THE COMMITTEE OF SAFETY OF WILMINGTON, NORTH CAROLINA<sup>1</sup>

[Wilmington] Saturday, Dec. 31st, 1774.

The goods of Alexander Hostler & Co.; Hogg and Campbell, Abraham Hunter, Hanna, M'Clintock, & Co., and John Cruden & Co. were exposed to sale according to notice, and sold as follows:

	£	s.	d.
130 tons of salt, imported by Hogg & Campbell, at	225	13	5
Anchors, canvass, cables & by Abram Hunter	561	0	0
Sundry goods in 4 invoices by Alex. Hostler, & Co.	1952	8	8
2 bales of Osnaburgs, by J. Cruden, & Co.	53	0	0
Sundry goods by H. M'Clintock, & Co.	2672	0	0

Invoices of goods imported by Thomas Orr, amounting to seven hundred and sixty-three pounds, twelve shillings and two pence and twenty-two pounds, nineteen shillings and seven pence sterling, were produced and the said goods delivered, and requesting that they be sold, &c.<sup>2</sup>

1. Saunders, comp., *Records of North Carolina*, IX, 1104.

2. *Ibid.*, 1107. Orr's good were sold on January 3, 1775 for £787 sterling.

1 Jan. 1775 (Sunday)

DISPOSITION OF THE SQUADRON UNDER VICE ADMIRAL SAMUEL GRAVES <sup>1</sup>

List of the North American Squadron on the 1st of January 1775

Ships &c	Guns	Men	Commanders	Station
			V. Adml Graves	
<i>Preston</i>	50	300	Capt Jno Robinson	} In Boston harbour —disabled by running on the rocks the 10th Decr —just purchased intend- ed for an Armed Schooner
<i>Somerset</i>	68	520	Edwd LeCras	
<i>Boyne</i>	70	520	Brodk Hartwell	
<i>Asia</i>	64	480	Geo Vanderput	
<i>Mercury</i>	20	130	Jno Macartney	
<i>Glasgow</i>	20	130	Wm Maltby	
<i>Diana</i> Schr	6	30	Lt Thos Graves	} at Rhode Island
<i>Rose</i>	20	130	Capt Jas Wallace	
<i>Swan</i> Sloop	16	100	Jas Ayscough	} at New York
<i>Hope</i> Schr	6	30	Lt Geo Dawson	
<i>Kingsfisher</i> Sloop	16	100	Capt Jas Montagu	} at Philadelphia
<i>Magdalen</i> Schr	6	30	Lt Henry Colins	
<i>Fowey</i>	20	130	Capt Geo. Montagu	} at Virginia
<i>Cruizer</i> Sloop	8	60	Tyrn Howe	
<i>Tamer</i> Sloop	14	100	Edwd Thorn- borough	} at North Carolina
<i>Savage</i> Sloop	8	60	Edwd Bromedged	
<i>St John</i> Schr	6	30	Lt Wm Grant	} on the coast of Et Flor- ida & at the Bahama Islands
<i>Lively</i>	20	130	Capt Thos Bishop	
<i>Scarborough</i>	20	130	Andw Barkley	} In Piscataqua river in New Hampshire Prov- ince
<i>Canceaux</i>	8	45	Lt Henry Mowat	
<i>Gaspee</i> Brig	6	30	Lt Wm Hunter	} from Casco Bay to the Entrance of the Bay of Fundy
<i>Halifax</i> Schr	6	30	Lt Josh Nunn	
<i>Diligent</i> Schr	6	30	Lt John Knight	} at Windsor in the Bay of Fundy
<i>Tartar</i>	28	160	Capt Edwd Meadows	
				} at Halifax in Nova Scotia

1. Graves's Conduct, I, 40, 41, MassHS Transcript.

2 Jan.

NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES <sup>1</sup>

[Boston] Jany 2d 1775

The *Halifax* Schooner went to her Station from Manahigan Islands to Passamaquody, with Directions to carry the *Scarborough's* Sails, now repaired, to her at Piscataqua.

1. Graves's Conduct, I, 41, MassHS Transcript.

*Boston Evening Post*, MONDAY, JANUARY 2, 1775

Boston, Jan. 2.

Last week the Marines, which lately arrived in the Men of War from England, commanded by Maj. [John] Pitcairn, were landed, and are now in Barracks at the North Part of the Town.

LIEUTENANT ROBERT BOYLE NICHOLAS, R.N. TO CHRISTOPHER CHAMPLIN <sup>1</sup>

WE the signing Officers of His Majesty's Ship the *Hind* do hereby certify that there is wanting for the Refreshment of her Company a Proportion of Fresh Beef for two Days in a Week, during her Stay in Port. Given under our Hands, and dated on board the said Ship in *Newport* this 2d Day of *January 1775*

To Mr. *Christophr Champlin* Agent to the Contractor for supplying His Majesty's Ships with Fresh Beef at *Newport*

*Robt. Boyle Nicholas* Lt Captain. *Absent*

*Thos Mosely* Master.

*Danel McKendsey* Boatswain.

Sir, YOU are hereby required and directed to furnish His Majesty's Ship the *Hind* under My Command, with a Proportion of Fresh Beef, two Days in a Week, during her Stay in Port, the same being actually wanted for the Refreshment of her Company. Given under my Hand, and Dated on board the said Ship in *Newport* this 2d Day of *Jany. 1775*.

Mr. *Christr Champlin* Agent to the Contractor for supplying His Majesty's Ships with Fresh Beef at *Newport*

*Rob<sup>t</sup> Boyle Nicholas* Lt CAPTAIN. *Absent*

1. Champlin Papers, RIHS. This is one of a number of printed forms supplied the captains of British men-of-war to requisition provisions from the victualing agents in the various American ports. Handwritten insertions appear in italics. It is reproduced here as the earliest extant for the Revolutionary War period. There were numerous variations, and in many cases, having exhausted their supply of forms, the captains or pursers of His Majesty's Ships made their wants known to the agents by letter. The receipt for this particular requisition (also a printed form) will be found under date of January 21, 1775.

*New-York Gazette*, MONDAY, JANUARY 2, 1775

New-York, January 2.

The Printer from the best Authority can assure the Public, that the late Seizure of Arms, Lead and Powder, made by the Collector of this Port, was solely for this one sufficient Reason — that there was no Cocket or Clearance for them, under any Mark or Denomination whatever.<sup>1</sup>

1. See James Rivington's *New-York Gazetteer*, January 5, 1775.

LEVINUS CLARKSON TO DAVID VAN HORNE <sup>1</sup>

[Extract]

Chs Town So Carolina 2d January 1775

The Wines are Safely landed in good Order The Quality of No 3 I am Sencable is very Indifferent & doubt not in the Least it will prove Vinegar in the Course of a Hott Summer tho I shall do the Utmost to save & dispose of it at any

Rate, As to the others there is a Judging being so thick, I have taken your Advice to fine down 3 Pipes – Information Relative to a Plantation I shall write you fully per J Hunt in the mean time Inform you Mr Tennants Purchase of [torn].

The Determinations of Congress have Effectually Blasted my Prospects for the Insuing Year, And I am very Apprehensive the first time our Assembly meets they will Stop the Importation of Slaves for a certain time, Their Number being so great As to Caution every prudent Man not to Increase it by Purchase, If so I must lay out my Interest in the Planting way, or take up my Bead & Return home, For this Country will not do to live in for a fair Subsistance wh I am Apprehensive will be the Case the Insuing Year . . .

The things P Hows are not Landed, You Mention that Carrages might be made wt you for a Less Price than I Limited Mr Williams, pray what would there Price be, As the Carolinians Imported their Carrages before from England, Now being prevented may do to have them from you.

I have drawn on Mr John Seabring in favor of Chs McEversham At 30 Dais Sight for £420 . . . 1 . . . 4 York [currency] As also in favor Thos Bayeaux £41.12 York is sum amot to £461.13.4 & the Ballance wh I do Suppose will be near as much more to pay you wh please to call on him for –

Messrs. Grant & Fine Addressed their Brig *Friendship*, John Lewis Master to me to Load with Tar & Turpentine if not to be had to let him out, But Lewis being determined Not to go to Europe unless first to New York, I have come to the following Agreement – [torn] Merchant would take him up wth Liberty to Touch at New York To Load his Brig wth Rice to pay 50/ Steg p Ton to Portugail, Spain or the Island of Maderia & 55/ if She is discharge as high up the Streights as Marselles wth Liberty to touch at York & Gibraltar for Information of Markets, Mr. Hamilton to go the Voyage wth the Cargo addressed to him  $\frac{1}{3}$  of wh a Mr Dorsius is Concerned in & the other  $\frac{2}{3}$  I ship on my own accto tho I shall make Messrs. Grant & Fine an Offer of my  $\frac{1}{3}$  wth Customary charges, Premiums of Insurance from hence to New York & Intrest from the time of the Vessels Cargo being compleated untill they shall pay you the Amot wh I must Insist upon before she leaves New York This Offer I have made them in Consequence of the freight Back as it will be Hazardus & an offer to purchase  $\frac{2}{3}$  of the Brig for £410 New York of his Safe Arrivel at New York by wh means the Vessell & Cargo would belong to Grant & Fine  $\frac{1}{3}$  John Dorsius  $\frac{1}{3}$  the other to myself But should Grant & Fine Not Approve of this Offer in the Sale of this Vessel We Propose to give them a fraght of the Nt Proceeds of the Homeward Cargo as may be thought Reasonable by two Gentlemen for that Purpose, Should this Proposal still not please them, Then the Vessell & Cargo to Proceed Agreeable to Bill Lading & Mr Dorsius & self order our Respective parts of the Proceeds of our Cargo in our friends hands, Further Agreed wth Capt Lewis to Victual & Water his Vessel for the whole Voyage Should the Weather on your Coast prove Boystrous then he may proceed to Gibraltar, In that case you must Indeavour to git my Bond Canceled wh you, In other Respects he can properly protest As it is his fix determination to Proceed to New York – Should Grant & Fine Agree to the first Proposal to Sel[torn] the Limited Price it will be charging proper [torn] on Eith side be paid

to the party falling short Should they not incline to sell the Brig & take up wth our Offer leaving the Homeward bound freight to be ascertained by Refference and this take  $\frac{1}{3}$  of the Cargo, yould have the Same to Receive as Directed before Should Lewis not make his Appearance in New York Being Blown of[f] I shall direct Mr Hamilton to Remit my  $\frac{2}{3}$  of the Cargo in good Bills to Lane Sons [torn] Tho I should give the Preference to his Arriving at New York to have the Approbation of the Owners, As the Capt Can take upon him the Voyage back as it is Illisitt, Consequently We shal be disapointed in the Prospects of the Goods we Intend to order[torn] wch are as follows, a kind of Wollin Cloth made use of by our Negroes to be had in Marseilles or they must perish. If not procurd wch will be the Case Except the Actts are Repealed, in that case Mr Hamilton will have Information at Gibraltar Many Planters would contract wth me, for thousand of yards & have declared they will Assist in the Landing of it, Ollives, Anchovies, Reasons Capers, Brandy, Fancy Silks, Umbrellows & many Articles that Hamilton knows will Answer. This Voyage must be [illegible]

By Capt Hunt I shall be able to Ascertain the Amot [torn] I have put on board of him 143 Casks prime Rice & shall complete his Cargo wth such as I have the whole Month pr Agreement to Compleat his Lading.

This morning Arrived a Brig from Spain Address to me to be Loaded wth Rice Guaranteed to me to a Safe House whos Cargo I have to compleat in a few days Plase to send the Inclosed Letter to Henry Rilay Shoe Maker I shall either Pass my Summer in Europe or traveling the Continent Soliciting Business. Must depend on what Congress determin next Meeting

1. Levinus Clarkson Papers, 1772–1793, LC. Clarkson, from a prominent New York family, had settled as a merchant in Charleston.

### 3 Jan.

#### NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES<sup>1</sup>

[Boston] 3d. [January, 1775]

By an express from Captain [James] Wallace, Information coming of the *Hinds* Arrival very leaky in her Decks and Upper Works at Rhode Island, with Camp and Tent Equipage, and a Detachment of Marines for the Battalion at Boston,<sup>2</sup> the Admiral ordered the Equipage and Detachment to be taken on board the *Rose* and the *Hind* to make the best of her way to join Vice Admiral [William] Parry at the Leeward Islands according to her Orders from the Admiralty

1. Graves's Conduct, I, 41, MassHS Transcript.
2. "Yesterday Week [January 1] arrived at Rhode Island, a Ship of 20 Guns, from England, with 200 Marines on board bound for Boston," *New York Gazette*, 9 January, 1775.

### 4 Jan.

#### CADWALLADER COLDEN, LIEUTENANT GOVERNOR OF NEW YORK, TO LORD DARTMOUTH<sup>1</sup>

[Extract]

New York 4th Janry 1775

A day or two after this order was received<sup>2</sup> one of the Custom House officers discovered ten chests of Arms, three Boxes of Lead and one Barrell of Gun-powder on Board a Vessel bound to Rhode Island. It has been found on enquiry that

these arms were lately imported on board the ship *Lady Gage* Captn [Thomas] Mesnard and it is said, were shipped at London as Hardware; but there was no Cockett for them under any Denomination. Mr. [Andrew] Elliot secured them all, and for greater safety sent them on Board the Man of War in the Harbour where they remain

That sett of people who lye waiting for every opportunity to raise a Mob and throw the City into confusion, made an infamous attempt to frighten Mr. Elliot into a surrender of the Arms, which they insisted were legally supported [sic! imported]. The principal Gentlemen and Merchants to prevent mischeif waited upon Mr. Elliot in a body, assured him they were perfectly satisfied with his behaviour, and declared warmly against any who should attempt to insult him on account of what had happened, which silenced the others who were working in the dark and endeavouring to raise the populace

1. E. B. O'Callaghan, ed., *Documents Relative to the Colonial History of the State of New York* (Albany, 1850-1861), VIII, 528, 529. Hereafter cited as O'Callaghan, *Colonial New York*. Colden (1688-1776) had been Lieutenant Governor for twenty-five years.
2. The King's Order in Council, October 19, 1774.

GEORGE WOOLSEY TO GEORGE SALMON, DUBLIN <sup>1</sup>

[Baltimore] Janry 4 1775

I have just time to inform You that the Brig *Hope* is Arrived <sup>2</sup> & Also that I shall do My Best to give her dispatch for Dublin tho Wheat Flour & Flaxseed is Scarce & high. Flour 18/ Wheat 7/ Flaxseed 14/ & none of this last Article to be got. I shall write Messrs Robinson & Sandwith soon. I think there is about 12 of the Schooners Servants dead with a Bad fever. there is Also 8 more Yet Sick with flux &c &c. of Course there will not be much made of them I have sold about 1/2 of What is Alive pretty well but have not raised 200 £ cash the remng half I believe will Sell low & of Course Command no Cash <sup>3</sup> of Course What I ship p the *Hope* I will have to draw on G.D. & Shall Send it to his Address of Which inform him <sup>4</sup>

1. Mercantile Letter Book of Woolsey and Salmon, Baltimore merchants, LC. Hereafter cited as Woolsey and Salmon Letter Book, LC. As a new member of the firm of Woolsey and Salmon, George Salmon had gone to Europe to "drum up" business.
2. The brig *Hope*, George Robinson, master, of 105 tons, and a crew of 7, had entered that day from Dublin in ballast. Port of Entry Books, 1745-1775, Md. Arch.
3. The schooner *Industry*, the property of Woolsey and Salmon, had entered in early December 1774, from Dublin with a large number of indentured servants.
4. George Darley, a merchant of Dublin.

HENRY LAURENS TO JOHN LAURENS, LONDON <sup>1</sup>

[Extract]

Charles Town [S. C.] 4th Janry 1775.

p *Le Despenser*

On the 9th Inst the Inhabitants of Charles Town are to meet in order to chuse a Committee of thirty to whom on the 11th the Country Committee are to be united & the whole will then proceed to the choice of Delegates to represent this Colony in general Congress of the United Colonies at Philadelphia the 10th of May next - mean time the Subsisting Committee exert themselves in the Duties

of their Office All goods imported from Great Britain are sold at public Auction, the first Cost & Charges restored to the respective Owners & the surplus funded for the benefit of the distressed Bostonians, even polly's little Wax Toys were sentenced to the Ceremony – hitherto a mere Ceremony because no person bids beyond the Cost & Charges, therefore the purchase is made of each parcel by the proprietor – after this Month expires the Severe discipline of total exclusion will take place Some people have insinuated that an immediate general Nonimportation from the province & a Stop to all Law proceedings will be moved for by a very strong party at the approaching meeting – I do not believe it – however it may be so – for the Reins are not in the hands of Towns Men as formerly I can perceive the Superiority which the Country people claim – they are most numerous most wealthy & no Man is now Supposed to be unequal to a Share in Government – I see trouble & confusion before me

1. Henry Laurens Letter Book, 1774–1775, SCHS.

HENRY LAURENS TO RICHARD OSWALD, LONDON <sup>1</sup>

[Extract]

Charles Town [S. C.] 4th. January 1775

p *Le Despenser*

You will expect me to Say a word on our public affairs in which perhaps all Europe may eventually be concerned

On the 11th Inst there will be a meeting on this ground of Members elected in each district of the Province 120 in the whole – these are to Nominate Delegates to Represent So Carolina at a Second general Congress intended to be holden at Philadelphia the 10th May next – You have Seen the proceedings of the late Congress & probably have the Resolutions of both parties in view, while my knowledge is confined only to the efforts on this Side, I am persuaded from all the intelligence which I have received, that we are disposed to quietness & all the obedience that ought to be expected from us provided we are reinstated in the possession of those rights & privileges which we had enjoyed antecedent the Year 1763. – if this is denied us by the Mother Country, there will follow infinite trouble & distress throughout the Colonies of North America & I think it impossible but that Great Britain must participate largely in the general Calamity – Every Man here as far as I have discovered is agreed that opposition against the late Acts of Parliament which are the Subject of our dispute, ought to be made, these differ only in Sentiments on the mode – Some are Red-hot & foolishly talk of Arms & there is another extreme who Say that implicit obedience is the Surest Road to a redress of Grievances – the great majority of men here lie between, & are Men of Wealth & consideration – upon the whole Such are appearances that I too clearly perceive my little Estate to be in a most precarious Situation – one may be Rich here in Bonds bearing Interest never to be paid – plantations & negroes producing nothing or no Markets for the produce – & yet want the means of procuring decent food & rainment . . . I dare not justify every Act on the part of America in the course of her Struggles for 11 Years past but I may with Safety aver that aggression does not lie at her Door & that Wisdom & Sound policy are not Crimes chargeable upon the Administration of American Government within that term – tis high time for the

interposition of a mediaating power & Such I trust will be found within our own Realm

1. Henry Laurens Letter Book, 1774–1775, SCHS.

5 Jan.

*New York Journal*, THURSDAY, JANUARY 5, 1775

New York, Jan. 5

Several letters by the last vessels from Great Britain and other parts of Europe, inform us, that immediately after the King's proclamation issued, prohibiting the exportation of arms and ammunition from Great-Britain, two men of war were ordered to the *Texel in Holland*, in order to prevent the transportation of those articles in English bottoms to America.

RIVINGTON'S *New York Gazetteer*, THURSDAY, JANUARY 5, 1775

New-York, January 5.

As we thought it would be agreeable to our readers to know the particulars of what has passed in this city, since the seizure of arms, &c. lately made at this port, for want of Cockets; we have been at pains to collect the following facts which may be depended upon.

As soon as the seizure was made, the ten cases and three boxes were carried to the Custom-House,<sup>1</sup> and the barrel of powder ordered to the powder-house – on the way, some people appeared and carried it off from the Waiter, who had it in charge; – this being reported at the custom-house, the Collector immediately went to the Coffee-house, and informed the merchants present, of the rescue, which they highly disapproved of, – proper steps were immediately taken, and in a few hours the powder was lodged in the powder-house: – to prevent any such attempts in future that might disturb the city, the boxes and cases were sent on board the [*Kingsfisher*] man of war.

Some days after this removal of the arms, &c. the Collector received from the post-office the following Letter.

Mr. Elliot

New-York, December 27th, 1774.

SIR, A Number of fire-arms of British manufacture, legally imported, having been lately seized by your orders and conveyed on board the man of war, by which arbitrary step you have declared yourself an inveterate enemy to the liberties of North-America; in this light we view you, and from you we shall demand those arms whenever they are wanted, which is probable will be soon. You will therefore, if you have the least regard to the safety of yourself or your servants, who seized them, be careful to prevent their being sent away, as you may depend upon answering for a contrary conduct with a vengeance. – We thought that your former genteel conduct in your department, intitled you to this notice, otherwise we should have been silent till a proper opportunity had offered, in which we might have done our country justice, by wreaking our resentment on you in a private manner: Do not slight this admonition or treat it as a vain menace, for we have most solemnly



sworn to effect it sooner or later, and you know that our nation are implacable, we would not have you imagine that it is in the power of any set of men, either civil or military to protect or shield you from our just revenge, which will be soon done; and in such manner as not to be known till it is fatally experienced by you.

From the *Mohawks and River Indians*.

The above was immediately copied and sent to the Coffee-house, where it was pasted up together with the Collectors answer, viz.

The original, of which the above is a copy, Mr. [Andrew] Elliot this morning received from the Post-office; he is obliged to answer it in this public manner, being entirely unacquainted with the author.

Mr. Elliot calls upon the person to appear, that can in any instance accuse him of having acted either arbitrarily or illegally in his office, that he may have an opportunity of answering him properly.

If the letter is wrote with a view to deter an officer from his duty, Mr. Elliot assures the writer, that as long as he has the honour to act as Collector, of the port of New-York, he will exert the same attention and firmness, that has for ten years past, enabled him to give satisfaction to his superiors in office; and to live happily among the inhabitants of this city.

ANDREW ELLIOT

At the Coffee-house the letter was by all disavowed, and greatly disapproved of: The Collectors manner of treating it, met with the highest approbation, notwithstanding which that very night the following printed hand-bill was secretly conveyed into almost every house in town.

To the INHABITANTS of NEW-YORK.

My Dear Friends and Fellow Citizens,

At a time when slavery is clanking her infernal chains, and tyranny stands ready with goads and whips to enforce obedience to her despotic and cruel mandates; when oppression, with gigantic strides is approaching your once happy retreats, and her tools and minions are eagerly grasping, to seize the cup from the lip of industry; will you supinely fold your arms; and calmly see your weapons of defence torn from you, by a band of ruffians? You, whose glorious and renowned ancestors, freely lavished their blood and treasure, to secure to you the full enjoyment of liberty, that greatest of all temporal blessings; forbid it, Heaven! forbid it gratitude and honour! – How long will you patiently bear insult and wrong? Are you so callous and dead to every sense of honour, as to disregard your reputation; and the taunts and scoffs, of your fellow subjects in the neighbouring colonies? What is become of your former magnanimity and spirit; you who dared to degrade the Governor of the province, and exhibit his effigy, under the very muzzle of his cannon? <sup>2</sup> Are you dwindled to such dastards and poltroons, as to suffer yourselves to

be insulted, and robbed of your arms, by a few petty Custom-house officers, with impunity? Methinks I hear you say, it cannot, it must not be: – Rouze then, my friends and countrymen, rouze and play the men upon this occasion; convince the world that you are still possessed of the same noble spirit, by which you were actuated in former times, and that whoever injures you, shall not fail to feel the weight of your resentment; your country has been basely robbed (by the officers of the customs) of a considerable number of arms, which were legally exported from Great-Britain, and imported here, in the ship *Lady Gage*,<sup>3</sup> and therefore not liable to a seizure, upon any pretence whatsoever, as they are actually the manufacture of England: – Those arms (I am credibly informed) are now on board the man of war, and are in a few days to be sent to General [Thomas] Gage, and of consequence are to be used for your destruction: Can you bear such a thought? especially when you have it in your power to prevent it; does not the bare idea of it, harrow up your souls? In the name of Heaven, throw off your supineness; assemble together immediately, and go in a body to the Collector, insist upon the arms being relanded, and that he must see them forth-coming, or abide the consequences; delays are dangerous; there is no time to be lost: It is not a season to be mealy-mouthed, or to mince matters; the times are precarious and perilous, and we do not know but the arms may be wanted tomorrow.

#### PLAIN ENGLISH

Some people may endeavour to persuade you, that it would be improper to call upon the Collector in such a way, on account of his former polite behaviour to the mercantile body, but this objection has not the least weight in it, as he has shewn himself inimical to the liberties of America, and has therefore cancelled every obligation.

Early next morning a number of the principal merchants assembled, waited on the Collector the Customs House, and assured him of their intentions to support him in the legal execution of his duty.

They then accompanied him to the Coffee House, where he was met by numbers of the inhabitants of all ranks (among whom was a number of Masters of ships, with their men) who appeared, with readiness to shew how much they esteemed the Collector as a just and good officer.

Some gentlemen then called upon the authors of the letter or hand-bill to appear, or any other person, and accuse the Collector of having, in any instance acted either arbitrarily or illegally; that the writing such letters, or disturbing officers in their duty, must be abhorred by all men that wish the support of civil government and good order; that in the present case it appeared the Collector had done nothing but his duty, and that it was therefore incumbent on the inhabitants to support him.

The justness of this proposal, and the inclination of the people present to adopt it, was instantly testified by three cheers. – The Collector then stepped forward, politely thanked the audience for their kind attention on this occasion; assuring them that nothing could be more pleasing to him than this public testi-

mony of their approbation, both as a fellow-citizen, and as an officer of government; at the same time declaring his intention of steadily adhering to his former conduct.<sup>4</sup>

1. The Merchants Coffee House stood on the southeast corner of Wall and Water Streets.
2. The reference is to the day when the Stamp Act became effective. Then a great crowd on the Bowling Green burned in effigy Lieutenant Governor Cadwallader Colden, the devil, and a chaise and two sleighs from the governors' coach house.
3. The ship *Lady Gage*, Thomas Mesnard, master, arrived from London, December 10, 1774, ten days after the Continental Association became effective. Her general cargo was disposed of under the inspection of a committee.
4. In the New York State Library at Albany is a manuscript prepared by Andrew Elliot which bears the lengthy title, "A Short Detail of the Conduct of the Collector of New York from December 1774 to March 1776 when the Intercourse Act took place - Commencing with the Account of the Seizure of Arms &c Published in the Newspapers at New York the 29th December 1774." After quoting in full the article from Rivington's *New York Gazetteer* he continued: "The Arms mentioned together with some Gun Powder was Seized by the Collector, as they were coming from on Board one of the London Ships, to be Shipped on Board a Vessel for Rhode Island, the Reason of Seizure was, no Cocket appearing for them amongst the Ships Papers. . . The Arms &ca were immediately sent by the Collector on board either the *Asia* or *Phoenix* Man of War to prevent their being rescued, as a Seizure of some Goods made a little before this time had been at noon Day taken out of the Custom House Cellar by the Mob. - The Collector understands that the Arms were afterwards put on board the *King Fisher* Man of War, Captn [James] Montague, who carried them to Virginia, where they were opened by Lord Dunmore and distributed among the People under his Command." Elliot's memory was at fault as to the immediate disposition of the arms. Neither the *Asia* nor the *Phoenix* were in New York Harbor at that time, and the arms were carried directly to the *Kingsfisher*. Andrew Elliot Papers, Box I, Folder 6, NYSL.

MINUTES OF THE COMMITTEE OF SAFETY OF WILMINGTON, NORTH CAROLINA <sup>1</sup>  
 [Wilmington] Thursday, January 5th 1775

Resolved, That the following notice be sent to the Merchants of Wilmington, by Mr. [Samuel] Swan, and Mr. [William] Robeson, to wit:

To the Merchants of the town of Wilmington, Masters of vessels and traders: The committees of the county of New-Hanover and of the town of Wilmington, united and met for the important purpose of carrying into execution the resolves of the Continental Congress, earnestly request of you, as well wishers to the common cause of America, in which we are all embarked, to signify to them, by the bearers of this, if you have any gunpowder on hand, and what quantity, that this committee, may in consequence of that information, take the most prudent steps, to guard against the melancholy effects, which may result from this part of the Province, being left in a state totally deficient for the want of ammunition. It is likewise requested that you would cease to make further sales thereof, until informed by the committee

Signed Cornelius Hartnett, Chairman

Mr. Swann and Mr. Robeson, returned an account of the gunpowder in Wilmington, 143 lbs. in the hands of the several merchants applied to.

The committee sent the papers of the following tenor, to the persons within named by Mr. Swann and Mr. Robeson.

Mr. John Burgwin,<sup>2</sup> John Robeson, McTier Ancrum, Foster and Brice, Thomas Orr, George and Thomas Hooper, Hogg and Campbell, George Doherty, and Charles Jecokes

The King's proclamation, prohibiting the further exportation of gunpowder from Great Britain, renders it highly necessary, that some expedient should be adopted to prevent the melancholy consequence which to a province in respect to its inhabitants, circumstanced as this is, may in future arise from a total want of that article, We, therefore gentlemen, assure ourselves, that you, animated with the same liberal sentiments that we feel, will contribute what at present falls to your particular department for the promotion of the public good.

The quantity of Gunpowder which is at present in the town is very inconsiderable, and it is absolutely necessary, that what there is should be reserved for any future emergencies, that we may be prepared for every the worst contingencies.

We therefore, gentlemen, entreat you by the ties of honor and virtue, and love for your country, as you prize the regard of your fellow-citizens, as you wish to avoid the censure of this committee, and those whom they represent, that you would not within thirty days from this time, remove out of this town, or make sale of any of the gunpowder which you have reported to this committee, as the stock you have upon hand before the expiration of which time, this committee will endeavor to collect by subscription, and they doubt not of success, a sum sufficient to purchase and pay you for the whole of it at the reasonable price of three shillings per pound, which some of your well disposed brethern have consented to take. And as it is intended to be made use of as much for your security as of the rest of the inhabitants of this part of the province, we address you with a certainty of succeeding in this application, which should it appear to you to carry with it any thing uncommon, will find an ample vindication in the present critical circumstances of this province.

Signed Cornelius Hartnett, Chairman

Mr. Swann and Mr. Robeson, made report to the committee, that all the persons applied to had complied to the request of the committee, excepting Mr. Burgwin, whose answers appeared to be evasive, as he neither specified the quantity of powder he could spare nor absolutely fixed the price he would take for it, Therefore,

*Resolved*, unanimously, that Mr. Burgwin's answer is unsatisfactory, and deserves the censure of this committee, and that he have notice thereof.

1. Saunders, comp., *Records of North Carolina IX*, 1109-1111.

2. Burgwin offered a satisfactory reply and explanation, which the committee accepted on January 6, 1775.

6 Jan.

#### NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES<sup>1</sup>

[Boston] 6th [January, 1775]

The rebellious proceedings of the Rhode Islanders, in forming a Magazine of Arms at Providence, and seizing the Kings Cannon at Fort George, made the Admiral lay aside his Design of keeping the *Swan* at Boston, as Schooners could not be fitted for Service for some time to come; and he sent her this day for Rhode Island to be employed together with the *Hope* Schooner, by Captain [James]

Wallace, in the best manner he could for preventing the unlawful Introduction of Arms and Ammunition.

1. Graves's Conduct, I, 41, 42, MassHS Transcript.

**7 Jan.**

*Providence Gazette*, SATURDAY, JANUARY 7, 1775

Providence, January 7.

Since our last Captain [Elisha] Warner arrived here from New York – A Quantity of Small-Arms, &c. lately arrived there from England, the Property of two Merchants of this Town, having been put on board Captain Warner, were seized and detained by the Officers of the Customs.<sup>1</sup>

Saturday last [December 31] the *Hind* Frigate, of 20 Guns, arrived at Newport from England.

1. See Rivington's *New York Gazetteer*, January 5, 1775.

**8 Jan. (Sunday)**

VICE ADMIRAL SAMUEL GRAVES TO PHILIP STEPHENS <sup>1</sup>

Sir

*Preston* Boston January 8th 1775

In a Letter dated the 19th of December, and sent by the Sloop *Phoenix* from Salem, I acquainted you with the Arrival of his Majesty's Ship *Somerset* on that day from Plymouth. This Ship with the *Boyne* and *Asia* are now moored before the Town of Boston, and I have the pleasure to say their Companies are in general very healthy; The *Somerset* was so leaky at Sea that two Hand Pumps were continually at Work, and it is the constant Employment at present of one hand pump to Keep her free.

In consequence of a Letter from Governor [John] Wentworth of New Hampshire, which I received by Express on Friday Evening the 16th December, a Copy of which (Marked A) is inclosed. I ordered the *Canceaux* and *Scarborough* to sail immediately for Piscataqua, And as the Governor had represented the Custom House and Province Treasuries to be in Danger I put a Subaltern Officer and twenty Marines on board the *Canceaux* who sailed that Night, and the *Scarborough* on Sunday Morning, though the Weather was very severe. I gave Captain [Andrew] Barkley Orders to afford the Governor, upon his requisition, every aid and assistance in his power, and to do his utmost to protect the Kings Servants and Stores with his Majesty's Ships under his Command.

On the 24th following I received Letters from the Governor, Captain Barkley, and Lieut. [Henry] Mowat, Copies of the two first (marked B and C) are inclosed. You will perceive by those Letters that the sudden and unexpected appearance of the King's Ships in the River prevented a great Number of Cannon being carried off, and all further riotous proceedings at Portsmouth.

I transmit a copy of a Letter from Governor Wentworth (marked D).<sup>2</sup> I declined complying with his Excellency's Request for the Sloop of War and the Marines therein mentioned, and acquainted him that having a great extent of Coast to guard I could not conveniently spare so large a part of his Majesty's

Squadron to be at one place, more especially as I was of opinion the *Scarborough* and *Canceaux* were fully capable of protecting the Treasuries, and of affording Refuge to his Majesty's Servants should they at any time consider themselves to be in Danger.

On the 18th instant I received a Letter from Captain [James] Wallace of his Majesty's Ship *Rose* with a Copy of his Letter to Governor [Joseph] Wanton on the riotous behaviour of the Mob at Rhode Island. Copies of both Letters (marked E. F.) are inclosed<sup>3</sup> Though I was highly pleased with the Spirit Captain Wallace shewed on that occasion, I could not avoid expressing to him my satisfaction that the Mob declined putting their tarring and feathering Scheme into execution being apprehensive his waiting so long for their Approach was not strictly justifiable, and may have been attended with fatal Consequences.

General [Thomas] Gage having requested that the Supernumerary Marines on board the Squadron might be landed at Boston to be disciplined this Winter in a manner to enable them to act on Shore with the rest of the Kings Troops, and it being our opinion that whilst they are on shore they should be on the same footing with the rest of the Soldiers in regard to their pay and provisions, as they are all employed on the same Service; I have in Compliance with his requisition disembarked all the Supernumerary Marines and ordered them to be discharged from their respective Ships; And by desire of Major [John] Pitcairne have also lent them three subaltern Officers and three Serjeants, part of the Complement of the Ships lately arrived from England . . .

On the 20th of December I received by express from Captain Wallace an account that the *William and Ann* Ordnance Transport from Plymouth, laden with five hundred Barrels of Gunpowder, bound to New York, had put into Rhode Island the 19th in great Distress, her Rudder lost, and her Mainmast disabled; as the powder is consigned to the Commanding Officer of Artillery in America for the use of the Army, the General and Colonel [Samuel] Cleaveland have given directions concerning it; In the meantime the Transport is assisted and protected by the *Rose*, who by being at Rhode Island has most certainly prevented that powder from being seized and carried to Providence.

The *Halifax* Schooner is so very leaky and out of Repair, and is in such continual want of patching to make her swim, that she is totally unfit for any Service but to be at Anchor, which I have directed her to do this Winter, and in the Spring intend to have her surveyed; she is a very bad low Vessel, and so extremely wet and uncomfortable to the Sea men that no consideration will keep them belonging to her.

The *Hope* is in very little better Condition, and must go to England when the Season will allow me to venture her, therefore as there is an absolute necessity for good armed Schooners capable of performing real Service to the Crown, and one is at this time particularly wanted to guard one of the Channels at Rhode Island to prevent the unlawful Importation of Gunpowder Arms and Ammunition &c which from very good Intelligence I am told will be attempted in large Quantities at that place I have taken upon me to purchase the *Diana* Schooner of 120 Tons, about eight Months old, so exceedingly well built that she is allowed to

be the best Vessel of the Kind that has been yet in the Kings Service, her first cost is £750 Sterling and as I have thought it best for his Majesty's Service that she should be an established armed Schooner, I have directed the necessary alterations to be made in her Hull, and for her to be fitted in all respects like other Vessels of her Class; She will have the *St Lawrence's* Guns. On this Occasion I have appointed Lieut. Thomas Graves of his Majesty's Ship *Lively* to command the *Diana* Schooner, and Mr William Lechmere of the *Preston* to be Lieutenant of the *Lively*. The *Diana* will soon be ready for Sea, and I shall send her to Rhode Island.

As I am extremely desirous of carrying on the King's Service with all possible frugality, I shall defer taking up the two Schooners their Lordships have directed me to hire for guarding this Harbour until the Weather being less severe than at present will admit of Vessels navigating: The Schooners then will be of great use, but at present only an unnecessary Charge.

In consequence of their Lordships permission Signified to me in your Letter of the 14th of October to purchase a small Sloop to supply the place of the late *Jupiter* employed on the Survey under the direction of Captain [Samuel] Holland, I caused the Sloop *Spinckes* [*Sphynx*] of 46 Tons Burthen to be purchased for two hundred and twenty pounds Sterling and delivered to Lieut. Mowat of the *Canceaux* for the above Service. I am sorry I am obliged to add that after having fitted and stored her properly for the Service she was intended, in going round to Piscataqua after *Canceaux*, she ran ashore about Cape Anne; I have sent a Sloop with a Number of hands to endeavour to save the Vessel, if that shall be impossible, to bring away the Stores.

I omitted in a former Letter to acquaint you that a Vessel being to depart from this Harbour in Ballast to New York, I procured her to go to Piscatagua and take in Captain Holland, his Instruments Servants and Baggage, and carry them to Perth Amboy, as he desired, for £50 Sterling, instead of hiring a Ship on purpose, which must otherwise have been done at a much greater Expence.

The Weather has been lately so severe that we have not been able to get the *Glasgow* cleared for the Carpenters, neither is it possible till that is done and she is hawl'd ashore to ascertain the damage she has received; In the mean time her Sails and Rigging and all her other Stores are put in some Store house on Noddle's Island; which I have caused to be hired at the rate of £40 per Annum for that purpose, and which shall be discharged when ever the *Glasgow* can receive her Stores again.

The *Lively* got round to Salem the 30th of December. The *Swan* arrived here from New York the 18th and sailed again for Rhode Island the 6th instant. The *Hope* Schooner sailed for the same place on Christmas Day.

On the 24th of December I received your Letter of the 2d of November concerning the Sloop *John* David Fenton Master, and in obedience to their Lordships Directions I have given strict Orders to endeavour to intercept the said Sloop which I find upon Inquiry is, as well as the Master well known.

I have lately heard from the Captains of all his Majesty's Ships to the Southward of Boston, and think it proper to transmit a Copy of the *Tamers* Defects for

their Lordships Information. I transmit also the State and Condition and Disposition of his Majesty's Squadron under my Command,<sup>4</sup> with the State of the Hospital. I am &c

Sam Graves

1. Graves's Conduct, I, 42-48, MassHS Transcript.
2. Wentworth's letters of December 14, 20 and 30, and Barkley's letter of December 20, 1774, appear under the above dates.
3. Wallace's letter of December 15, to Wanton, and his letter to Graves, of the same date, also appear under that date.
4. See "Disposition of the Squadron under Vice Admiral Samuel Graves, 1 January, 1775."

9 Jan.

*Newport Mercury*, MONDAY, JANUARY 9, 1775

Newport, January 9.

The fore part of last week a man belonging to the *Hind* frigate, in this harbour, fell overboard and was drowned, but was taken up, and on Thursday last [January 5] was carried ashore at Goat-Island and buried; one of the people who went ashore, and was left to take care of the barge, turned the barge adrift, and then came off in the boat belonging to Fort George, and notwithstanding he was fired at three times, he landed at some part of this town, and made his escape, the other people having no boat to pursue him.

*New York Gazette*, MONDAY, JANUARY 9, 1775

New York, January 9.

Yesterday Week [January 1] arrived at Rhode-Island, a Ship of 20 Guns, from England, with 200 Marines on board, bound for Boston.<sup>1</sup> This is the Ship we imagine was lately seen off by Capt. Harriot.<sup>2</sup>

1. H.M.S. *Hind*. See *Providence Gazette*, January 7, 1775.
2. Captain N. Harriot, inbound from Jamaica in the sloop *Charlotte*.

12 Jan.

GEORGE WOOLSEY TO GEORGE SALMON, DUBLIN<sup>1</sup>

[Baltimore] 12 [January, 1775]

I wrote You the 4th Instant (Copy) of Which You now have to Which refer. I shall be a good dale Pushed for money to get the *Hope loaded* I am in Advance for [Benjamin] Fleming & raise very little out of the Schooners Servants & have yet nineteen of them on hands, the Schooner is Sailed this Evening for Ant[igua]<sup>2</sup> Mostly on fright I shall Soon write about her to You. I have this day wrote to Rob Lisle Esqr of Newcastle on Tyne & have told him You will be on that Town I think You had better go there you can Introduce Yourself to him as a Partner of the House that done Ben Flemings Businss but I think You might Manage to be there When Fleming is at Home & woud have you with him about it—

1. Woolsey and Salmon Letter Book, LC.
2. The schooner *Industry*, John Blakeney, master, sailed January 9, 1775, with a cargo of 70 barrels of pork, 130 barrels of flour, 200 barrels of bread, 1 ton of bar iron, 6000 hoops and headings, 2000 hoops, and 5000 shingles.



**13 Jan.**

BETHABARA DIARY 1775 [WRITTEN BY REV. LORENZO BAGGE] <sup>1</sup>

Jan. 13.

A man from our neighbourhood, who left Philadelphia, Dec. 26, 1774, reported that store goods were very high there; that the fleet lay before Boston; that troops were being enlisted in Pennsylvania.

1. Wachovia Archives, Winston-Salem, N.C.; printed in Adelaide L. Fries, ed., *Records of the Moravians in North Carolina*, (Raleigh, 1925), II, 900. Hereafter cited as Fries, ed., *Moravians in North Carolina*.

**14 Jan.**

*Providence Gazette*, SATURDAY, JANUARY 14, 1775

Providence, January 14.

The latest Accounts from England, by Capt. Cochran,<sup>1</sup> arrived at New York, are, that Orders have been given for the seizing every Ship, of what Nation soever, employed in conveying Arms or Ammunition to the Americans.

1. Ship *Lilly*, Captain T. Cochran, which arrived January 3, 1775, from Greenock, Scotland.

**15 Jan. (Sunday)**

VICE ADMIRAL SAMUEL GRAVES TO PHILIP STEPHENS <sup>1</sup>

Sir

*Preston* Boston 15th January 1775

Since my last Dispatch dated the 8th instant two Courts Martial have been held; upon Captain [William] Maltby, and the Gunner of his Majesty's Ship *Glasgow*, I transmit Copies of the sentences and will send the originals by the first Conveyance of a King's Ship. The Court having dismissed Captain Maltby from the Command of the *Glasgow*, I have appointed Mr Tyringham Howe Commander of the *Cruizer* to succeed him; and Lieutenant Francis Parry of the *Preston* to command the *Cruizer*. I have also removed Lieut. John Graves of the *Somerset* into the *Preston* and appointed Mr William Fulk Greville to be fourth Lieutenant of the *Somerset*.

On the 12th instant I received Letters from Captain [Andrew] Barkley of the *Scarborough*, and Lieutenant [Henry] Mowat of the *Canceaux*, acquainting me that in getting the *Canceaux* near the Town of Portsmouth at the desire of Governor [John] Wentworth the Pilot ignorantly anchored her at high Water in a spot where she had not Room to live afloat, and where she was benipped four and twenty hours. Captain Barkley sent every assistance in his power from the *Scarborough*, and hired a light Sloop to go along side, and take out her Stores, but the Weather being extremely cold, and the Wind down the River, the Sloop could not reach the *Canceaux* till the next Morning, when the Tide being somewhat higher than usual, upon heaving their Iron Ballast overboard, she got off. Lieutt Mowat acquaints me that the Ship makes little or no Water; and that he believes the only damage she has sustained is losing a part of her false Keel, and the part below the Iron Work on her Rudder a little shattered; therefore as no

immediate inconvenience attends this accident, the *Canceaux* shall continue before the Town of Portsmouth untill the Spring affords a proper opportunity to examine and repair her Bottom.

Captain Barkley writes me that the people in general are at present pretty quiet; and that it is reported the Principal Inhabitants of Portsmouth will soon have a Meeting to consult upon returning the Guns and Gunpowder carried off by the Mob. It is however certain that those who committed the late Outrage are skulking about the Country, and are only prevented by the King's Ships in the River from being as insolent & troublesome as ever.

I am &c.

Sam Graves

1. PRO, Admiralty 1/485, LC Transcript.

NATHANIEL SHAW, JR. TO PETER VANDERVOORT & CO., NEW YORK <sup>1</sup>

N London Jan 15 1775

I Recd yr p *Macerone* <sup>2</sup> with the Cash This is just to let you know that I intend as soon as [Edward] Chappell Returns that he will go on board the *Macerone* for West India & will call on you for one hundred bar Super fine flour & two hundred half Johannises <sup>3</sup> which should be glad you would have Ready for him. Hope you have been able to get the 100 bar of pork at the price I wrote for from Hartford last week. I am Gentlemen [&c.]

1. Shaw Letter Book, YUL.
2. Sloop *Macaroni*, spelled various ways in the Letter Book.
3. A Portuguese gold coin worth about \$9.00.

16 Jan.

"REMARKS ON BOARD YE *Scarborough* IN PISCATAQUA RIVER" <sup>1</sup>

Jany 1775

Monday 16th P M sent an Officer & 20 men to bring 5 of the Province Guns to the Fort

1. PRO, Admiralty 51/867.

*New York Gazette* MONDAY, JANUARY 16, 1775

New York, January 16.

Thursday last [January 12] his Majesty's Frigate the *King-Fisher*, Capt. [James] Montague, went up to Turtle-Bay to lay there for the Winter Season.<sup>1</sup>

1. "I know it has been usual for the Kings Ships stationed at New York to hawl to the Wharf during the severity of Winter," Vice Admiral Graves wrote to Captain Montagu of the *Kingsfisher* on December 1, 1774, "but at present it may be dangerous to continue a practice which in my Opinion necessity alone could ever justify. I am informed there are two places in the River where a Ship may lie at her Anchors out of the Stream and not to be frozen up. I desire you will inform yourself of them, and shall be very glad if either is proper for your Sloop, being very unwilling that at this Juncture she should go to a Wharf, where at any time Discipline can be very indifferently observed, and where from the inactive Situation of the Sloop men will have too many Incitements to desert." Graves's Conduct, I, 31, MassHS Transcript.

18 Jan.

HENRY LAURENS TO JOHN LAURENS, LONDON<sup>1</sup>

[Extract]

Charles Town 18th. January 1775

My Dear Son I wrote to you the 4th. Inst. p *L Despenser* & 8th p Capt. Mattocs to which please to refer –

On the 11th all the deputies from the Several parishes & districts in this province except a very few who were unable to attend, met in General provincial Congress at Pike's long Room where C[harles] Pinckney was called to the Chair & Election adjusted – thence we adjourned to the Assembly's Room in the State House & there have we Sat every day, Sunday not excepted, from Morning to Night; my Dining hour was from 6 to 9 o'Clock & once after Midnight, during Eight days we performed a multitude of Speechifying & Some business with all the Solemnity & formality of a Constitutional parliament – As the Copy of our whole proceedings cannot be procured in time for this conveyance I will recount as well as memory enables me the principal articles –

The Journal of the Continental Congress at Philadelphia being read as a Report from our Carolina Delegates, the conclusion of the 4th Clause of the Association which excepts *Rice* from the intended Non exportation after the 10th September was arrested, great offence was taken much altercation ensued – My Neighbour it Seems had originally opposed that exemption in Congress & his acquiescence gained by expostulation – he finding the measure was disgustful & that hard constructions were passed, attempted to exonerate himself & made Such a defence of his own conduct as fell little Short of an impeachment of that of his Colleagues who are much displeas'd with him, he confessed that he had acted against his judgement & as there was but one other Side which he could take – his Interest – he made upon the whole but an uncouth figure. – Evil Spirits had Stirred up the Jealousy of the Indigo Planter who complained that partiality had been Shewn to the Rice Maker, the alarm Spread through the Several Classes of Tobacco Planter, Lumber Cutter, Tar Maker – in short every Planter & Herdsman considered his Constituent as injured in the Supposed indulgence to Rice, a general Murmur ensued, the Rice Maker dreaded a disunion & however he was persuaded that an exportation of Rice would be of public benefit, might aid & could not possibly injure other planters, yet many indeed most of them expressed a willingness to forego the Seeming advantage or to make Some compensation to their Brethren the Supposed Sufferers – Mr [Thomas] Lynch honestly assumed the blame if any for the obnoxious Act, he was joined by the Rutledges (Mr [Henry] Middleton was not present) -these three desired the merits might be tried & refused the thanks of the people before their conduct should be fully canvassed, they defended their cause with equal Skill & candour nor were they unassisted & after near three days contest the exemption was confirmed by a Vote of 87 to 75 –<sup>2</sup> Mr [Christopher] Gadsden was upon the question in opposition to his Colleagues, I humbly think he was wrong on both Sides & his behaviour underwent much censure – it Seems to have confirmed a Serious Separation between him & the two Brothers – in the course of his debate he made & repeated certain declarations

which whatever might have been his private Sentiments, discretion Should have locked up in his own breast – in full Congress in the hearing of a Crowd of Spectators he insisted that from the beginning his opinion was to prohibit the Merchants from paying their debts to Great Britain by any Remittances in Bills of Exchange, Gold & Silver or other Merchandize – & that if his advice had been followed General [Thomas] Gage & his Soldiers would have been Sent back to England immediately upon their landing at Boston – I heard the first Scheme with abhorrence & did not fail to declare my Sentiments accordingly & for the latter I know how easy it was for that Gentleman to March through the Cherokee Mountains kill every Indian & return unscalped to Charles Town without moving one Step from his Fire Side – Shipping of a veteran British General & three Thousand regular Troops with less trouble than he could Ship a Cargo of Rice was an interprising Reverie fit only to be laughed at.

After that great affair of the Rice was decided on or rather as a means to get well over it, a plan was proposed for making compensation to the Indigo Planter & others who by the Association are to be restrained from exportation, calculated as it appeared to me merely to Sooth the Complainers, I was of the Committee who formed the Scheme & uniformly opposed it in Commee & Congress – called it a play thing, a Rattle, declared that it was neither *Just* nor *Wise* nor *Adequate* to the purpose intended – but it passed . . .

1. Henry Laurens Letter Book, 1774–1775, SCHS.

2. The Journal of the First Provincial Congress of South Carolina makes no reference to the bitter debates upon the rice question, but reports merely, “Resolved, That this Congress do approve the American Association.”

## 19 Jan.

*Maryland Gazette*, THURSDAY, JANUARY 19, 1775

Annapolis, January 19.

The ship *Annapolis*, Capt. Eden cleared, out on Saturday last for London, and will return to Maryland immediately.<sup>1</sup> The *Sophia*, Capt. Richardson, will load in Patuxent river, and the *Sim*, Capt. [John Thomas] Boucher, in Potowmack. Both these ships are now in the country, and are expected to be loaded with great dispatch; they are now taking in tobacco at £7 per ton as usual, consigned to Thomas Eden and company.

1. In order to take in another cargo for England before the deadline of September 10, 1775.

## 20 Jan.

PETITION FROM A NUMBER OF INHABITANTS OF SCITUATE AND MARSHFIELD<sup>1</sup>

To Excellency General Gage &c at Boston

[Jan. 20, 1775]<sup>2</sup>

We the Subscribers Inhabitants of Scituate and Marshfield, being loyall Subjects of his Majesty King George the Third, desireous of Supporting his Crown, & dignity and the Laws of Great Brittain, But being insulted, our persons and property's threatned by many ill disposed people, who declare their intention of Assembling in great Numbers to Attack & destroy us and many others among us

who are determined as far as in us lies to Support the Laws of the Realm, and repel by force every unlawfull Attempt to destroy his Majestys good Government over us, Desire we may be Assisted with One Hundred of his Majestys troops to repair to Marshfield as Soon as conveniently may (or such number as may be thought proper) by whose Assistance we will to the Utmoot of our power repel and resist any violent or rebellious attempt that may be made against us, or any other of his Majesty's loyall & peaceable Subjects whom we can protect there are about two Hundred & forty in Marshfield & Scituate who are loyally disposed & who we have good reason to believe will stand forth in Support of his Majestys Government: And as in duty bound &c do pray &c

Scituate	Marshfield
Justice Peace Charles Stockbridge	J. P. Abijah White
Charles Curtis	Daniel White
Samuel Stetson	Nath <sup>l</sup> White
Luke Hall	Paul White
Elijah Curtis	Cornelius White

In behalf of ourselves and our Associates

1. Gage Papers, CL.
2. The date is approximated. As will be seen later, the desired reinforcement was sent January 23. Marshfield lies approximately twenty-two miles southeast of Boston, and the appeal seems to have been answered promptly.

GOVERNOR PATRICK TONYN OF EAST FLORIDA TO LORD DARTMOUTH <sup>1</sup>

No 10.

My Lord; I have the honour, to receive, your Lordship's favour, of the 19. October, inclosing a copy, of His Majesty's order in Council, to prohibit the exportation from Great Britain, of Gunpowder, or, any sort of Arms or Ammunition.

The most effectual measures, my Lord, in execution of His Majesty's commands shall be established for arresting, detaining, and securing any Gunpowder, or, any sort of arms, or ammunition, which may be attempted, to be imported, into this Province: unless the proper licence be produced, for the exportation of the same, from some of the Ports of Great Britain.

I have the honour to be with the greatest respect, &c, St Augustine  
20. Janry 75

Pat. Tonyn

1. PRO, Colonial Office, Class 5/555, LC Transcript.

21 Jan.

RECEIPT FOR BEEF RECEIVED ON BOARD H.M.S. *Hind* FROM  
CHRISTOPHER CHAMPLIN <sup>1</sup>

RECEIVED of Mr. *Christopr Champlin* Agent to the Contractor for supplying His Majesty's Ships at *Newport Rhode Island* with Fresh Beef between the 2d Day of ——— and the 21 Day of *Jany. 1775 Two thousand & Sixty Pounds* of Fresh Beef, for the Use of His Majesty's Ship the *Hind* all which said Beef

was actually delivered on board in Kind, and was in all Respects good and fit for his Majesty's Service; for which I have signed Three Receipts of this Tenor and Date. Given under my Hand, and dated on board the said Ship in *Newport* this 21 Day of *Jany.* 1775

John Murray PURSER.

I *Chris. Champlin* do voluntarily make Oath, That *Two thousand & Sixty Pounds* of Fresh Beef, mentioned in the above Receipt, from Mr. *John Murray* Purser, of his Majesty's Ship the *Hind* was actually delivered on board His Majesty's said Ship in Kind between the 2d Day of ——— and the 21 Day of *January 1775* and that I neither have paid or given, or am to pay or give the Purser, or any other Person or Persons whatsoever, any Money or other Consideration whatsoever, in Lieu of all or any Part of the said Beef.

Sworn before me  
this 21 Day of  
*Jany.* 1775

*Martin Howard Juste Peace* —

Chris. Champlin

1. Champlin Papers, RIHS. Printed form with filled in words in italics. See requisition under date of January 2, 1775.

GEORGE WOOLSEY TO GEORGE SALMON, DUBLIN<sup>1</sup>

[Baltimore] 21 [January 1775]

[Extract]

I wrote you the 12 Inst Since then I Have Recvd yours of the 1st November Inclosing Fords order.<sup>2</sup> but shall not write him untill I find whither I can get a Vessell or not wheat can be got but not less than 7/2 a 7/3 as we cannot go on the Road to Purchase for Want of the Necessary, on Rect of this You will find how our Friends have disappointed themselves by Limmiting us I have rec'd a letter from Gaussan, Anderson & Atkinson,<sup>3</sup> the purport you already know, you may be assured if Vessels can be got, I will Compleat Fords orders & Shoud Gaussans Brig Come I suppose She must be Loaded. I have now on Board the *Hope* 160 Hdds, 400 Barrels, & I hope to get her away in Eight days if the River keeps open. I have already wrote You I must draw on G[eorge] D[arley] for What I ship on our own Acct & be sure You make the Necessary Provision for them, as Yet I have not drawn for one penny, but must soon & if the Vessel is not Froze up I make no doubt of the Cargo Arriving in Time to put G D in Cash to pay the Bills I shall Insure the amount of What I ship for ourselves in Philaa I suppose G. D. will hold a Part, therefore refer You to him as I have wrote him fully I shall write You Soon be sure Inform your Northern friends the State of our Markets as I have wrote but few of them there will be large Quantitys of Flour to Ship in the Spring as the Roads are very Bad & little Comes to market

1. Woolsey and Salmon Letter Book, LC.
2. James Forde, merchant of Drogheda, Ireland.
3. David Gaussan, George Anderson and James Atkinson, merchants at Newry, Northern Ireland.

GEORGE WOOLSEY TO ROBINSON & SANDWITH, DUBLIN MERCHANTS <sup>1</sup>

[Baltimore] Janry 21 1775

[Extract]

Annexed you have a Copy of what we wrote you the 7th Inst since then (we have the pleasure to Inform you) our River Still has kept so free of Ice that Ships may Depart and we flatter our Selves that we will be able to get your Brig <sup>2</sup> Away in Eight Days from this as we only wait for a little wheat in the After hold to be able to Complete her load there is now on board one hundred & Sixty Hhds Seed, and about four hundred Barrells Nearly and we are in hop[e]s the Wheat will be on board all in three days. and we are Realy happy in the thought in getting her away before the River is Stoped. We have Shipped on board for your Acct fifty Hhds Seed of Wheat or perhaps more if the room will hold it. as the Roads are Excessive Bad and little wheat to be got but out of Craft we have been obliged to give 7/3 for what we ship in the brig Indeed we would not have given so much had not the Season of the year Been Precarious, and we have got it of the best Quality. the price in General from 7/ to 7/3 as in Quallity Scarce [flour] from 17/ a 18/3 flaxseed also scarce from 13/6 to 14/ yours will cost 13/8 . . . but have been obliged to give 14/ for the most of What is in your Brig. we learn from N Y that the[y] Ship 17000 Hhds there 10000 [at] Philada and we think we will Ship about 1500 here. from which Circumstances we Judge you will have as Much this Season as you had last. We shall write you soon.

1. Woolsey and Salmon Letter Book, LC.
2. Brig *Hope*

MINUTES OF THE COMMITTEE OF SAFETY OF WILMINGTON, NORTH CAROLINA <sup>1</sup>

[Wilmington] 10 o'clock Saturday, Jan. 21st, 1775

Messrs. George and Thomas Hooper, H. Blackmore, Arthur Mobson and Peter Mallett, reported sundry negroes, imported by them since the 1st day of December last.

*Resolved*, That notices be sent to Messrs. George and Thomas Hooper, Hinall Blackmore, Arthur Mobson, and Peter Mallett, to re-ship, by the first opportunity, the sundry negroes they have imported since the 1st day of December last. It being the opinion of this Committee that such importations are contrary to the resolves of the Continental Congress, and a particular resolve of this committee.

1. Thomas Loring, ed., *Proceedings of the Safety Committee of the Town of Wilmington, N.C. from 1774 to 1776* (Raleigh, 1844). Hereafter cited as Loring, ed., *Safety Committee of Wilmington, N.C.*

GOVERNOR PATRICK TONYN TO LORD DARTMOUTH <sup>1</sup>

[Extract]

. . . Your Lordship will be pleased to observe, in my letter No. 7. of 23d Sepr I mention in it, to your Lordship, that I had wrote, to the Commander of His Majestys Fleet at Jamaica, that a Vessel might be sent, to inspect along the Coast;

I also wrote, to Governor Chester at Pensacola to apply to the Commander of His Majestys ships there, that no illicit trade might be carried on by the Spaniards, on the Western Coast of this Province.

This was done, in consequence of reports made to me, by our Settlers at the Musketers, that the Spaniards came on our coast and into the Rivers, to entice away their Slaves. I informed all the Settlers, the moment they sent me intelligence, of the arrival, of any Spaniards, I would without delay, dispatch the Government Vessel, with proper Officers on Board, to examine the Spaniards, and warn them away; but, I have had no report of any Spaniards, although I have constantly on every occasion inquired into it: the answer I receive is, that the Spaniards have not appeared this Year. The complaint I am very apt to think, was intirely, without real foundation, and calculated to serve some private purposes, which may perhaps hereafter appear. I also inquired, if any Slaves, had ever been taken off by the Spaniards? I do not find, my Lord, that any Slave ever was taken.

I have the honour to be with the greatest respect &c.

St Augustine 21. Janry 1775.

Pat. Tonym

1. PRO, Colonial Office, Class 5/555, LC Transcript.

23 Jan.

“REMARKS ON BOARD YE *Scarborough* IN PISCATAQUA RIVER”<sup>1</sup>

Janry 1775 P M Fired 2 Nine Pounders shotted & brought too a Ship from  
Monday 23d St. Christophers, Impress'd two men from her.

1. PRO, Admiralty 51/867.

NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES<sup>1</sup>

[Boston] 23d [January, 1775]

The *Diana* Schooner sailed with a party of the Kings own Regiment on board<sup>2</sup> to the Succour of a Number of well affected Inhabitants of the Town of Marshfield, and had Orders to proceed to North River and there to remain eight days or longer if the Magistrates should request it and there should be a necessity for so doing.

1. Graves's Conduct, I, 49, 50, MassHS Transcript.

2. “Last Week a Detachment of about 120 Soldiers from the Army in this Place, under the Command of Capt. Burflour were embarked in armed Vessels for Marshfield, about 40 Miles from this Capital. We are at a loss for the Occasion of this extraordinary Manoeuvre, as all our Accounts from Marshfield agree, that the People in that Vicinity were peaceable and no Injury had been offered to any of the Tories. A few Persons there it is said, who had rendered themselves disagreeable and contemptible to their Neighbours, had taken it into their Heads to make Application to General Gage, for Military Protection: In this they engaged a Number of idle young Persons and some Negroes to join them. The Letters from thence agree that the Number and Quality of the Petitioners are despicable. Some Inhabitants not unfriendly to the Tory Cause, signified their disapprobation of this Measure; it was then however encouraged it is said, by a Mandamus Counsellor, lately belonging to that Place, and some of his particular Connections. The sending the Soldiers alarms and irritates the Country; but what Service the Tory Cause is to receive from this step, Time will discover.”  
*Boston Gazette*, January 30, 1775.



DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Boston] 23rd [January, 1775]

A Detachment consisting of . . . 100, embarked this afternoon on board The Armed Schooner *Diana*, and the Sloop *Britannia*, with 7 days provisions, thier Barrack bedding, a few necessaries, and baggage sufficient for ten or 14 days. This Detachment is under the Command of Captain Balfour of the 4th Regiment and is going to some town on the Coast not far distant.

1. *Diary of Frederick Mackenzie Giving a Daily Narrative of His Military Service as an Officer of the Regiment of Royal Welch Fusileers During the Years 1775-1781 in Massachusetts Rhode Island and New York* (Cambridge, 1930), I, 5. In an entry two days later, he stated, "The Detachment which sailed on the 23rd Inst has landed at Marshfield." Cited hereafter as *Mackenzie*. See also "Boyle's Journal of Occurances in Boston, 1759-1778", *New England Historical and Genealogical Register*, LXXXV, 6, "Jan. 23 Application being made to General Gage by a Number of the Marshfield Tories for Troops to be stationed there, he this day ordered Drafts from the Regiments to the Number of One hundred Men to be sent thither. About 6 o'Clock in the Afternoon they embarked on board a sloop, and sailed (accompanied by an Armed Schooner) for Marshfield. Capt. Belfour of the 4th. Regt. has the Command."

DIARY OF LIEUTENANT JOHN BARKER <sup>1</sup>

[Boston] 23d. [January, 1775]

This day at 3 oclock P.M. a Detachment of 1 B., 3 S., 4 S., 4 C., 2 D., 100 P., embark'd on board two Vessels, to go to a Place called Marshfield about 30 miles from hence; it is in consequence of about 200 People there having declar'd themselves for Government, for which the People of Plymouth have threat'ned to attack them and force them to their measures, as they sent to the Commr. in Chief to request He wou'd send them some Troops for their protection, and Arms and Ammunition for themselves, both which He has done. Capn. Balfour of the 4th has this Command; we shall now perhaps see whether the Scoundrels will dare put their threats in execution, but I dare say not; they will still be the same as they have hitherto been. Mr. Thomas who lives there has order'd his House to be fitted up for Barracks: it will hold them all, I make no doubt, but they will have a very pleasant time of it, as there are two or three Gentlemen who will be as civil to 'em as they can; indeed it will be for their own sakes, a motive that will carry a Man further than anything I know.

1. Barker, *Diary*, 23.

GOVERNOR PATRICK TONYN TO LORD DARTMOUTH <sup>1</sup>

[Extract]

No 13.

My Lord I have the honour to enclose to your Lordship, the account of produce exported from this province, by the *Betsey* Captain Lofthouse . . .

There can be no doubt of the success of this province. The articles suitable to the climate and soil, are of the most valuable sort. They are such as may be of the greatest advantage to England. We only want inhabitants, my Lord, and a little industry.

I have the honour to be with the greatest respect &c.

St Augustine 23d Janry 75

Pat. Tonyn

Inclosure

An Accot of Indico & other Commodities, of the Growth and Manufacture of East Florida in the Year 1774, And transmitted from the port of St Augustine to Great Britain Vizt

p the Brig *Betsey*, Alvara Lofthouse Masr for London Decemr 24: 1774.

1 Qr Cask, 2 Chests & 3 Cags of Indico from Mr Taylors. Plantation Wt. . . . .	636.
3 Boxes of Do made at the plantation of Mr Fatio . . . . .	279-
10 Casks Do . . . Do . . . . . of Mr Oswald . . . . .	1180-
25 Casks Do . . . Do . . . . . of Govr Grant . . . . .	5460-
2 Casks Do . . . Do . . . . . of Mr Mclean . . . . .	233-
6 Boxes Do . . . Do . . . . . of Mrs Box . . . . .	261-
3 Casks & 2 Boxes . . . . . Do . . . . . of Mr Tucker . . . . .	466-
1 Cask Do . . . Do . . . . . of Mr Elliott . . . . .	153-
5 Casks & 1 Box Do . . . Do . . . . . of Mr Strachey . . . . .	828-
3 Casks & 3 Boxes Do . . . Do . . . . . of Mr Gray . . . . .	663. -
7 Casks Do . . . Do . . . . . of Governor Tonyn . . . . .	976. -
9 Casks Do . . . Do . . . . . of Mr Russell . . . . .	1549-
6 Casks & 5 Boxes Do . . . Do . . . . . of Lieutt Govr Moultrie . . . . .	1800-
4 Casks Do . . . Do . . . . . of Mr Morris . . . . .	856-
1 Cask Do . . . Do . . . . . of Mr Levett . . . . .	251-
1 hhd 2 Barrs & 1 Cag Do . . . Do . . . . . of Mr Payne . . . . .	852-
4 Casks Do . . . Do . . . . . of Mr Moncrief . . . . .	704-
11 Casks & 1 Box Do . . . Do . . . . . of Lord Egmont . . . . .	2094-
4 Boxes Do . . . Do . . . . . of Mr Ashby . . . . .	248-
1 Cask Do . . . Do . . . . . of Mr Potts . . . . .	110-
3 Casks Do . . . Do . . . . . of Mr Macdougall decd . . . . .	312-
7 Casks Do . . . Do . . . . . of Doctr Turnbull . . . . .	1633-
Total, 1 Hhd: 105 Casks, 2 Chests, 25 Boxes & 4 Cags of Indico Contg 21544 Nt.	

p 22 Affidavits -

88 Pine Plank for Ships Decks from 25 to 27 feet in Lenth & Two Inches & a Quarter Thick from the Plantation of Mr Holmes for a Sample -

12 Pine Plank abt 14 feet long 2¼ Inches Thick }  
 80 Pine Sheathing Boards . . . . . } from Mr Shorts Mill

25 Cedar Plank

88 bbs Tar made by Willm Mills -

1 Cask Madder Roots from the Plantation of Mr Elliott

5 Bags Cotton . . . . . Do . . . . . of Mr Tucker -

2 Pipes & 1 Puncheon Orange Juice -

45 Hides -

p the Schooner *Charmg Betsey*, Willm Wilson Masr for Savannah in Georgia the 10 Jan'y 1775 not to be landed but Transhipt on board some Vessel going from thence to London or some part of Great Britain

8 Boxes of Indico made at the plantation of Mr Berresford  
2.y. 575 -

Custom House St Augustine January the 23d 1775  
John Holmes  
Deputy Collr

1. PRO, Colonial Office, Class 5/555, LC Transcript.

**24 Jan.**

NATHANIEL SHAW, JR. TO PETER VANDERVOORT & Co<sup>1</sup>

[Extract]

New London January 24th 1775.

Gentlemen I Recieved your 13th p Capt Chappel also of the 18th by post came to hand. I have now by the Sloop *Macaroni*, Shipt a Cargo of Melasses wich is very Good hope you'l git 2s for it. You must certainly send me Two hundred half Joaneses and Fifty barrels, of Super Fine Flower att least. I shall send the Sloop to the West Indias as Soon as she Returns, & beg you'l dispatch her as Soon as you Can. . . . I wrote you by the Post that I had sum Good Sugar & Coffee wich I will send down when you think thay Can come Safe what Premium must I pay on the *Macaroni* Against the Danger of the Seas & Seizures from this to the West Indias with Liberty to go to Severall Ports until we Can git our Cargoe. . . . I am Gentlemen

Nath<sup>el</sup> Shaw Jun<sup>r</sup>

P.S. send me two Pieces of Ticklinburg. have sent 35 Hhds Melasses

1. Shaw Letter Book, YUL.

**25 Jan.**

GEORGE WOOLSEY TO GEORGE SALMON, DUBLIN<sup>1</sup>

[Baltimore] 25 Janry 1775

I wrote you the 21st Inst to which Refer. I have not Yet got a Vessel for [James] Forde, but have some hopes of Getting one soon. the *Hope* is Full save 150 bals. which I hope to get in for her to Sail on Sunday I have not drawn a bill yet and only 60 Hhds on board on freight 50 bbls Bread 50 Do Flour 50 Hhds Seed & 1500 bushels wheat for the owner. the rest for our Selves. which will go to G[eorge] D[arley]. and I shall draw on him for the Amt and if in your power to sell part of the whole for Cost I would have You do it, if the purchaser will take up the bills as will Ease G.D. and I assure you from the Quantity that is gone I have a bad Opinion of the sale. Prices as in my last. I shall write you soon by Sutter

1. Woolsey and Salmon Letter Book, LC.

WOOLSEY AND SALMON TO FOUR MERCANTILE FIRMS IN IRELAND<sup>1</sup>

[Extract]

[Baltimore] Janry 25, 1775

Thos Beatson & Co - Wm & Jno Brown  
Jno & Thos Andrews - Jno Henderson Esqrs.

. . . our harbour has Continued open all this Winter so that we have not had A Ship detained one day & we are well Satisfyed that there never was so much Wheat & Flour Ship'd any one Winter as there was this & Chiefly for England &

Ireland but mostly for England, as our Roads have been very bad these four Weeks past, on Which Acct Produce has been kept back from Market, we think when the[y] get better that Flour will Fall Considerably in the Price tho we think Wheat will not be much lower this Season unless there come Accts of low Markets in Europe . . . No doubt Ere this you have seen the Transactions of our General Congress, we cannot with Certainty say What will be the Consequence but we think the resolves will be carried into Execution indeed under the present notion of the Majority of the People we would not attempt or wish any Friend to Attemp[t] The infringement of Any Article.<sup>2</sup> In this Province & Virginia the People are forming themselves into Companys & learning their Exercise we wish that Matters were Settled as we think it would be of great Benefit to all

1. Woolsey and Salmon Letter Book, LC.
2. The Continental Association, passed by the First Continental Congress, which, in part, prohibited importation of British goods into America after December 1, 1774.

**26 Jan.**

JOSIAH MARTIN, GOVERNOR OF NORTH CAROLINA, TO LORD DARTMOUTH<sup>1</sup>

[Extract] No Carolina, New Bern, Janry 26th 1775.

My Lord, I have the honor to acquaint your Lordship that being detained at New York by repeated returns of illness and afterwards by disappointment of a vessel I had engaged to bring me hither until the season became too rigorous to hazard my return to my station on the uncertainty of a sea voyage at such a time of the year, I set out by Land on the 7th of December and arrived in this Province on the 9th instant and at this Town on the 15th . . .

In this Province as in all the others to the Northward Committees have been chosen by the people to carry into execution the measures of the General Congress.

1. Saunders, comp., *Records of North Carolina*, IX, 1114-1116.

**27 Jan.**

GENERAL THOMAS GAGE TO LORD DARTMOUTH<sup>1</sup>

[Extract] Boston January 27th 1775

(No 23)

We have Information often from the Country that the Towns in this Province become more divided, notwithstanding the Endeavours used to keep up their Enthousiasm; and the Tyranny and Oppressive Acts exercised against Persons deemed Friends of Government, has driven them in Several Places to combine together for their Mutual Defence. Where the Majority in a Township has become averse to their Measures, the Faction has employed their Adherents in Neighbouring Towns to join and form Bodys sufficient to force them by Numbers to sign Recantations, which has been attended generally with Violence and ill Usage. The Town of Marshfield with part of that of Scituate having been lately under Terrors of this kind, from the Threats of their Neighbours, for having formed some Association amongst themselves, applied to me for Protection; and I have sent a Detachment of one hundred Men to their Relief. I inclose Your Lordship a Copy of their Petition to me on this head,<sup>2</sup> and it is the first Instance

of an Application to Government for assistance, which the Faction has ever tried to persuade the People they would never obtain, but be left to themselves.

1. PRO, Colonial Office, Class 5/92.
2. See petition of January 20, 1775.

28 Jan.

*Providence Gazette*, SATURDAY, JANUARY 28, 1775

Providence, January 28.

The Friends of Government (so called) at Marshfield, having applied to his Excellency General [Thomas] Gage for a military Force to protect them, we hear 120 Soldiers, with four Officers, were sent from Boston for that Purpose a few Days since.

GEORGE WOOLSEY TO ROBINSON & SANDWICH, DUBLIN<sup>1</sup>

[Extract]

[Baltimore] the 28 Janr 1775

. . . we now Inclose you bill of Loading, and Invoice for what we Shipped for yr Accts on board the Brig *Hope*<sup>2</sup> Amt one thousand and thirty two pounds 4s 2d Currency. to your Debit we also inclose you Disbursements on the Vessel Amt to your Debt One Hundred & Sixteen pounds 6s 6d Currency. and Likewise your Acct Courent. . . . We hope our Behaviour in the present business will Institute us to a Continuance of your friendship. and be Assur'd we done all in our Power for your Interist. And took every Method in our power to give your Vessel dispatch, and we must say that Capt [George] Robinson give us all the Assistance in his power. for which we are thankful. as we are Sensible that Many Masters would have Detained the Vessel much longer that he has been here merely by the difference of the Assistance he gave as to perhaps what the[y] would have done at this Season . . . .

We find the best Seasons for Purchasing Wheat is October & November & the beginning of Decemr pritty good for both wheat & Flour. And April & May is the two best Months to Sell Servants & next to them June, October & the Beginning of November for the Sale of Servants. these Circumstances we mention in Case you find it hereafter to your Advantage to do business this way.

1. Woolsey and Salmon Letter Book, LC.

2. The *Hope* cleared on January 21, for Dublin, with a cargo of 200 hogsheads of flaxseed, 100 barrels of wheat meal, 100 barrels of rye meal, 1300 bushels of wheat, 300 barrels of flour, 100 barrels of bread, eight casks of beeswax, and 5000 staves and headings, Md.Port of Entry Books, 1745-1775, MdHS.

MINUTES OF THE COMMITTEE OF SAFETY OF WILMINGTON, NORTH CAROLINA<sup>1</sup>

[Wilmington] Saturday, January 28th. 1775

Mr. W. Campbell and Mr. John McDonnel reported sundry dry goods imported by them in the Brigantine *Carolina*, Packet, Malcolm McNeil, Com-mander and delivered up their invoices to the committee, to have the said goods disposed of agreeable to the resolves of the General Congress.

Ordered, That the said Goods be advertized to be sold at public vendue, at 11 o'clock, on Monday, the 30th inst.

1. Saunders, comp., *Records of North Carolina*, IX, 1118.

### 29 Jan. (Sunday)

GEORGE WOOLSEY TO GEORGE SALMON, DUBLIN<sup>1</sup>

[Extract]

[Baltimore] the 29th Janr 1775

I Refer you to many letters I have wrote both you and G[eorge] Darley lately. this goes by Capt [George] Robinson who sales this day if the Winds permit. I Refer you to a Coppy of all the letters I have wrote Robinson & Sandwith which I now Inclose you. by which you will see how I have transacted their business & hope to their Satisfaction. I have Shipped on our own Acct 11 £78 Currency which I have Consigned to G.D. and drawn on him for 439.17.2 Sterl . . . I Refer to G.D. for what I have said about the bill on him. and also about the Servants. I make no doubt of Yr Being [in] Dublin on the Arrival of this Vessell. and as I see no probabillity of you getting here soon you have better send me a power to Sell you[r] House. I have not wrote to [James] Ford yet about the Wheat as I have not yet got a Vessel and am much Affraid I will not get any however I shall do all in my Power to get one. . . . I have wrote to all our Corrispondence by this Conveyance Save the Dro[g]heda people . . . Expect a Sloop from Old Titcomb<sup>2</sup> every day from Falmouth . . . I have now inclosed you a list of all the Cargo on board the Brig *Hope*. perhaps the Owners may think that the freight I Procured should not be Recond in the Quantity we were to put on board, but of that you may Easy Satisfy them that precuring it without Expenxe to them is Equal Shipping besides I shipped 45 Hhds of the Seed, and sold it when on board. if you send any more Vessels out on the Same footing indeavor to let What we Ship on our own Acct go into the Hands of the Owners, if Good men, on their Agreeing to pay our Bills to the Amt of two thirds of the Value we Ship. that is in Case G.D. finds is inconvenient so to do it will be to our Advantage if You Settle with Vickers, Wheat 7/ a 7/2 Expected lower as the most of the Vessels are loaded. Indeed you never Seen so many Vessels here as was this Winter at one time & most of them Learge.

1. Woolsey and Salmon Letter Book, LC.

2. Benjamin Titcomb, of the town of Falmouth in the Province of Maine.

### 30 Jan.

DIARY OF LIEUTENANT JOHN BARKER<sup>1</sup>

[Boston] 30th. [January 1775]

To day orders were given for fourteen days salt provision to be embark'd for the Detachment at Marshfield; we hear from thence that everything is very quiet.

1. Barker, *Diary*, 24.

*New York Gazette*, Monday, January 30, 1775

New-York, January 30.

We hear from Boston, that Capt. [Tyringham] How[e], Commander of the *Cruizer* Sloop, is appointed to the Command of his Majesty's Ship *Glasgow*, vice Captain [William] Maltby, dismissed; Mr. [Francis] Parry, of the *Preston*, succeeds to the *Cruizer*, and Mr. Grenville<sup>1</sup> is appointed Lieutenant to her.

1. William Fulk Greville.

**31 Jan.**

DIARY OF LIEUTENANT JOHN BARKER<sup>1</sup>

[Boston] 31st. [January, 1775]

Yesterday a Ship arrived at Marblehead which brought the King's Speech; the Whigs look very black upon it, but pretend to say it is the very thing they wished.

1. Barker, *Diary*, 24.

**1 Feb.**

THOMAS B. CHANDLER TO CAPTAIN JAMES WALLACE, R.N.<sup>1</sup>

(Copy)

Sir I think it my Duty to inform You of a piece of Intelligence I received last Evening from a Person of the strictest Integrity and Veracity, who resides in the Eastern part of Connecticut, and who Although a firm Friend to Government has been persuaded and indeed obliged to act such part in Training a Number of Men in the Indian way, as to gain the Confidence of the *Sons of Liberty*. He tells me that a Plot is certainly formed for destroying his Majesty's Ship of which You have the Command; and that the Leaders of the Expedition are appointed, but he knows not who they are. The Method for executing it is to be this, the Passage Boats to Providence often come close to your Ship, it seems, as they pass the Harbour, A proper Opportunity is to be Watched, when 100 Men properly Armed are to be concealed in the Hold, the Packett is to come alongside the Man of War, and they are to rise at Once and take Possession of the Ship. How far this is practicable I am unable to judge, but of this I am persuaded, that no project is too hazardous or too wicked for some of the Rebellious Fanaticks of New England to attempt. You will be kind enough not to make use of my Name at present in this Affair, You are undoubtedly a Stranger to my Character But Although I am not personally acquainted in Rhode Island, on Enquiry You will find many Persons who can give some Account of me.

I am/ Sr. [&c.]

Elizh Town New Jersey febry 1st 1775

Tho<sup>s</sup> B. Chandler<sup>2</sup>

1. PRO, Admiralty I/485, LC Transcript.

2. Anglican clergyman and loyalist rector of St. John's Church, Elizabethtown, N.J.

WILLIAM LEWIS, PURSER OF H.M.S. *Rose* TO CHRISTOPHER CHAMPLIN <sup>1</sup>

Sir,

*Rose*, 1st February, 1775

The Provisions I have already demanded should be glad to be sent on board as soon as convenient. The Bread is the last wanted and of that only 8000 lbs. as we have a Quantity of Marine Slops stowed in the Bread Room is the reason we can't take so much as I proposed: suppose the best part may come this week if the weather permits. Be pleas'd to send an Invoice with them. pray taste the Butter for we have not a Bitt on board fitt to eat for ourselves. my Health will not permitt me to stirr out of the Ship yet, but I pray God it won't be long first, when you may be assured of the first Visit from Your &c.

Wm. Lewis

We shall compleat to three Months very soon in March to be fitt for Sea. Be so kind to send by my Boy 3 pds. Tea. hope Mrs. Champlin and Family are well. Let us know when we may expect the provisions by the Bearer. no Beef is wanted now. I suppose the same allowance of Callavances as of Pease allowed to the Men.

1. W. C. Ford, ed., *Commerce of Rhode Island, 1726-1800* (Boston, 1915), II, 4, 5. Hereafter cited as Ford, *Commerce of Rhode Island*.

MAJOR ADAM STEPHEN TO RICHARD HENRY LEE <sup>1</sup>

[Extract]

[Frederick County, Virginia] February 1, 1775

This moment I am informed that the Assembly is prorogued till May <sup>2</sup> – Confusion worse Confounded; I wish for the encouragement of the Soldiers, that you would meet in Provincial Congress, and order an emission of Bills of Credit for their payment. I am sorry that, Lord Dunmore may depend on it, the Militia will never obey his orders again.

If the country has a mind to secure useful men, it is absolutely necessary to contrive some method to pay the common men, if the Officers and Provisions should lie over; let us be firm, and the gates of hell cannot prevail against us. A handful of men in Canada, six broken Regiments from France, withstood, for five years, all the force of British Fleets and Armies from home, and fifteen or twenty thousand Americans every campaign. They gained several victories over us, and chance had a great hand in their reduction at last. What can we do, if united? We only want a Navy to give law to the world, and we have it in our power to get it.

1. Lee Papers, UVL. Stephen (ca. 1725-1791) was a Scotch physician who had served in the French and Indian War.

2. Lord Dunmore, after several delays, had, in January, prorogued the Virginia Assembly, which was to sit February 2, 1775.



GEORGE BRUERE, GOVERNOR OF BERMUDA, TO LORD DARTMOUTH<sup>1</sup>

No 15

Bermuda feby the 1st 1775

My Lord The General Assembly have met and Proceeded to Business, and they have passed several Bills, which I shall transmit to Your Lordship for His Majestys Confirmation, as soon as such Bills can be transcribed, and I can meet with an oportunity of Conveyance.

In Answer to the last Clause in Your Lordships letter No Six, I must Apologize, if the propositions Contained in my letter No 11, were imperfectly or loosely Stated.

I mean not to misrepresent the People, or to Exaggerate their behaviour in any Shape, by mentioning their former behaviour to my Predecessors, as well as their irregular behaviour, at any time since my Arrival.

I have no private Views, I mean only to do my Duty diligently, as His Majestys Servant, and Strict Justice to the People.

but I thought it my Duty, to represent to His Majesty that it is Necessary, that a Company of Soldiers Should be quartered in these Islands, or that a Sloop of War should be Stationed or directed to Cruise, or look in at some convenient opportunity in order to prevent any Illicit Trade from foreign Ports, or other irregularities, as these People will not, nor dare not, inform against each other.

I likewise represented, that a Requisition from His Majesty to provide for the Annual Contingencys of Government, and the Necessary Repairs of the fortifications; I was in hopes would meet with the desired Effect, by the Assemblys Compliance if Your Lordship should think proper, to Recommend to His Majesty, to make any such Demand.

the Schooner *Hope*, His Majestys Sloop of War, commanded by Lieutenant [George] Dawson, was drove by a Gale of Wind, off the Coast of North America and perhaps may be reported to be missing. I have the pleasure to inform Your Lordship, that the Schooner is Safe, in the Harbour at the West End of Bermuda, repairing some little damage received.<sup>2</sup> And I purpose to send this letter to be forwarded by Lieutenant Dawson.

I have the honor to be My Lord [&c.]

George Jas Bruere<sup>3</sup>

1. PRO, Colonial Office, Class 37/36.

2. Vice Admiral Graves expressed apprehensions to Philip Stephens on February 20, that the *Hope*, which had sailed from Boston on December 24, 1774, bound for Rhode Island, had been lost at sea. She arrived at Boston on February 28, 1775, Graves's Conduct, I, 41, 51, 52, Mass HS Transcript.

3. George James Bruere (d. 1780), was an old soldier and a veteran of the battle of Culloden. He became Governor of Bermuda in 1764 and ruled continually until his death.

## 2 Feb.

MINUTES OF THE COMMITTEE OF SAFETY OF WILMINGTON, NORTH CAROLINA<sup>1</sup>

[Extract]

[Wilmington] Thursday, Feb 2d, 1775.

William Campbell's goods were set up at vandue and sold for	£760	00	0
Amount of his Invoice	754	11	0

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£005 09 0

John Slingsby's goods sold for sterling	118	05	0
Amount of his invoice	117	18	3

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£000	6	9
005	15	9 <sup>2</sup>

To be received from W.C. & J.S.

1. Saunders, comp., *Records of North Carolina*, mIX, 1120. See also December 10, 1774, and January 28, 1775.
2. Saunders' subtraction has been corrected from £006 5 9.

**3 Feb.**

JOHN PATTERSON AND ZACHARIAH HOOD TO THE COLLECTOR AND CONTROLLER  
OF HIS MAJESTY'S CUSTOMS AT NEWPORT<sup>1</sup>

Gentlemen, On Wednesday the first Instant the Tide Surveyor of this Port boarded within four Miles of this Town a Topsail Schooner name unknown, the Masters name (supposed to be) Campbell who reported from Casco Bay. soon after the Tide Surveyor had boarded the said Schooner the Master ordered his people to weigh Anchor and sailed down the River, declaring he would go to St. Eustatia and carry the Tide Surveyor and people, consisting of four Boatmen, with him. next day the Schooner was seen sixty miles down the River with the Kings Boat at her Stern; since which we have not heard of them. we have full information that the above Schooner was loaded with Contraband Goods, and have reason to conclude they consist of Tea and War-like Stores from Holland. We therefore think it our duty to give you the earliest intelligence of this Vessel, lest she should attempt to land her Cargo in your Port. The above Schooner is deep waisted, with two small Ports on each side of the Waist, brown bottom and her Quarters painted light blue. if such a Vessell should arrive in your Port, we request you will be so kind as to let us know it. We are, &c.

John Patterson, D. Coll'r  
Zach. Hood, Compt.

Custom House, Philadelphia 3 February 1775

1. Ford, ed., *Commerce of Rhode Island*, II, 5.

MINUTES OF THE COMMITTEE OF SAFETY OF WILMINGTON, NORTH CAROLINA<sup>1</sup>

[Wilmington] Friday, February 3rd, 1775.

John M'Donnel's goods were sold at vendue, For sterling

To Wm. Purviance	£725	13	06
Amount of his invoice	£717	13	04

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To be received of Wm. P	£008	00	02
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William Campbell, having delivered his invoice to the committee, at this meeting, his salt was put at public vendue, and sold

For	£225 10 00
Amount of his Invoice	218 08 04
	<hr/>
To be paid by Wm C. Sher	£007 01 08 <sup>2</sup>

1. Saunders, comp., *Records of North Carolina*, IX, 1122. See also January 28, 1775.
2. Saunders' subtraction has been corrected from £003 01 08.

#### 4 Feb.

#### GEORGE WOOLSEY TO BENJAMIN TITCOMB, FALMOUTH <sup>1</sup>

[Extract]

[Baltimore] the 4 Febr 1775

Your Esteemed favour of the 27th of Decemr & 4th January are now before us and Contents Noted . . .

Your Sloop is now discharged but your soon [*sic!* son] <sup>2</sup> thinks we had not better be in a hurry to purchase as he wants to hear from you first—and also as Flour is high, and is Expected lower, if the Roads will get good. therefore we hope that either he or us will Soon hear from you . . . we shall endeavour to get your Sloop loaded and if you do not send bills in time we shall draw on You for the Amt . . .

Our G.W. wrote you formerly very fully about a Vessel for our Trade but for fear you may have forgot we will now repait to Say it theres a probability of trade being kept Open between this town and Yours. And you think you Could Manage all ways to have a Vessel Loaded here by us we will agree to take (the one half) but would Rather take the whole (of a new Vessell from five to Seven) Hundred barrells at a Reasonable price say at first Cost and allow you a Commission. We will give you our bond for the money and pay you with the freights and Commission as she Arrives, you shall have liberty to fill her up with goods always from your place freight free to this, if Consigned to us, on the Sale of which you shall pay three & three fourths P Ct and on her load back you shall pay the Common freight & the same Commission and if you Send bills to load here, we must have a Commission for selling them, we will pay the Wages and make her a free bottom.

We think this is nearly the same proposal that our G.W. formerly made you, and have no Reason to wish to hold take the whole. Reather than half only that it will prevent any Confusion in our Accts hereafter. We hear that the Kings speech to parliament is Come in Declaring his American Subjects in a State of Rebellion & Beggin the Assistance of his parliament to bring them to their duty. we wish it may be false, but are fearful it is true, and we really dread the Consequences that may follow all over this Continent.

1. Woolsey and Salmon Letter Book, LC.
2. Joseph Titcomb, master of the sloop *Cumberland*, from Falmouth, in the Province of Maine.

**6 Feb.**NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES <sup>1</sup>

[Boston] Feby 6th [1775]

The *Lively* was ordered to lie in Marblehead Harbour a safer place at this Season than Salem Road.

1. Graves's Conduct, I, 50, MassHS Transcript.

*Newport Mercury*, MONDAY, FEBRUARY 6, 1775

Newport, February 6.

Last Saturday [February 3] Capt. Manchester arrived here from London, but last from Salem, and was treated very rudely by the officer and people from the *Rose* man of war, who went on board his vessel, and insisted on going into the hold among his hemp with a light.

**7 Feb.**GEORGE WOOLSEY TO GEORGE SALMON, DUBLIN <sup>1</sup>

[Extract]

[Baltimore] Feby 7th 1775

Annexed you have Copy of what I wrote you the 29th Janry to which be Referd, Since then have Recvd yours of the 16th and 25th November and note the Contents it is not in my power in this paper to Answer you fully. I have not been able to get a Vessel to ship a Grean of Wheat for ford,<sup>2</sup> and as the Schooner will not be with you till may<sup>3</sup> perhaps you Could get a Vessel to Bring out the Convicts &c. and if Fords should be Complated have liberty to send her Elsewhere. I am glad there is a Vessel Coming out for some part of the Order (was she here now I could have her loaded) but you will see ere this by the 10th Article of our Congress<sup>4</sup> that I have Reason to tremble about the Salt . . . . Titcombs Sloop is here<sup>5</sup> But we shall not get much by her however a little helps its unfortunate I can not get a Vessel, as wheat is plenty Wheat 6/10 Some thinks it will fall but I think not. Flour 17/ Expected down if the Roads were good. We have had no winter a yet. Ex 60 dull and Expected down

1. Woolsey and Salmon Letter Book, LC.

2. James Forde, merchant of Drogheda, Ireland.

3. The schooner *Industry*, which sailed January 9 for Antigua.

4. The Tenth Article of the Continental Association, forbidding imports from Great Britain, Ireland and the British West Indies after December 1, 1774.

5. Sloop *Cumberland*, Joseph Titcomb, master, from Falmouth, Province of Maine.

**8 Feb.**DIARY OF LIEUTENANT JOHN BARKER <sup>1</sup>

[Boston] 8th. [February, 1775]

A few days ago the Congress at Cambridge had the assurance to vote Adml. Greaves a Traitor to his country and voted also to petition the King that He wou'd relieve him from this Station and dismiss him the service; all this was in conse-

quence of his having pressed several Men for something or other the Committee had done to him; the Adml. wants to burn their Town, and it is with difficulty the Genl. can prevent him; they certainly deserve it for their insolence.

1. Barker, *Diary*, 24.

MEMOIRS OF WILLIAM SMITH, MEMBER OF THE GOVERNOR'S COUNCIL OF NEW YORK <sup>1</sup>

[New York] Wednesday 8t [February, 1775]

A Council – All present except [Daniel] Horsmanden & [Charles] Apthorpe.

Lt Govr [Cadwallader Colden] asked what he should do on a Scotch Ships being driven from the Port <sup>2</sup> – We got him to state his Case & Question – Board shy – Clerk wrote something – He after finding us shy retired to state his Querie – He returned & left us at [John] Watts's Request suggested by me – We kept him out till 2 P.M. from 11 A.M. – I would not concur – They gave their Opinion in Writing & ordered Clerk to read it – I then declared my opinion – After which Watts said the Reason why they were not for mine, was because they thought the Govt too weak to Enquire &c. – I said not too weak to inquire tho' I believed we should not differ after Enquiry, but that depended on Facts – That our Minutes should if were agt Vigorous Measures shew Reason of it – I asked the Govr if he thought we were too weak to inquire – He said he would not say so – On withdrawing I gave him a Note of my Advice in Writing.

That his Honor command the Mayor & all proper Officers to afford necessary Protection to the Capt his Crew and the People under his Care; and that his Honor direct an Enquiry into the truth of the Matters suggested to the Council for the further Consideration of the Board.

The opinion of the Majority was nothing more in Substance than to direct Mr [James] Montigue the Capt of the Man of War to go to the Scotch Ship & offer assistance to the Capt – No others urged to his Aid – No Enquiry into his Distress. Colden's Design was to be inactive & cast Blame on the Council – They were caught in the Snare, & yet I warn'd them repeatedly – urging that if the Govr had asked rightly he should have ordered examinations to be laid before us, & then put the Question of Expediency as to prosecutions, & himself joined in declaring the Weakness of Govt.

1. William H. W. Sabine, ed., *Historical Memoirs from 16 March 1763 to 9 July 1776 of William Smith, Historian of the Province of New York, Member of the Governor's Council and last Chief Justice of That Province under the Crown* (New York, 1956) pp. 209, 210, from the original in the New York Public Library. Hereafter cited as Sabine, ed., *Memoirs of William Smith*.
2. The ship *James*, Capt. Watson, which arrived at Sandy Hook on February 2, 1775, from Glasgow, with a cargo of coal and some dry goods.



and demanded of the Pilot to take her up to Town. Upon that Captain Campbell said the King never paid for her. He then put a Pistol to the Pilot's head, and swore by the eternal God if he did not carry her down, and not run her ashore, he would put him to Death. The next tide of ebb, we got down to Chester and came to Anchor. I then went ashore, and Captain Campbell with me, to get something to eat, for he had nothing on board but Bread. I then enquired if there was any Justice in that Place. I was informed there was. I waited on Messrs. Francis Richardson and Henry Graham, the only two in the Place, and demanded their Assistance in behalf of the King. Mr. Richardson was sick, and Mr. Graham said he had no Business to go on Board any Vessel. I then waited on Mr. Vernon, a Sheriff, who told me he would go and get more help, and assist me. He went away and I never saw him any more. I went on board again without any Assistance. They then weighed anchor, and went down 'till they came to New-Castle, and then came to anchor again, as the tide would not serve them any further, which was about seven o'clock in the Evening. I went on shore with two of my People, and left two on board, and waited on Mr. Montgomery, the Collector, and Mr. Maurice, Comptroller, and acquainted them that I was Tide Surveyor of the Port of Philadelphia, and that I had seized a Vessel from France, and they had taken her away from me, and was going to carry her off, and I desired them to give me some Assistance. They answered they could not, for the Commissioners would not allow them any Men. I told them I wanted only their presence, and I would save the Vessel. The Collector said he would go if the Comptroller would. The Comptroller asked whether I wanted him to go? I told him I did. He then said he would not go. I then demanded of him in the King's Name, and as an Officer of the Customs to assist me in holding this vessel. He went into his House and left me. Mr. Montgomery, the Collector, then said he could not go himself, but would get me a pair of Pistols, which he did. I went on board again. As soon as they found I could not get help, they said it was all their own. They then weighed Anchor, and carried us about five Miles from the Cape, when Captain Ritchey ordered us into the Boat, and that without Delay, or he would put us to Death; so we were obliged to get into the Boat, and they cast off, which was about one or two o'clock in the Morning, although I begged them for God's sake to let us stay 'till Daylight. After about three hours' rowing we got on Shore, and was taken up the next Day, about three o'clock in the Afternoon, by Captain Allen, and brought up to town.

I am &c.

Francis Welsh

1. *Pennsylvania Colonial Records* (Harrisburg, 1852), X, 230, 232. Hereafter cited as *Pa. Col. Rec.*

**9 Feb.**

CAPTAIN JAMES WALLACE, R.N. TO VICE ADMIRAL SAMUEL GRAVES<sup>1</sup>

(Copy)

Sir Inclosed is A Copy of a Letter I received Yesterday: The Gentleman who writes it I understand is a Man of Character, and by his Intelligence You may

further judge of the Disposition of the People in this Country<sup>2</sup> – however I hope in God, to make them pay dear for their frolick, should they attempt it.

I am Sir, [&c.]

Rose, Rhode Island Feby. 9th. 1775

1. PRO, Admiralty 1/485, LC Transcript.
2. The enclosure was Thomas B. Chandler's letter of February 1, 1775.

MEMOIRS OF WILLIAM SMITH, MEMBER OF THE GOVERNOR'S COUNCIL OF NEW YORK<sup>1</sup>

A Council at [New York] 9 oc am Thursday 9t Feby 1775

Present Lt Govr [Cadwallader Colden] [Daniel] Horsmanden [John] Watts [Roger] Morris [William] Smith [Hugh] Wallace [Henry] White [William] Axtell [John Harris] Cruger [James] Jauncey

The Govr laid before us Capt James Montigue's Letter of this Day in substance that he had put Men on Board the Ship – That the Capt was not there – That the Mate ask'd no aid – That a Sloop was close to her with arm'd Men – That he waited further Comds – While debating Capt Montigue attended – said he had no applica[tion] – The Govr said he had none – this Minuted – All advised that if the Capt ask'd it, he should bring the Ship up & give others necessary Assistance – Council unwilling to give Advice. Govr tho' pushed by Morris did not produce his Letter to the Capt—

In the Evening the Ship made to this Port from below Kennedy's Island – The Sloop came up – At Dusk an uproar at the Coffee House – The Capt of the Scotch Ship amidst the Mob some of whom now appeared to be armed – They dispersed as soon as they ship'd him in a Boat for his own Ship but they put him on Board the *King Fisher* Man of War –

1. Sabine, ed., *Memoirs of William Smith*, 210.

JOURNAL OF HIS MAJESTY'S SLOOP *Kingsfisher*, CAPTAIN JAMES MONTAGU, COMMANDING<sup>1</sup>

February 1775                      Moored abreast of the Town of New York  
Wednesday 9                      at 4 A M returned the Master with the Boats and brought the  
Ship up abreast the Town

1. PRO, Admiralty 51/506.

*New York Journal*, THURSDAY, FEBRUARY 9, 1775

New York, Feb. 9.

The Ship *James*, Capt. Watson, which arrived from Scotland within the Hook at 9 o'Clock in the Morning, the second inst. has neither landed her cargo, nor entered, as she did not arrive in the Time allowed by the Association of the Congress for importing Goods from Great Britain or Ireland, &c. She has been at Anchor since Saturday last [February 4] in our Bay, accompanied with a boat, on board which, is a Sub Committee<sup>1</sup> to observe her Conduct. The Spars and other Necessaries which she wants for her Voyage, are provided, and the Owners



and Consignees of her Cargo have signed the proper Papers to enable the Captain to depart, which we understand will be on Friday next.

1. The subcommittee was appointed by the recently created New York Committee of Sixty, to watch the conduct of all vessels arriving after February 1, 1775, the last day set by the Continental Association, to permit the entry of goods from the British Isles, which had been shipped prior to December 1, 1774.

## 10 Feb.

### MEMOIRS OF WILLIAM SMITH, MEMBER OF THE GOVERNOR'S COUNCIL OF NEW YORK <sup>1</sup>

Friday Morning [February 10] he <sup>2</sup> came ashore & went to the Lt Govr – While at Legislative Council we expected to be called, but were not – Such a Spirit as appear'd last Night struck Terror & now every Body blamed the Capt for not being gone – Oliver De Lancey came down to the Coffiee House, & said to Ph. Livingston & Francis Lewis pointing to the Scotch ship *What does that damn'd Rascal come up here again for? Why don't he quit the Port?* John De Lancey was also active in declaring that the Fellow was not solicited to stay by the Govr., adding that he was present, when he applied for Protection to him this morning – He went on Board at the Request of the Buchannans (Merchants) urged by the Populace –

1. Sabine, ed., *Memoirs of William Smith*, 210.
2. Captain Watson, of the ship *James*.

### CHARLES CARROLL TO A LONDON CORRESPONDENT <sup>1</sup>

[Extract]

Feby 10, 1775  
[Carrollton, Md.]

We have the Kings Speech to his Parliament, The Addresses, and the Lords Protest, we observe both Houses re-echoed the Speech with out Knowing the Kings information to be true if we may believe the protesting Lords, and by that complaisance of theirs, we see that like obedient Spaniels they were ready to leap over the Stack. The speech threatens, threats make no impression. By Letters we understand that all Trade will be prohibited, and all our Ports as effectually Stopped as Boston, Time will shew whether England or the Colonies will first complain of the measure if the Contest be of any duration; Manufactures will be solidly established among us, an Event of all others the most desireable for a Country groaning under the pressure of a heavy debt incurred by the importation of foreign manufactures and luxuries.

I most earnestly wish a re-establishment of that Harmony which formerly subsisted between these Colonies and the Mother Country, and without the restoration of which neither will prosper; for if we should be obliged to yield to superior force, which I think will not be the Case, what Benefits can Great Britain expect to derive from Colonies awed for the present into sullen silence, and watching the very first favourable occasion to throw off a forced Subjection.

1. Carroll Papers, MdHS. Charles Carroll of Carrollton [1737–1832] Maryland planter and member of Committee of Safety of that Province.

11 Feb.

NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES<sup>1</sup>

[Boston] 11th [February, 1775]

The *Diana* now returned from North River by the Admirals Order and was sent on the 11th to Philadelphia for such money as the Collector of the Customs at that port should ship on board her, and was to call at Rhode Island in her way back and there to take up the white shorts, Stockings, Camp and Tent Equipage, left by the *Hind* for the Battalion of Marines at Boston.

1. Graves's Conduct, I, 50, 51, MassHS Transcript.

MEMOIRS OF WILLIAM SMITH, MEMBER OF THE GOVERNOR'S COUNCIL OF  
NEW YORK<sup>1</sup>

. . . and when weighing Anchor the next Day [February 11] the Lt Govr forbid his<sup>2</sup> sailing without a Clearance from the Customs – the Capt of the Man of war<sup>3</sup> was then sought for by [Isaac] Sears & 20 men, but being found by Buchannan said he had orders for the Ships Departure & to morrow Sunday 12th is fixd for it wind permitting –

Upon the whole [Cadwallader] Colden wanted to get the blame cast upon the Council – They were caught except me – By the 2d Order they recovered themselves a little – Then Colden negotiated with the Capt without us, fearing to deal with us and dreading the Populace – I alone am clear, for Colden should have ordered Enquiries, – tho' the Board made it no Part of their advice. It was therefore his design to do nothing, & yet cast the Blame upon his Council.

1. Sabine, ed., *Memoirs of William Smith*, 210.
2. Captain Watson, of the ship *James*.
3. Captain James Montagu, of H.M.S. *Kingsfisher*.

“EXTRACT OF A LETTER FROM PHILADELPHIA, FEB. 11 [1775]”<sup>1</sup>

A curious circumstance happened here the other day, respecting a vessel from Dunkirk, having on board East India and other dry goods. Five customhouse officers went on board, with an intention to seize her; but the Captain immediately set sail, and carried them as far as the Capes, where he set them on shore, then returned, and landed his cargo.<sup>2</sup>

1. Purdie's *Virginia Gazette*, March 3, 1775.
2. See Patterson and Hood to the Newport Collector, February 3, 1775 and Francis Welsh to the Philadelphia Custom House Officers, February 8, 1775.

GEORGE WOOLSEY TO GEORGE SALMON, DUBLIN<sup>1</sup>

[Extract]

[Baltimore] 11 Febr'y 1775

I tremble for the Salt that you say is Coming out, and am fearful it must be hove overboard if it arrives, as it will not pay a freight home, and you no doubt Ere this must see that I have Reason to tremble about it, however you may Assure Mr [James] Ford[e] I will do all in my power for his Interest . . . if the Salt comes & Should get liberty to land and Sell it (which I do not Expect) it will hardly be in my power to Allow the proceeds to go in Purchasing the Cargo

as it is now dull, and you must well know that I have hardly any Command of Cash, . . . if the vessel was hear clear of the Damnd Salt I could load her without drawing a Bill untill Loaded but how it will be when she arrives God Knows. . . . You se[e] how Necessary it is for you to be on that side for a while, not only to get Business but to know peoples Circumstances.

1. Woolsey and Salmon Letter Book, LC.

### 13 Feb.

#### JOURNAL OF HIS MAJESTY'S BRIG *Gaspee*, LIEUT. WILLIAM HUNTER, COMMANDING <sup>1</sup>

February 1775                      Moor'd in Falmouth Harbor Casco Bay  
Mondy 13th                      Fair Weare wt a frost P M Four of our People Vizt Joseph Cox, James Craven, James Varner and John Lutey took the Boat from alongside, we fired at them, but having no boat to pursue them they got on shore and Deserted we afterwards heard one of them (John Lutey) was shot.

1. PRO, Admiralty 51/381.

#### MINUTES OF THE MASSACHUSETTS COMMITTEE OF SAFETY AND COMMITTEE OF SUPPLIES <sup>1</sup>

[Watertown] Monday, February 13, 1775

Voted that the Committee of Supplies be desired to purchase all the Powder they can, upon the best terms they can.

1. Mass. Arch., vol. 140.

*Newport Mercury*, MONDAY, FEBRUARY 13, 1775

Newport, February 13.

One day last week arrived here a sloop from Nantucket, which, on her passage, was fired upon three times, off Seconet-point, by an officer in a boat belonging to the sloop *Swan*, James Ayscough commander: The third time he fired, the shot went within six inches of Mr. Starbuck's and Mr. Fish's bodies; they went along side of the *Swan*; and informed Capt. Ayscough of the behaviour of his officer, who, according to custom, laid the blame on his officer, and took no further notice of the matter.

*New York Gazette*, MONDAY, FEBRUARY 13, 1775

New-York, February 13.

The Ship *James*, Capt. Watson, arrived at Sandy-Hook the 2d Instant, from Glasgow, with Coals, and a few Dry Goods on board; but as she came into Port after the Time limited by the Congress for us to continue our Trade with Great Britain,<sup>1</sup> she has received some Necessaries, and Yesterday proceeded for the Island of Jamaica, with all her Cargo.

1. Importation of goods from Great Britain, under the Continental Association, after December 1, 1774.

14 Feb.

MAJOR JOHN PITCAIRN, R.M., TO LORD SANDWICH<sup>1</sup>

[Extract]

Boston, 14th February 1775.

I think many of the people of this country begin to think they have gone too far. The behaviour of the New York people will have a very good effect: the General thinks he sees it already, and all the friends to Government are of opinion that vigorous measures at present would soon put an end to this rebellion. The deluded people are made believe that they are invincible. A very impudent publication, lately came out, asserts that they are an over-match for all Europe in their own country. When this army is ordered to act against them, they will soon be convinced that they are very insignificant when opposed to regular troops. I have sent your Lordship enclosed with this the newspaper with the late resolves of the Provincial Congress, impudent enough they are.

Your Lordship will observe by the return I have sent to the Board that I have but a small battalion on shore: there are still fifty of the supernumeraries that were ordered out on board ship, this hurts the appearance of the battalion greatly, as they are the best of our men and ten of them belong to our light infantry company. I have spoken often to the Admiral about this, but to no effect; it was much against his inclinations that he landed any of us. This distresses me greatly, as I have a great desire to convince everybody of the utility of keeping a large body of marines, who are capable of acting either by sea or land as the public service may require. One observation I beg leave to make to your Lordship at this place, which is that I am a good deal hurt and mortified to find the marines so much shorter than the men are in the regiments – the men of the Plymouth division extremely short indeed. I wish the standard was raised: no marine, in my humble opinion, ought to be taken who is under five foot six inches, and even not at that size if above twenty years of age.

I often march out with our battalion six or seven miles into the country. The people swear at us sometimes, but that does us no harm. I often wish to have orders to march to Cambridge and seize those impudent rascals that have the assurance to make such resolves. They sometimes do not know what to think of us; for we march into the town where they are all assembled, but we have no orders to do what I wish to do, and what I think may easily be done, I mean to seize them all and send them to England.

I am &amp;c. John Pitcairn

1. G. R. Barnes and J. H. Owen, eds., *The Private Papers of John, Earl of Sandwich First Lord of the Admiralty 1771-1782* (London, 1932), vol. I, 57-59. Hereafter cited as Barnes and Owen, eds., *Sandwich Papers*.

*New York Journal*, THURSDAY, FEBRUARY 14, 1775

New York, Feb. 14.

To the PRINTER.

Mr. [James] Rivington having in his last paper promised, that in a future one, would be published, a narrative of the conduct of Capt. Watson, of the ship *James*, lately from Glasgow; and as I conceive, from the general tenor of the publications in

his paper, that if therein the narrative should appear, it will give very little satisfaction to any of the parties concerned, or to the public, Therefore I desire you will, in your next, insert the following full and authentic account of that whole affair, as related by those who knew the truth of every particular.

A. B.

On Thursday the 2d instant arrived here from Glasgow, the ship *James*, Capt. Watson, with a cargo of coal and dry goods, but as she did not arrive within the time prescribed by the 10th article of the association of the continental congress, a strict watch was constantly kept, by some of the sub committee, and a number of inhabitants, to prevent the landing of any goods, in a clandestine manner; and the Captain was requested to procure such necessaries, as he might stand in need of, and immediately quit the port; with this request he seemed rather unwilling to comply, and was encouraged to hope, that his cargo would be landed, from the assurances of a number of ministerial tools, who promised to support him; for which purpose they employed a few vagrants, to go on board the ship (which then lay in the harbour) and bring the colours on shore, with a view of raising a posse, to assist in landing the goods; but the banditti that were collected for this purpose, were soon suppressed by the inhabitants, who are for supporting the association, and who began to assemble in great numbers; upon which the Captain conceiving the ship to be in danger, he sent the Mate on shore, requesting assistance, to get her under sail, as the seamen refused to do their duty; this request being complied with, they immediately got her under way, and fell down about 4 miles below the city, where she remained (attended by a boat, with a member of the committee, and some of the townsmen on board) till last Thursday night [February 9], when she was brought into the harbour again, by an officer, and a number of men belonging to his Majesty's ship *King-Fisher*; which ship it is supposed, came down from Turtle Bay, expressly for the purpose of protecting her, and intimidating the inhabitants: As soon as it was known that the ship was coming up again, the people were greatly exasperated, began to assemble together in great numbers, and immediately went to the Captain's lodgings, seized him, and after conducting him through many of the principal streets, attended by a prodigious concourse of people, he was without suffering the least hurt or injury put on board a boat, with some hands to row him, and sent off: His ship then lying at anchor, two miles below the town, he went on board the man of war, which lay in the harbour, where his own ship did not arrive till the next morning, when she came to anchor under the cannon of the *King-Fisher*. In this situation matters remained, till Saturday morning [February 11], when they began to unmoor the ship, intending to get under sail, but was prevented by the Lieutenant of the man of war, who hailed the ship, and demanded if they had a clearance, and on being answered in the negative, he ordered them not to unmoor; this obstruction greatly exasperated a number of people, that were collecting together to see her get under sail, who went immediately in quest of the Captain of the *King fisher*,<sup>1</sup> to know by what authority he detained the ship, but they could not meet with him; he was however soon after waited upon, by one of the gentlemen to whom she was addressed; and on being informed of the Lieutenant's conduct, and asked his reasons for detaining her, he replied that he had nothing

to do with her, and immediately gave orders to the Lieutenant to let her pass; she accordingly got under sail the next morning about 10 o'clock, accompanied by a boat, with two of the committee, and a number of inhabitants on board; which boat (after taking out the pilot) left her at 2 o'clock P.M. about a league to the southward of Sandy Hook, with a fresh gale, and at half past 4 o'clock P.M. she was out of sight — As every artifice has been used, and a variety of manoeuvres put in practice (by a set of ministerial hirlings) in order to get the cargo of the above mentioned ship landed, it must give real pleasure to every lover of his country, to observe, that the good people of this city, are determined to support the association of the general congress, at all events.

1. Captain James Montagu, R.N.

### 15 Feb.

#### LOG OF HIS MAJESTY'S SCHOONER *St. John*<sup>1</sup>

February 1775 Anchored in Savannah harbour  
 Wednesday 15 at 6 P M sent David Martin & John Downs on shore by request of the Collector to Watch some goods he had seized at 12 o'clock a Number Townspeople came down beat the men and threw them into the Water and the said Martin was drowned and they carried of the Goods —

1. PRO, Admiralty 51/4330.

### 16 Feb.

*Massachusetts Spy*, THURSDAY, FEBRUARY 16, 1775

Boston, February 16.

A correspondent has sent the following, viz.

The *Lively* frigate of war, is lately stationed at Marblehead in order to harrass and impress the seafaring inhabitants of that town. It is said to be by order of Admiral [Samuel] Greaves in consequence of the misconduct of his purser, John Williams, who had two boxes consigned him in the ship *Champion*, Capt. [Gustavus] Fellows, which arrived there from Great-Britain between the first of December last, and July [*sic* January] instant. These packages, agreeable to the continental association, ought to have been reshipped, or delivered to the committee of inspection for sale, or to be stored during the continuance of the association; but instead thereof Williams utterly refused to comply with the association, and with some other inferior officers of the navy demanded the boxes, alledging that they contained candles for Admiral Greaves; the committee as well as the town, thought the doings of the Continent too important to be thus treated by a common purser, and the matter was so regulated that the candles were detained, until application was made to the committee in the name of the purser, for selling the same, and the association was fully complied with. for this instance of fidelity in the committee and town, is that community consisting of about seven thousand inhabitants, mostly dependent on trade and navigation, thus arbitrarily treated; which must convince the American colonies, that had they not nobly resolved to maintain and defend their rights and liberties, the most insignificant officers of the

crown would have been authorized and encouraged to insult them. The crew of the *Lively* are not suffered to land by the inhabitants of Marblehead, who seem determined to defend themselves against these unjustifiable proceedings.

MINUTES OF THE ROYAL COUNCIL OF PENNSYLVANIA <sup>1</sup>

At a Council held at Philadelphia, on Thursday, 16th February, 1775: Present the Honourable John Penn, Esquire, Governor, &c., William Logan, James Tilghman, Benjamin Chew, and Edward Shippen, Junior, Esquires.

The Governor acquainted the Board that — Waterhouse, Inspector of his Majesty's Customs, had represented to him that one of the Magistrates and the Sheriff of the County of Chester, had refused their Aid and Assistance to the Custom House Officers of this Port, in preventing the rescue of a seizure lately made by them in the River Delaware, of the Schooner *Isabella*, John Ritchey, Master, with contraband Goods from Dunkirk, and had requested his Honour would call these civil Officers to an Account for neglect of Duty, and likewise issue a Proclamation on the occasion; and as a foundation for such Complaint, Mr. Waterhouse had put into his Honour's Hands, the Copy of a Letter from Francis Welch, a Tide Surveyor for this Port to the Custom House Officers, which was laid before the Board, and follows in these words, viz:

[Here is inserted Francis Welch's letter of February 8, 1775]

Copy of a Register "Schooner *Isabella*, John Ritchey, Master, 30 Tons, built at Boston, 1773. David Campbell sole owner, dated London, October 6, 1774."

The Governor having thereupon desired the Opinion and advice of the Board, the Council, on due consideration of the Matter, gave it as their opinion that the River Delaware not being included within the body of any County of this Province, The Jurisdiction of the County of Chester does not extend into the River Delaware, and consequently that the Magistrates and Sheriff of that County could not legally afford them any such Assistance as was required of them, and that, therefore, it would be improper to call those Magistrates and Sheriff to Account for any Misbehaviour; and further, that as the Vessel and her Crew were gone to Sea, the issuing of any Proclamation upon this Occasion would be useless and improper.

1. *Pa. Col. Rec.*, X, 230-232.

**17 Feb.**

"EXTRACT OF A LETTER FROM NEW YORK, FEB. 17 [1775]" <sup>1</sup>

Yesterday arrived the ship *Beulah*, Capt. [William M.] Bussel, in nine weeks from London; she is come too at the Watering place. Mr. Robert Murry, the owner, has summoned all those that have goods on board, to meet him this evening, to confer together, I suppose about sending her away. —

1. *Pennsylvania Ledger*, February 25, 1775.

**18 Feb.**HENRY LAURENS TO JOHN LAURENS, LONDON<sup>1</sup>

[Extract]

[Charleston] 18th february 1775

p *Russia Merchant* Capt Clarkson

Georgia has not fully acceded to the general Continental Association, therefore our provincial Committee have Resolved to cut off all dealing & intercourse with the Inhabitants, except only such as may be unavoidable by persons who reside here & have plantations, or debts due to them, in that province . . .

Since the 1st Inst we have had three importations of Merchandize in so many Vessels – potatoes from Bristol – Coals from Dunbar – Coals Salt Slate &c from Bristol – the whole adjudged by the Committee to come within the 10th Article of the Continental Association & therefore not to be landed in this or any other of the associate Colonies – the burthen of the last will fall principally on our bad friend Neufville of Bristol, but his Brother who is a good friend will participate the loss.

1. Henry Laurens Letter Book, 1774–1775, SCHS.

**19 Feb. (Sunday)**

JOURNAL OF HIS MAJESTY'S BRIG *Gaspee*, LIEUT. WILLIAM HUNTER,  
COMMANDING<sup>1</sup>

February 1775

At Single Anchor in Nantasket Road

Sunday 19

at 9 [A M] Came to wt the Bt. Br in Nantasket Road in 7 fms Georges Island East and Gallop Island N B E Dr off Shore  $\frac{3}{4}$  of a Mile – Applied for a Court Martial on myself and Mr. Ryall to Justify our Conduct in the late accident on the 13th Inst. at 5 P M the Boat returned with orders from the Admiral to suffer no Boat to go on Shore but on Public Service

1. PRO, Admiralty 51/381.

“A PRIVATE LETTER FROM A GENTLEMAN AT BOSTON, DATED FEB. 19, 1775”<sup>1</sup>

The Admiral issued press-warrants at Marblehead on account of the detention of some wax-candles imported for his own use, and which were seized by the Committee of Inspection. At first the people of Marblehead had determined on rescuing any pressed men; accordingly, after Mr. [William] Lechmere, Lieut. of the *Lively*, had pressed two hands from on board a vessel coming in, on his return he was surrounded by eight or ten whale-boats manned and armed; he called to them at their peril to keep off, which they did at a distance of two boats lengths; they then asked him if he had pressed any men out of the vessel he had boarded, which he answered in the affirmative; they bid him deliver them up without making any resistance; on his refusal, they pointed their pieces into his boat, and Mr. L—— ordered his men to do the same; one of the impressed men took this opportunity and leaped overboard; Mr. Lechmere snapped his piece



at the man, which missed fire, and he was taken up by the whale-boats; the other man was immediately secured, and without further opposition carried on board the *Lively*. From this time they continued pressing without molestation, when the Select-men of Marblehead seeing their trade distressed, obliged the Committee of Inspection to write to Admiral [Samuel] Graves, in the most penitential manner, for having disobliged him, and laid the blame entirely on their Chairman, which the Admiral took not the least notice of. The Select-men were obliged to wait on him, and promised to return the candles, and pay all costs and damages, and there should never be in future any cause of complaint. Lo! their prayers were heard, and the press-warrants ordered to be withdrawn, as soon as they had satisfied the purser, whom one of the Committee waited upon, and paid him betwixt four and five pounds to defray the expence he had been at in going to demand them, and told him the candles were at Mr.— house, and would be delivered on his sending for them; this the purser refused, and insisted on their being laid within the threshold of his door, which was punctually complied with.

1. *Morning Chronicle and London Advertiser*, April 8, 1775.

PETER R. LIVINGSTON TO ROBERT LIVINGSTON, JR.<sup>1</sup>

[Extract]

New York 19 Feby: 1775

Yesterday the *Beaulagh Murry's Ship*<sup>2</sup> arrived here from London loaded with goods. She lays at the Watering place a boat of Observation is alongside of her with about 20 hands all armed to see that no goods are taken out of.<sup>3</sup> the Owners of good had a meeting last night to consult what to do. the People in general are determined she shall go back

1. FDRL. Peter R. Livingston (1737–1794) was a member of the New York Provincial Congress and Robert Livingston, Jr. was at that time Recorder of the City of New York.
2. Robert and John Murray, merchants of New York.
3. "17 Feby 1775. Last night the *Beulah* arrived at the Watering Place, and the Populace sent down a Boat with armed men to watch her & prevent her Landing Goods." Sabine, ed., *Memoirs of William Smith*, 210.

**20 Feb.**

MINUTES OF A TOWN MEETING IN MARSHFIELD,<sup>1</sup> MASSACHUSETTS

At a legal Town Meeting held in Marshfield, 20th February, 1775. Doctor ISAAC WINSLOW, Moderator at said Meeting: A Vote was put to know the Mind of the Town, whether they will adhere to, and abide by, the Resolves and Recommendations of the Continental and Provincial Congresses, or any illegal Assemblies whatsoever; and it passed in the Negative. 2dly. The Vote was put to know the Mind of the Town, whether they will Return their Thanks to General [Thomas] Gage and Admiral [Samuel] Greaves, for their ready and kind Interposition, Assistance and Protection from further Insults and Abuses with which we are continually threatened, and it passed in the Affirmative. 3dly. They Voted that a Committee be chosen, to draw up and send the same to said General Gage, and Admiral Greaves, the said Committee consisting of 24 Persons.

A true Copy Attest. NEH. THOMAS, Town-Clerk.

N.B. The above Town Meeting was held agreeable to an Act of Parliament, entitled, "An Act for the better regulating of the Province of Massachusetts-Bay, &c." passed in the last Session of the late Parliament.

1. *Boston Evening-Post*, March 6, 1775.

INHABITANTS OF MARSHFIELD, MASSACHUSETTS, TO GENERAL  
THOMAS GAGE <sup>1</sup>

(Copy)

To his Excellency Thomas Gage Esqr. Capt. General and Governor in Chief in and over his Majesty's Province of the Massachusetts Bay &c. —

We the inhabitants of Marshfield, in legal town meeting assembled the 20th day of February AD. 1775, beg leave to return your Excellency our most grateful acknowledgements for your seasonable assistance and protection, in sending a detachment of his Majesty's troops to secure and defend the loyal people of this Town, from the threats and violence of an infatuated and misguided people. —

We assure your Excellency (whatever may have been surmised to contrary) that there were sufficient grounds and reasons for making application; and we are fully convinced that this movement has preserved and promoted, not only the peace and tranquility of this Town in particular, but of the county in general; owing in a great degree to the prudence, firmness, and good conduct of Capt [Nesbitt] Balfour who, (with pleasure as well as justice we say it) has done every thing in his power, to obtain those laudable ends & purposes. —

Thankfully we acknowledge our obligation to our Sovereign, for his great goodness and wisdom, in placing at the head of affairs in this Province, in this day of difficulty, confusion, and discord, a Gentleman of your Excellency's well known humanity, moderation, capacity and intrepidity; and shall constantly implore the supreme Governor of the Universe, to assist and direct you in the faithful discharge, of the various functions of your exalted station, with fidelity to your King, with honor to yourself, and with happiness to the people committed to your charge. —

With pleasure we embrace this opportunity, of expressing our utter detestation and abhorrence, of all assemblies and combinations of men (by whatever specious names they may call themselves) who have, or shall rebelliously attempt, to alter or oppose the wise constitution and government of great Britain. —

Furthermore we beg leave to inform your Excellency, that in the most critical and dangerous times, we have always manifested and preserved our loyalty to the King, and obedience to his laws; carefully avoiding all unconstitutional covenants and engagements whatsoever, that might warp us from our duty to God, our King and country; and as we are determined to persevere in the same course, we flatter ourselves, that our endeavours and exertions, will meet with our most gracious Sovereign's approbation, as well as your Excellency's; and that under his and your gentle and humane government, and kind protection, we may peace-

ably and quietly set under our vines and figtrees, and have none to molest or make us afraid.

Abijah White	John Baker	Elisha Sharman
Isaac Winslow	Daniel White	Simeon Keen
Ephraim Little	Cornelius White	Abraham Walker
John Tilden	Nathl Phillips	Willm Macomber
Willm Stevens	Seth Ewell	Asa Thomas
Elisha Foord	Paul White	Abijah Thomas
Seth Bryant	Thomas Little	Job Winslow
Amos Rogers	Lemuel Little	Abner Wright
		Committee

1. Gage Papers, CL.

INHABITANTS OF MARSHFIELD, MASSACHUSETTS, TO VICE ADMIRAL SAMUEL GRAVES <sup>1</sup>

To the Honourable Samuel Graves, Esq; Vice-Admiral of the Blue, and Commander in Chief of all his Majesty's Navy in North America, &c.

We, the inhabitants of Marshfield, in Town Meeting legally assembled, the 20th of February, A.D. 1775, penetrated with the highest sense of gratitude, present our sincere and hearty thanks to you Sir, for your ready compliance, with a request of a number of our inhabitants in ordering an armed vessel to protect and defend us from the lawless insults and abuses, with which we are threatened by numbers of seditious and evil minded people, for no other reason (that we can conceive) but our loyalty to the best of kings and firm adherence to the laws of government. With hearts replete with gratitude, we contemplate the paternal care and goodness of our most gracious sovereign, in the appointment of a gentleman to command his navy in America, at this critical juncture, whose duty, inclination, and abilities, so happily coincide to answer the good purposes of his department.

Permit us to acquaint your honour, that we have always endeavoured to comport ourselves, and regulate our conduct agreeable to the laws of England and this country; that we have not been guilty of any riots or illegal assemblies, or adopted or subscribed any unconstitutional resolves, covenants, or combinations whatsoever but have constantly and uniformly borne our testimony against such measures and proceedings: That it is our serious intention, and firm resolution to respect the English constitution; and demean ourselves like true loyal and obedient subjects, by doing which we apprehend we shall entitle ourselves, to the continued protection of our most gracious King, your Honor, and every friend to peace and good government.

1. *Boston Evening Post*, March 13, 1775.

VICE ADMIRAL SAMUEL GRAVES TO PHILIP STEPHENS, SECRETARY OF THE BRITISH ADMIRALTY <sup>1</sup>

[Extract]

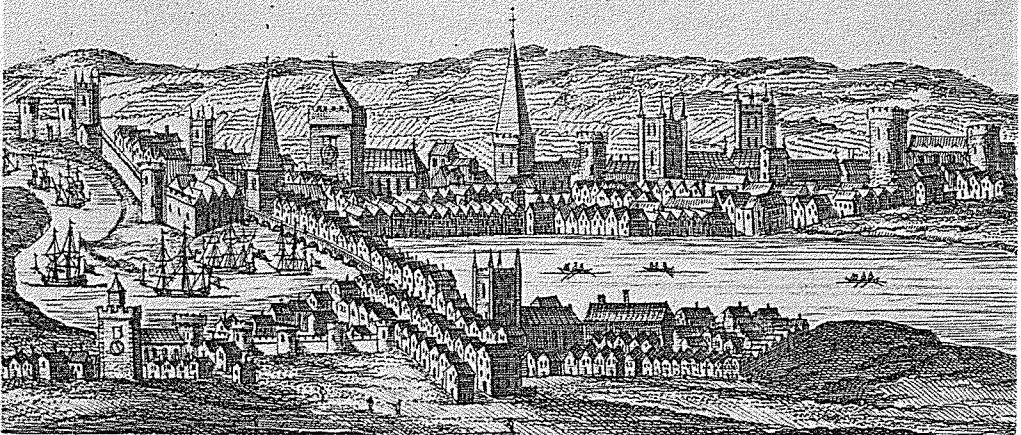
*Preston* Boston 20th February 1775

Sir On the 25th of last December Lieut [George] Dawson Commander of the *Hope* Schooner sailed from hence with Orders to look into Swansea in this province, and upon not finding there any illicit Traders, or Vessels with Arms

LONDON



BRISTOLL



(Top) London, 1778. (Bottom) Bristol, 1778.

and Ammunition contrary to Law, to proceed to Rhode Island, and put himself under the Command of Captain [James] Wallace of the *Rose*, who had my directions to employ the *Hope* in guarding one of the passages to the Town of Providence. With the *Hope* sailed a small Schooner Tender (belonging to Lieut. Dawson) who got safe to Newport. The Officer in her Reports that he parted Company with the *Hope* among the Shoals in a very hard Snow Storm, which began the second day after they sailed from Boston; And that being thus separated he was obliged to run at all hazards in a very strong Gale and thick Snow; Fortunately the Tender drawing little Water got clear over, tho' frequently in imminent Danger among the Breakers and in very shoal Water a considerable time. I have until now declined mentioning my apprehensions for the fate of Lieut. Dawson, flattering myself the *Hope* might have providentially escaped; but not hearing the least account of her since she parted from her Tender, I conclude she is irrecoverably lost.

The hired Sloop that I sent to the assistance of the *Canceaux's* Tender *Spinckes* [*Sphynx*], driven on shore at Cape Anne as mentioned in my Letter of the 8th instant brought that Vessel round to Boston very much damaged in her Hull; her Rudder, Cables, Anchors and some other Stores lost, two of her Sails blown to pieces, and her rigging greatly damaged. I have had her repaired and new fitted, and she is now again ready for service.

The Northerly winds have blown lately at full and change and occasioned such low Spring Tides that we have not yet been able to get the *Glasgow* upon the Ways. In the mean time she is receiving such Repairs as in her present Condition can be given to her; I inclose a Copy of the Damage she has sustained, so far as the Carpenters have been able to examine her.

The Ships with me at Boston are beginning to be sickly, they have lately lost several men by deaths, and as desertions happen, notwithstanding the utmost care is taken to prevent it, I have ordered the *Scarborough* at Piscataqua, and the *Lively* at Marblehead, to raise men for the Squadron, and have directed Captain [Thomas] Bishop of the *Lively* to press thirty Seamen, if that Number of Volunteers cannot be procured. Necessity obliges me, contrary to my inclination, to use this method to man the Kings Ships, and as it shall be done with all possible moderation, though at a place extremely violent in supporting and carrying into execution the Resolutions and Directions of the Continental Congress respecting the Non-importation Agreement, I trust their Lordships will not disapprove thereof.

Upon application to the General and myself from the Inhabitants of the Town of Marshfield and its Neighbourhood in this province for Assistance and protection, apprehending themselves to be in danger from the violent threatenings of a considerable Body of People ill affected to his Majesty's Government, the General sent them a Detachment from the Army, part of which at his Excellencys request went in the *Diana* Schooner, whom, after remaining eight days in North River, I have ordered to Philadelphia at the desire of the board of Customs to bring from thence a considerable Sum of Money belonging to His Majesty's Revenue.

I transmit a Copy of a Letter and its inclosure received from Captain [James] Wallace of his Majesty's Ship *Rose*; <sup>2</sup> the Scheme therein mentioned has not

yet been attempted, probably they suspect that Captain Wallace is apprized of their intentions; but, let that be as it may, I have cautioned him to be upon his Guard against a set of Fanaticks, who will without scruple basely destroy the Kings People or Property whenever it can be effected with impunity or little Risque to themselves. With regard to the disposition of his Majesty's Squadron under my Command it remains nearly the same as when I wrote my last Letter dated the 15th of January I am &c.

Sam Graves

1. Graves's Conduct, I, 51-54, MassHS Transcript.
2. Wallace's letter of February 9, 1775, and Thomas B. Chandler's of February 1, 1775, appear under those dates.

*Newport Mercury*, MONDAY, FEBRUARY 20, 1775

Newport, February 20.

This harbour, and Fogland ferry, is very narrowly watched, by the *Rose* frigate, and the *Swan* sloop.

MURRAY, SANSOM & COMPANY AND WILLIAM M. BUSSELL TO THE  
NEW YORK GENERAL COMMITTEE <sup>1</sup>

Gentlemen We being the sole owners of the Ship *Buelah* from London do propose (with your approbation) that the Ship be regularly entered at the Custom House, In which case we pledge to you, our word and honour that no part of the Goods shall be Landed in this Province but the same shall be forthwith re-shipped and sent off in some other Bottom. If it shall be thought more satisfactory we consent that any Number of your Body be on Board the Ship while here to see that the above engagement is strictly observed This proposition we think must appear reasonable as being not inconsistent with the Resolution of the [Continental] Congress and therefore we are lead to hope it will meet not only with your approbation but that of the inhabitants of this City in general. The Congress having been silent as to what Bottom the Goods shall be returned in probably meant to expose the Owners of the Ship and Cargo to as little Inconvenience as possible by leaving that Matter to their Discretion which from the Terms in which their Resolve is Expressed seems evidently to be the Case their Words are - ["If any Goods Wares or Merchandizes shall be Imported after the first Day of February the same ought forthwith to be sent back again without breaking any of the Packages thereof["] - This we conceive manifestly declares that the Goods (which are the object of this Resolve) are to be Imported after the first Day of February but as there cannot be a legal Importation without an Entry at the Custom House it follows that such Entry is presupposed and implied in their Resolutions and the more especially as they direct that the Packages shall be sent back unopened for as opening the Packages without an Entry would make the Ship Liable to a Seizure. The Congress could hardly have thought such rash conduct in the Owners to be probable and therefore from this prohibitory Clause they must have considered the Goods as in a Scituation in which the Packages might be Lawfully opened which plainly includes the Idea of a previous entry at the Custom House - By permitting therefore such Entry under the Guards

proposed We think that not only the Letter but the Spirit and Intention of the Resolutions of the Congress will be fully compli'd with.

It has and probably may again be insisted on against this Construction of the Resolve that the first Article of the Association prohibits the Importation of goods from Great Britain &c. after the first Day of December and therefore that it must be absurd to suppose that the Congress could intend an Importation after the first day of February in the sense we contend for as it would imply a Contradiction – Whatever force there may appear to be in this Argument at first View it is entirely taken off by the Explanatory Clause in the Tenth Article which declares that in Case any Merchant Trader or other Persons shall Import Goods after the 1st Day of December and before the first Day of February the same ought forthwith at the Election of the Owners to be either Reshipped or delivered up to the Committee of the County &c. That an Importation in the proper and Legal Sense of the Word is here meant cannot admit of a Doubt since neither of the Alternatives imposed on the Owner of Reshipping or delivering the Goods to the Committee can possibly take place without an actual unloading of the Cargo for which purpose an Entry was absolutely necessary and therefore must have been intended by the Congress As to the objection that proper Evidences cannot be given to the Neighbouring Colonies that the Goods are sent back unless they go in the same Bottom We think it must be effectually removed by having the matter Transacted under the Inspection of some of the Committee in the way we propose. Besides we cannot help observing that the Grand Object of the Congress seems to have been the sending the Goods back and as it must be immaterial in what Vessel they are carried this may well account for their Leaving that Circumstance to the Discretion of the owner – And as we are disposed to comply not only with the Express Words of the Congress but likewise with the very Spirit thereof – We shall therefore think ourselves ill used if we are obliged to carry the goods back in the same Bottom which will be laying a very heavy Burthen on that we and many more believe was not intended by the Congress. We have no objection to your publishing this Letter as we are free the Public should have an opportunity of Judging thereof – We may further inform you that the proprietors of the Goods are quite free that they be Reshipped in the manner here proposed.

Murray, Sansom & Co.  
W<sup>m</sup> M. Bussell

[New York] Feby 20th 1775

1. *Calendar of Historical Manuscripts Relating to the War of the Revolution in the Office of the Secretary of State, Albany, N.Y.* (Albany, 1868), I, 95, 96. Hereafter cited as *Calendar of Historical Manuscripts, N.Y.*

LIEUTENANT GOVERNOR CADWALLADER COLDEN OF NEW YORK, TO VICE  
ADMIRAL SAMUEL GRAVES <sup>1</sup>

(Copy)

New York 20th Feby 1775

Sir You will perceive from the Public Prints that the Assembly of this Province refuses to adopt the measures of the Congress, & takes the lead towards a reconciliation between Great Britain & her Colonies, Tho this be a true sense of a great

Majority of the people, & of men of the best Fortunes, Yet we have among Us a set of violent Spirits of the lowest Rank, and desperate fortunes, countenanced by a few of superior condition, who lay hold of every occasion to rouse Mob & excite Sedition; On the side of Government are the moderate men, who by all means avoid disorder & Confusion which gives an advantage to the hot heads on the other side. It seems reasonable that the friends of Government should be as much protected, as His Majts more urgent Service will permit; Ever since the last War we have had a Regiment quartered in this place: We have now only 100 men.

The Colonies to the Southward threaten this Colony, & declare they will join the Massachusetts, Tho I cannot believe that there is any other design than to bully. Yet as no man can tell which men in a Phrenzy may do (which seems to prevail over the Continent) it will be no excuse not to be prepared against every Event, especially after it is threatned; Hudsons River must be passed before any body of men can join Massachusetts from the Southward of Ohio. For upwards of one hundred miles above this place there is not less than twenty four feet water in the Channel of that River, as I am informed by a Gentleman who carried a Mastship of Six hundred Tons up that distance last Summer. Now Sir I must leave to your Judgment whether it may be for His Majts Service to send a large Man of War to this port, which can on occasion put two or three hundred men on shore; and to send small Vessels to obstruct the Passage of the River, if it afterwards should be thought expedient.

I am &c.

Cadwallader Colden

1. PRO, Colonial Office, Class 5/121, LC Transcript.

**21 Feb.**

INTELLIGENCE REPORT FOR GENERAL THOMAS GAGE <sup>1</sup>

Memorandums 21st Feby - [1775]

The Gun Carriages that are making at Charles Town is by one Kinney - a wheel wright but making principally Wheels, for them at present, many have been carted through Cambridge 'tis said for Worcester -

Gun Carriages are making at Water Town by Mr Curtain - an Irishman, who has fallen out with the Select Men there, as he will not permit them to be taken away untill the Cash is forthcoming. -

Bowman a Smith making Tools at Menotomy.

One Brown who arived last night from Conecticut reports that small Magazines are forming in the several Towns, of Provisions, de guerre et de bouche, but a considerable one at Hartford. -

Horton a Black Smith at Work at Marble Head on Gun Carriages. - went from hence a month since

Gun Carriages making at Salem,

Twelve pieces of Brass Cannon mounted, are att Salem & lodged near the North River, on the back of the Town. - <sup>2</sup>



Adams & Cushing<sup>3</sup> going shortly to the South to put the people at N. York in a right way, & to bring the Contintl Congress to an earlier meeting

Pick Axes in large Quantities making at Mystick by Timothy Newell

Twenty Waggons with Flour has past from Marble Head & Salem through Mystick towards Worcester within these 5 days.—

Adams & Cushings Jaunt Southerly to collect Cash for forming the Military Chest as they cannot procure Implements &c &c bespoke without.

1. Gage Papers, CL.
2. It was upon this information that Gage sent Lieutenant Colonel Alexander Leslie on the abortive expedition to Salem. See the *Essex Gazette*, February 28, 1775.
3. John and Samuel Adams and Thomas Cushing.

#### DIARY OF DR. EZRA STILES<sup>1</sup>

[Newport] 1775, Feby. 21.

The Ship *James*, Capt Watson, from Glasgow arrived at N. York the second Inst being the day after the time limited by Congress. Great pains were taken by the Tories & Crown Officers to land her goods. The People rose twice, the Tories from 2 to 4 hundred, the Whigs from four to five Thousand — the ship was sent off by the Committee — the Man o' War stopt her — the p[eo]ple asembled a second time and visited the Capt of the Man o' War, the *King Fisher*, and demanded his reason and authority for stopping the vessel — he dismissed the Vessel, and on the 12th Inst (after ten days contest) that ship sailed from N York, "for Jamaica, without ever entering at the Customhouse, or discharging one single package. She was attended to Sandy Hook by a No of Gentn from our Committee, who waited at the Hook, till they lost sight of her. — Every artifice has been used &c a variety of Manouvres put in practice, by a sett of Ministerial hirelings, in order to get the Cargo of the above ship landed".<sup>2</sup> This is a great defeat, and shows that the disposition of the body of the p[eo]ple, with respect to the public Cause of Liberty, Another Ship is expected there from Europe; the owners of which have given orders at the Hook that she shall not come up, but go off from this Continent.

1. Dr. Ezra Stiles Literary Diary, I, 408, Force Transcript, LC. Hereafter cited as Stiles, LC. Ezra Stiles (1727–95) was a Congressional clergyman and diarist.
2. Stiles here quotes from a letter he had received or seen. For further details of the case of the *James*, see Sabine, ed., *Memoirs of William Smith*, February 8, 9 and 10, 1775.

#### 22 Feb.

"REMARKS &C ON BOARD HIS MAJESTY'S SHIP *Rose*"<sup>1</sup>

Feby 1775

Moor'd in Rhode Island Harbour

Wednsdy 22

[Little Wind and Calm] P M Seiz'd the sloop *lively* Wm Green  
Master from St Eustatia, having on board Contraband Goods.

1. PRO, Admiralty 51/804.

Fresh Breezes & Squally W. Wind Made a Seizure of a Schooner for Breach of Trade -

2000 Lively 40 or 50 Green Masters from 'Crestatia' having on Board Contraband Goods.

MARCH 3, 1775.

T H E

NUMBER 5.

VIRGINIA



GAZETTE.

ALWAYS FOR LIBERTY,

AND THE PUBLICK GOOD.

ALEXANDER PURDIE, PRINTER.

members who were against an inquiry as to the measures of the Congress, as previously to the apprehension of them, have been since furnished the effect of their constituents, and are therefore looking for favour from the Crown for themselves and families. Others of them were imposed on, from mere ignorance, and some from fear, being frightened by deluging men into an apprehension that the approving the measures of the Congress, as they contained the British resolutions, which were called for, would involve them in the guilt of it. In short, Sir, no virtuous or honest man could be expected from a House of Representatives, who violated the right of the King, by the *habeas corpus* act, in the subject of his right to a trial by a jury, and provided support, fix

and faithfully adhered to, till otherwise ordered by His or some other Provincial Congress, or House of Representatives.

A true extract from the minutes.

BENJAMIN LINCOLN, Secretary.

By a courier just arrived from Cambridge, we learn that the Provincial Congress, now sitting there, have appointed a committee to examine into and answer his Majesty's most gracious speech! and to assure him that there is not a prevailing disposition to infringe the laws, as has been maliciously and falsely represented to his Majesty.

Extract of a letter from a Gentleman in London, to his friend in this town, Dec. p.

"The King's speech, and the addresses, it is agreed on all hands, are not designed in *arrogance* only, but that they speak what is really intended. But however deter-

and have drawn up a very respectable address to the King on the occasion."

WILLIAMSBURG, March 3!

A Caution to the PUBLICK.

BE it known, that his Majesty's armed schooner MAGDALEN, HENRY COLLINS, Esq; commander, mounting four carriage guns, besides swivels, &c. now lies moored opposite to *Burwell's* ferry, for the purpose of bringing to and searching all vessels going up and down James river. [Note well! masters and owners, that the King pays no costs or damages in his Admiralty courts, whether your vessels, after seizure and libelling, be condemned or not. These are necessary expenses, which must come out of your pockets; therefore, it will behove you to be on your guard.]

(Top) HMS Cruiser log entry, January 12, 1775. (Middle) HMS Rose log entry, February 23, 1775.

(Bottom) Extract from Purdie's The Virginia Gazette, March 3, 1775.

VICE ADMIRAL WILLIAM PARRY TO PHILIP STEPHENS<sup>1</sup>

Sir I desire You will please to acquaint the Right Honble, the Lords Commissioners of the Admiralty that on the 14th Instant I returned from visiting the other Islands and found His Majesty's Ship *Hind* here: She arrived the day before from North America.

I have received a Duplicate of your Letter of the 7th September, as also your letter of the 13th October last, enclosing Captain [William] Garnier's Commission for His Majesty's Ship *Hind*, which I have delivered to him. I have likewise received your Letter of the 14th of the same month, enclosing the Gazette with the Order for altering the Uniforms of the Captains and Commanders, which I will take Care to acquaint them with.

Their Lordships Order of the 29th September, directing His Majesty's Ship *Deal Castle* and the *Favorite* Sloop to be sent to England, is likewise received, and I will carefully observe the other part of it, which directs that the Captains shall not exchange their Ships with each other. I have also received Their Lordships Order, dated the 12th October, for my taking His Majesty's Ship *Hind* under Command.

His Majesty's Ship *Deal Castle* and the *Favorite* Sloop are now cruising off the Islands of Grenada and Tobago, and I have, agreeable to Their Lordships Order of the 29th September last before mentioned, given directions for their immediately joining [me] in English Harbour, that the necessary Preparations may be made for their Return to England.

I desire You will please to inform Their Lordships [that] both the Main and Fore Mast of His Majesty's Ship [*Hind*] are found to be sprung, and that I have therefore given [orders] for new Ones to be made, that no time may be lost [in] preparing her for Sea.

Herewith I transmit a Duplicate of my last of 18th September, an Account shewing the State & Condition of His Majesty's Ships under my Command, and another shewing the Disposition of Them.

I am Sir, [&c.]

Will<sup>m</sup> Parry

*Chatham* in English Harbour, Antigua, the 22d February 1775

[Enclosure]

DISPOSITION OF THE SQUADRON UNDER COMMAND OF VICE ADMIRAL PARRY  
THE 22D FEBRUARY 1775

*Chatham* – In English Harbour, preparing to heave down and refit for Sea.

*Hind* – Do. refitting for Sea, and waiting for new Main and Fore Masts.

*Deal Castle* – Cruising between the Islands of Tobago, St. Vincent, and Grenada.

*Lynx* – Stationed between Barbadoes and Tobago (daily expected to join me)

*Favorite* – Cruising off Tobago

Will<sup>m</sup> Parry

1. PRO, Admiralty 1/309.

23 Feb.

JOURNAL OF HIS MAJESTY'S BRIG *Gaspee*, LIEUT. WILLIAM HUNTER,  
COMMANDING <sup>1</sup>

February 1775                      At Single Anchor in Nantasket Road  
Thursday 23d      P M Came down a Boat from His Majesty's Ship *Preston* with  
the Provost Martial and an Officer who had Orders from the  
Admiral to lay Mr Ryall and myself under an Arrest and take  
the Command of the *Gaspee* which was done; and Orders to  
attend a Court Martial on board His Majesty's Ship *Somerset*  
on Monday the 28th Inst at 9 OClock in the Forenoon it being  
put off till that time on account of the President's Indisposition

1. PRO, Admiralty 51/381.

"EXTRACT OF A LETTER FROM NEW YORK, FEB. 23 [1775]" <sup>1</sup>

Since my last the ship *Beulah*, Capt. [William] Bussel, has arrived from  
London full of goods, the people here are determined the association shall not be  
violated, the owners and shippers think of sending her to Halifax; she will sail in  
a few days.

1. *Pennsylvania Packet*, Monday, February 27, 1775.

*New York Journal*, THURSDAY, FEBRUARY 23, 1775

New York, Feb. 23.

On last Thursday night [February 16], the ship *Beulah*, Captain William M  
Bussell, arrived at the Watering place, about three leagues from this city, in nine  
weeks from London – The Pilots, we are informed, were ordered not to bring her  
up, lest her being in the harbour should give uneasiness to the city. The same  
night, a sloop with some members of the Sub-committee of Observation and other  
Citizens on board, went down and anchored near the said ship to observe her  
conduct, and they will continue there, till she departs – The ship wants a new  
bowsprit, when she is furnished with this and other necessaries for her voyage,  
she will be dispatched without delay. – She has neither entered nor broke bulk,  
and we are informed will be ready to sail about Sunday next.

"THE FARMER REFUTED, ETC." BY ALEXANDER HAMILTON <sup>1</sup>

[Extract]

New-York [February 23,] 1775

With respect to the justice of submitting to impositions, on our trade, for the  
purpose of raising a revenue, to support the [British] Navy, by which it is pro-  
tected, I answer, that the exclusive regulation of our commerce, for her own ad-  
vantage, is a sufficient tribute to Great-Britain for protecting it. By this means, a  
vast accession of wealth is annually thrown into her coffers. . . .

It will be impossible for the ships of Britain, to line the vast extended coast  
of this continent, in such a manner, as to preclude the admission of foreign aids

and supplies. After every possible precaution against it, we shall still be able to get large quantities of goods from France and Holland. . . .

Great-Britain can never force us to submission, by blocking up our ports; and that the consequences of such a procedure to herself, Ireland and the West-Indies, would be too fatal to admit of it. . . .

A more desirable object, to France and Spain, than the disunion of these colonies from Great-Britain, cannot be imagined. Every dictate of policy and interest would prompt them to forward it, by every possible means. . . .

With respect to Holland, notwithstanding express engagements to the contrary, her merchants, during the last war [Seven Years War], were constantly supplying the French and Spaniards, with military stores, and other things, they had occasion for. The same, or perhaps, more powerful motives, would influence them to assist, us, in a like manner. . . .

1. Syrett, ed., *Hamilton Papers*, vol. I, 81-165.

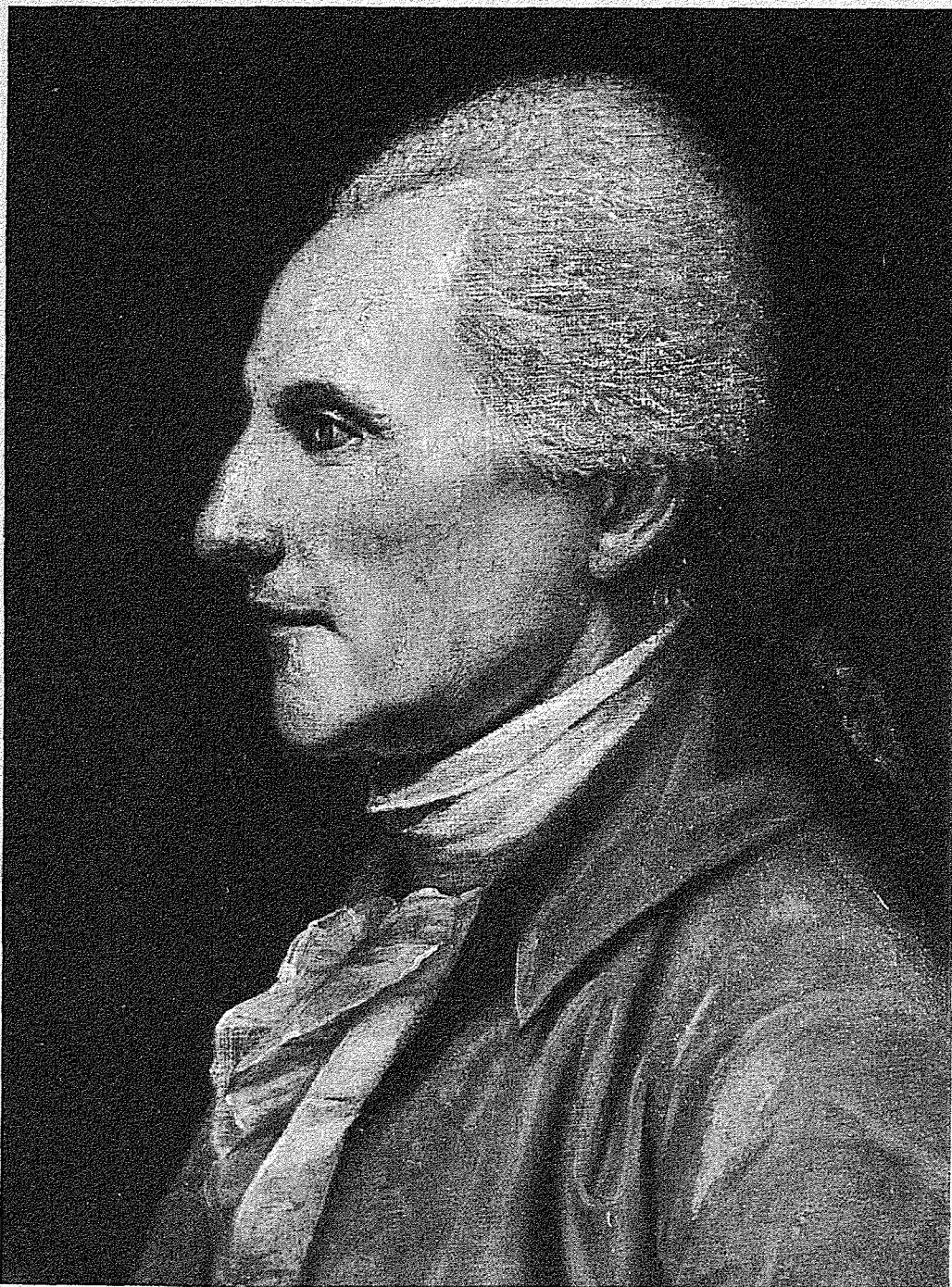
**24 Feb.**

RICHARD HENRY LEE TO ARTHUR LEE, LONDON <sup>1</sup>

D[ear] A

[Chantilly, Virginia], Feby 24th 1775

All America has received with astonishment and concern the speech to Parliament. The wicked violence of Ministry is so clearly expressed, as to leave no doubt of their fatal determination to ruin both Countries, unless a powerful and timely check is interposed by the Body of the people. A very small corrupted Junto in New York excepted, all No America is now most firmly united and as firmly resolved to defend their liberties ad infinitum against every power on Earth that may attempt to take them away. The most effectual measures are every where taking to secure a sacred observance of the Association - Manufactures go rapidly on, and the means of repelling force by force are universally adopting. The inclosed Address to the Virginia Delegates published a few days since in the Gazette will shew you the spirit of the Frontier Men - This one County of Fincastle can furnish 1000 Rifle Men that for their number make the most formidable light Infantry in the world. The six frontier Counties can produce 6000 of these Men who from their amazing hardihood, their method of living *so long in the woods without carrying provisions with them*, the exceeding quickness with which they can march to distant parts, and above all the dexterity to which they have arrived in the use of the rifle Gun. Their is not one of these Men who with a distance less than 200 yards or a larger object than an Orange - Every shot is fatal. The Virginia Colony Congress meets the 20th of next month for the appointment of Delegates to the Continental Congress in May next, and for other purposes of public security. The Ministry who are both foolish and wicked, think by depriving us of Assemblies to take away the advantage that results from united and collected counsels. But they are grievously mistaken - In despite of all their machinations, public Councils will be held and public measures adopted for general security. Still we hope that the proceedings of the last Continental Congress when communicated to the people of England will



*Richard Henry Lee. By Charles Willson Peale, 1784.*

rouse a spirit that proving fatal to an abandoned Ministry may save the whole Empire from the impending destruction. The honorable Colo Lee of Stratford was buried this day, he died the 21st Ultimo after a months painful illness. He is a public loss, and if the Ministry go on filling up these vacancies in the Council with raw boys and hotheaded senseless people, the affairs of Virginia must be in perpetual confusion, altho the present dispute should be accomodated It is absolutely necessary that some grave sensible Men should now be placed there in order to temper the present body.

The pamphlet entitled an Appeal &c is, I think, the best I have read on the subject amidst such a variety of finely reasoned ones

Farewell

P.S. By authentic accounts just come to hand all the Ministerial efforts with New York and the Jersey Governments have failed, both Assemblies have highly approved the proceedings of the Continental Congress, thanked their Delegates and appointed them to represent their respective Colonies in the next May Congress.

From N. York they have lately sent back a Ship from Glasgow with goods that arrived after 1st of Feby scarcely allowing the Vessel time to get fresh provisions.<sup>2</sup> It is now therefore certain that without a redress of Grievances, G. Britain must prepare to do entirely without the N. American trade, nor will the British Isles in the W. Indies get their usual necessary supplies from the Continent. Georgia has acceded to the Continental Association and we understand Canada will have Delegates in the next Congress. You will oblige me greatly by giving my boys advice and pressing to diligent application as often as you have leisure to do so.<sup>3</sup> You never say whether or when you take the Gown and where you propose to practice.<sup>4</sup>

Farewell

1. Lee Papers, UVL. Richard Henry Lee (1732–94) had been a member of the First Continental Congress, and Arthur Lee (1740–1792) was practicing law and politics in London.
2. Ship *James*, Captain Watson.
3. His two sons were at school in England.
4. On May 15, 1775, William Lee wrote to his brother, Thomas Ludwell Lee, "our Br. A (who was called to the Bar last week)", William Lee Letter Book, VHS.

*North Carolina Gazette*, FRIDAY, FEBRUARY 24, 1775

Newbern, February 24.

Last week the Court of Vice Admiralty gave a decree against the Vessel lately mentioned in this Paper to have been seized by Capt. [Tyringham] Howe in a sloop of war<sup>1</sup> It appeared she had touched at a Dutch Island and had taken on Board a few Cases of Gin and Kegs of Brandy, and a few Yards of foreign sail Duck, – The Vessel, with her Tackle, Apparel, Furniture and Cargo, was condemned and sold.

1. H.M. Sloop *Cruizer*, whose journal on Tuesday, January 12, 1775, states, "AM Made a seizure of a Schooner for Breach of Trade –" The *Cruizer* at that time was moored in Cape Lookout Harbor. PRO, Admiralty 51/218.

**25 Feb.**

VICE ADMIRAL SAMUEL GRAVES TO CADWALLADER COLDEN, LIEUTENANT  
GOVERNOR OF NEW YORK <sup>1</sup>

Sir

*Preston at Boston 25 feb. 1775*

I am much obliged to you for the letter you did me the Honor to write to me, by Lieut Robertson; and sincerely congratulate you on the very proper behaviour of your Assembly with respect to the Quebec and Boston acts, they were no doubt urged to a very contrary conduct.

Permit me Sir sincerely to wish that their future proceedings may be equally judicious, and that your Honor may experience the high satisfaction to see them lay aside their senseless opposition to their indulgent Mother Country, and Unite in endeavouring to restore Publick Tranquility and a due subjection to the Laws among themselves. It would give me great pleasure to serve Lt. Robertson as he had the honor of your Introduction, but the number of Gentlemen I have with very powerful recommendations leave Me No room to imagine any thing can be done for him while I command on this station – I am with very great respect and esteem Sir [&c.]

Sam<sup>l</sup> Graves

1. *The Letters and Papers of Cadwallader Colden* (New York, 1923), VII, 266. Hereafter cited as *Colden Papers*.

*Providence Gazette*, SATURDAY, FEBRUARY 25, 1775

Providence, Feb. 25.

The *Rose* Frigate and *Swan* Sloop, with the Tenders, are very vigilant in searching almost every Vessel that arrives in the River. – Three Seizures have been made by them within a few Days past.

**26 Feb. (Sunday)**

JOURNAL OF HIS MAJESTY'S SHIP *Lively*, CAPTAIN THOMAS BISHOP,  
COMMANDING <sup>1</sup>

Febry 1775

Moor'd in Marblehd Harbr

Friday 26

Fresh Breezes and fair Weather Anchor'd here the *Sea Venture* Transport from Boston with Troops at ½ past 2 P M they disembark'd at 8 they embark'd at 3 A M [February 27] the Transport sailed.<sup>2</sup>

1. PRO, Admiralty 51/546.

2. See *Essex Gazette*, February 28, 1775.

DIARY OF EZRA STILES <sup>1</sup>

On Ldsdy Mornng. 26 ult. the Regt at Castle William of 240 Men embarked on board a Transport on a secret Expedition; and at III P.M. landed (while the Congregation were at Pub. Worship) at Marblehead, & march 5 miles around to Salem to seize some Ordnance &c. Instant notice being sent the pple at Salem



# To the *Freeholders, Free-* *men, and Inhabitants, of* the City and County of *New-York.*

GENTLEMEN,

**A**S a Report prevails, that the Ship *BEULAH*, is destined for *Halifax*, I have perused the Association of the Congress, in order to satisfy myself, whether her going there, will be conformable to their Intention: I think it will *not*.—For the Association directs, that “if any Goods, or Merchandizes, shall be imported after the First Day of *February*, the same ought forthwith to be *sent back again*, without breaking any of the Packages thereof.”—Now, the plain and obvious Meaning of the Words “*sent back again*,” are, that the Goods ought to be destined for, or go to the Place from whence they came. And therefore, the sending the *Beulah* to *Halifax*, instead of *London*, will be a Violation of the Association.

This is so clearly the Language of common Sense, that it would be trifling with you, to attempt to adduce Proofs in Support of that Construction. In vain will it be objected, that “*sent back again*,” means no more than that the Goods must go back out of the Port. Had this been the Intention of the Congress, the Association would have expressed it:—Instead of “*sent back again*,” the Words would have been more loose and vague,—“the same ought forthwith” to be sent out of the Port, or exported:—But so far from this, that the Words used “*sent back again*” are so plain and determinate, that not one Man out of a Hundred, the least acquainted with our Language, will hesitate, or differ about those Words, implying the Place from whence a Person, or Thing came.

It may, therefore, not be improper, to put the following **QUERIES**, to the Captain, and Owners, of the Ship; as well as to the Proprietors, and Consignees of her Cargo.

*First.* Upon Proof being made to the General Committee, that the Ship went to *Halifax*, and there Landed her Cargo, with the Consent of the Captain and Owners &c. will it not be the Committee's Duty to Advertise them?

*Second.* If this is done, what will be the Consequence to the Captain, Owners, &c? and,

*Thirdly.* Will the People be passive, when a Violation of the Association is announced to the whole Continent?

*New-York. Feb. 25, 1775.*

A C I T I Z E N.

removed the Cannon over a Bridge. The Troops under Col. [Alexander] Leslie arrived at the Bridge, which [was] a Draw Bridge not far from the No of young Mr [Thomas] Barnards Meetinghouse. The provincial Col. [Timothy] Pickering mustered between 30 & 40 under Arms on the other side of the Bridge & drew up the Bridge. A vast Multitude was convened, and Alarm Guns fired continually. Col. Leslie findg the Bridge drawn, ordered his Men to face, seeming to intend to fire on those on the other side. The Men did not face, At length he ordered his men to put off two Gundalos – but the Salemites instantly skuttled them. The Soldiers prickt them with Bayonets &c. At this Inst the Rev Mr Barnard jun. stepped up to Col. Leslie; complained that his soldiers abused our ppl., told him they wer the Aggressors, & beged him not to fire, for that if he did they would all be cut off. Leslie kept his Troops at the Bridge an hour & half: – At length Col. Leslie pledged his honor that if they would let down the Bridge he would march but thirty rods over it & return without doing any Thing further. The Line was markt, and Col. Pickering with his 40 brave heroes (like Leonidas at Thermopylae) faced the Kings Troops, risked Col. Leslies Honor; the Bridge was let down, Leslie marched over, & while some men were on the Bridge & others on this side, he halted, ordered them to face about, & so they marched back, returned to Marblehead, & embarked that night for Castle William, without the Cannon which they went after. The Country was alarmed, the News flew like Lightening, they marched from Haveril &c and one compa arrived in Arms from Danvers just as the Troops left the Town. Thus inglorious was the Excursion and Retreat of the Kings Troops.

1. *Essex Institute Historical Collections* (Salem 1902), XXXVIII, 336, 337.

#### NARRATIVE FOUND IN THE FAMILY PAPERS OF MAJOR JOHN PEDRICK <sup>1</sup>

On the 26th February, 1775, General [Thomas] Gage received information that cannon and military stores were to be deposited at Salem and he sent Lieut. Col. [Alexander] Leslie with one hundred and forty soldiers in a transport to seize them; fortunately, they were discovered in the act of landing at Marblehead Neck; a man went around to the church doors with a drum beating "To arms! to Arms!" It was during service. Major [John] Pedrick hastened out and was told that the British had landed on the Neck; at once he understood their object, hastened to his residence, had his parade horse saddled, rode away with the utmost speed, and met a person who said the troops had formed their ranks on Bubier's Plain and were marching on towards Salem. He quickly followed, heard the drum and fife playing Yankee Doodle; when he had so gained upon them he leaped his horse over a wall which brought him to a steep hill leading to Gardner's Mills, which was so steep in descent it was looked upon as a breakneck place and really safest to go down at a gallop. At the bottom of the hill he came upon Col. Leslie, with whom he was well acquainted and who at that moment was in the rear of his troops. They exchanged a military salute and Leslie ordered his men "to file to the right and left and give Major Pedrick the pass." This pass was a narrow wooden bridge over a river which emptied into the sea and near which was a great [grist?]; leaving the bridge, the

river wound around a sharp point of land, so that after a few yards were passed he was concealed from the observation of any one upon the bridge.

Major Pedrick thanked Col. Leslie for his courtesy, passed between the files of soldiers, and while in view of them rode slowly; but, once around the point of land, put spurs to his horse, went to Salem with all speed, stopped at the door of the North Church (it was during the time of service, being Sunday) explained Col. Leslie's object, then dashed down to Spike bridge to have the draw raised so as to prevent the passage of the "Regulars." Rev. Mr. [Thomas] Barnard and others followed as quickly as possible and it was arranged that Mr. Barnard was to remain in charge of it. Major Pedrick said to Mr. Barnard that Col. Leslie would order the draw to be lowered in the "King's name;" that he could reply it was not the "King's" highway, but a private road, and requested him to parley with him and resort to all expedients to delay him until a message should come from Major Pedrick to say that the cannon were safe. Col. Leslie threatened that they would cross the river in boats and was told they would be sunk if it were attempted: as it was, they did destroy a few. The militia assembled and the Regulars were so exasperated that it was with difficulty the gentlemen present prevented bloodshed.

On his return to the bridge, Major Pedrick heard Col. Leslie say that his orders were "to cross the bridge," and he would do it at all hazards. Major Pedrick then requested Mr. Barnard who was on the same side of the bridge with Col. Leslie to say to him that if it were a "point of honor" with him to do it, that the draw should be lowered for him and his men, to cross over and to march so many paces beyond; provided that being accomplished they would return to their place of embarkation. After some consultation with his officers this was agreed to by Col. Leslie, and being done the troops wheeled round and the music played by the band was "The world turned upside down."

Immediately upon Col. Leslie's accepting the terms, Major Pedrick rode a short distance away, as he felt it would be uncourteous to remain and witness his annoyance; as in yielding the pass to him he had missed the opportunity of carrying the object for which he had been sent. <sup>2</sup>

1. *Essex Institute Historical Collections*, XVII (Salem, 1880), 190-192.

2. Major Pedrick, a native of Marblehead, died in 1780. The account of his participation must have been passed along to a relative, who in committing it to paper later, seems to have confused the British tunes with those used later in the war and at Cornwallis's surrender in 1781.

GENERAL THOMAS GAGE TO CADWALLADER COLDEN, LIEUTENANT GOVERNOR  
OF NEW YORK <sup>1</sup>

Sir,

Boston Febr'y 26th 1775

I have received your's of the 20th Inst with a Letter for the Admiral which I Sealed and forwarded but have not seen him since, to know his Determination upon the subject in Question. I am however of opinion that he will do what you wish him, to do, if I can form any Judgement from Conversations I have had with him of the Propriety of the Measure.

The Conduct of your Assembly gives fresh spirits to the Royalists in this Province, who wait with the greatest Impatience to hear the Fate of the *Buelah*. If she lands her Cargo it will be the means of inducing other Ports in every Province to do the like. We have yet had no Tryal of the kind in this Province, but I think if any ship arrives with a resolute Master that he will carry his Point, particularly at Marblehead; where they have appeared the stoutest and most insolent if you judge of them by their Resolves. But the Committee of Inspection there has been roughly handled lately on account of a seizure, and have acted with more meekness than was expected from them by the Rebel Party. The Admiral has threatened the Town and pressed some of their People, and I have declared I would apprehend them if they presumed to touch any man's Property.

I sincerely pray that New York may continue to pursue the Road she is in, and merit the Distinction of the Royal Province, and the Saviours of America, and that you may live to see the Completion of the good work you have so happily began.

I am with great Respect and Esteem Sir [ &c. ]

Tho<sup>s</sup> Gage

1. *Colden Papers*, VII, 266, 267.

**27 Feb.**

COURT MARTIAL OF LIEUTENANT WILLIAM HUNTER AND MASTER MALTIS  
LUCULLUS RYALL <sup>1</sup>

(Copy)

At A Court Martial assembled and held Onboard His Majesty's Ship *Somerset* at Boston in New England the 27th day of February 1775

Present

Edward Le Cras Esqr Senior Captain of His Majs Ships and Vessels at Boston,  
President.

Captain Brodk Hartwell  
John Macartney

Captain Geo. Vandeput  
Jno. Robinson

who being all duly Sworn

The Court in pursuance of an Order from Samuel Graves Esqr Vice Admiral of the Blue and Commander in Chief of His Majesty's Ships and Vessels employed and to be employed in the River St. Lawrence &ca proceeded to try Lieutt William Hunter Commander, and Mr. Maltis Lucullus Ryall Master of his Majesty's Brig *Gaspee* for the death of John Lutey Seaman, late belonging to the said Brig, and the Court having heard all the Evidence and Carefully examined into every Circumstance attending the desertion of the four Seamen with the Brig's Boat; and very naturely weighed and considered the whole are of Opinion that it being proved to the Court, the four Seamen were in the Act of desertion with the King's Boat at Falmouth Harbour in Casco Bay on the 13th of February 1775, Lieutenant Hunter in doing his duty behaved like a good Officer by Firing at them on their refusing to return according to his Orders; and that Mr Maltis Lucullus Ryall the Master of the said Brig is justified in obeying the Lieutenant's Order to fire likewise; The Court do therefore acquit

the said Lieutenant William Hunter and Mr. Maltis Lucullus Ryall of the Murder of the said John Lutey, and they are hereby acquitted accordingly.

E. Le Cras  
B. Hartwell

Geo: Vandeput  
John Macartney

J. Robinson

G. Gefferina, appointed to execute the Office of Deputy Judge Advocate  
A True Copy

G. Gefferina.

[Endorsed] Sentence of a Court martial. In Vice Adml Grave's Letter/dated  
4h March 1775.

1. PRO, Admiralty 1/485, LC Transcript.

VICE ADMIRAL SAMUEL GRAVES TO THE INHABITANTS OF MARSHFIELD, MASS.<sup>1</sup>

*The ADMIRAL'S Answer.*

*To the Inhabitants of the Town of MARSHFIELD.*

Gentlemen, The warmth with which you declare your principles of loyalty to your Sovereign and his constitutional government, cannot fail of being grateful to the mind of every lover of his country: And it is much to be wished, that the uniform propriety of your conduct will extend its influence, to the removal of those groundless jealousies, which have unhappily warped the affections of too many of your countrymen from the parent state, and which are now tending to raise violent commotions, and involve in ruin and destruction this unfortunate province.

The approbation you are pleased to express of his Majesty's appointment, at this critical juncture, to the command of his American Fleet, is flattering; and you may be assured that my countenance and support shall never be wanting to protect the friends of the British Government, and reduce to order and submission those who would endeavour to destroy that peace and harmony which it is the end of good legislation to produce.

S. Graves

1. *Boston Evening Post*, February 27, 1775.

**28 Feb.**

*Essex Gazette*, TUESDAY, FEBRUARY 21 TO 28, 1775

Salem, February 28.

Last Sabbath [February 26] the Peace of the Town was disturbed by the coming of a Regiment of the King's Troops, the Particulars relative to which are as follows. — A Transport arrived at Marblehead, apparently manned as usual. Between two and three o'Clock (as soon as the People had gone to Meeting) the Decks were covered with Soldiers, who having loaded and fixed their Bayonets, landed with great Dispatch; and instantly marched off. Some of the Inhabitants suspecting they were bound to Salem, to seize some Materials there preparing for an Artillery, dispatched several Messengers to inform us of it. These Materials were on the North Side of the North River, and to come at them it was necessary to cross a Bridge, one Part of which was made to draw up, for the Convenience of letting Vessels pass through. The Inhabitants kept a Look-out for the Appearance of the Troops. The Van Guard arrived, and took their Rout down in Town as far as the Long-Wharf; perhaps to decoy the Inhabitants thither, away

from the Place to which the main Body were destined. The main Body arrived soon after and halted a few Minutes by the Town-House. It is said Inquiry was immediately made by some of the Officers for a Half-Brother of Col. [William] Browne, the Mandamus Counsellor.<sup>1</sup> Be this as it may, he was very soon whispering in the Colonel's Ear,<sup>2</sup> in the Front of the Regiment; and when he parted from the Colonel, the Regiment marched off with a quick Pace, in a direct Course for the North Bridge; just before their Entrance upon which, the Draw-Bridge was pulled up. The Regiment however pushed forward till they came to the Draw-Bridge, not observing (as it seemed) that it was drawn up. The Colonel who led them expressed some Surprize; and then turning about, ordered an Officer to face his Company to a Body of Men standing on a Wharf on the other Side the Draw-Bridge; and fire. One of our Townsmen<sup>3</sup> (who had kept along Side the Colonel from the Time he marched from the Town-House) instantly told him he had better not fire, that he had no Right to fire without further Orders, "and if you do fire (said he) you will be all dead Men." The company neither fired nor faced. The Colonel then retired to the Center of his Regiment, assembled his Officers, and held a Consultation: Which being ended, the Colonel advanced a little, and declared he would maintain his Ground, and go over the Bridge before he returned, if it was a Month first. The same Townsman replied, he might stay there as long as he pleased, no Body cared for that. That Half-Brother before mentioned (it is said) made towards the Bridge, but seeing the Draw-Bridge up, says, "It is all over with us." He has since disappeared. Mean while two large Gondolas that lay aground (for it was low-water) were scuttled, lest they should cross the Channel in them. But whilst one Gentleman with his Assistants was scuttling his own Gondola, a Party of about twenty Soldiers jumped into it, and with their Bayonets charged against our unarmed Townsmen (some of whom they pricked) compelled them to quit it; but before this a sufficient Hole had been made in the Bottom. This Attack of the Soldiers, and some other Occurrences, occasioned a little Bickering, but by the Interposition of some of the Inhabitants the Disputes subsided.

At length some Gentlemen asked the Colonel what was his Design in making this Movement, and why he would cross the Bridge? He said he had Orders to cross it, and he would cross it if he lost his Life with the Lives of all his Men. And now (or before) asked why the King's Highway was obstructed? He was told it was not the King's Road, but the Property of the Inhabitants, who had a Right to do what they pleased with it. Finally the Colonel said he must go over; and if the Draw-Bridge were let down so that he might pass, he pledged his Honour he would march not above thirty Rods beyond it, and then immediately return. The Regiment had now been on the Bridge about an Hour and an Half; and every Thing being secured, the Inhabitants directed the Draw-Bridge to be let down. The Regiment immediately passed over, marched a few Rods, returned, and with great Expedition went back again to Marblehead, where they embarked on board the Transport without Delay.

The Regiment brought with them Lanthorns, Hatchets, Pick-Axes, Spades, Hand-Spikes and several Coils of Rope.

When all the Circumstances are considered, there can remain no Doubt that the sole Purpose of this Manoeuvre was to steal away the Artillery Materials be-

fore mentioned. In the first Place the Regiment was taken from the Castle, so that the Inhabitants of Boston might be prevented giving us any Intelligence: The Transport arrived at Marblehead a considerable Time before the Regiment was landed, but the Men were kept snug under the Hatches: As soon as the Inhabitants of Marblehead had got to Meeting, the Troops landed, and pushed on their March to Salem, and proceeded to the very Spot where the Materials for the Artillery were lodged. But meeting with this sad Rebuff, and finding their Plot was discovered, they then made a Retreat. – 'Tis regretted that an Officer of Colonel Leslie's acknowledged Worth, should be obliged, in Obedience to his Orders, to come upon so pitiful an Errand.

Various Reports were spread abroad respecting the Troops, – the Country was alarmed; and one Company arrived in Arms from Danvers just as the Troops left the Town. We immediately dispatched Messengers to the neighbouring Towns to save them the Trouble of coming in; but the Alarm flew like Lightning (and Fame doubtless magnified the first simple Reports) so that great Numbers were in Arms, and some on the March, before our Messengers arrived.

1. John Sargent, a Tory who shortly after fled to Boston.
2. Lieutenant Colonel Alexander Leslie.
3. Captain Jonathan Felt.

JOURNAL OF HIS MAJESTY'S BRIG *Gaspee*, LIEUT. WILLIAM HUNTER,  
COMMANDING <sup>1</sup>

February 1775                      At Single Anchor in Nantasket Road  
Tuesdy 28th                      A M Mr Ryall and I return'd from the Court Martial being acquitted – Anchd here from Bermuda His Majesty's Schooner *Hope* –

1. PRO, Admiralty 51/381.

NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES <sup>1</sup>

[Boston] Feby 28th [1775]

The *Hope* Schooner came in; she had sailed from Boston on Christmas day, but soon after she got out, a Snow Storm coming on the Pilot would not venture to carry her over Nantucket Shoals, wherefore she was obliged to go round them, and the Wind suddenly shifting to the North West, and blowing with great violence, Lieut. [George] Dawson after suffering extremely from Cold and Wet, and the Schooner making much Water, to avoid being forced to the West Indies, pushed for Bermudas and going in there the Schooner struck upon a Rock.

The Officers and Crew of the *Halifax* Schooner came to Boston in a Wood Sloop, and reported that on the 15th of February as they were going with a fresh gale large from Cranberry harbour to Machias, the Pilot himself steering, the Schooner about Noon run upon some Rocks, which it being then high Water, were covered; that as there was a great deal of Sea she soon bulged, and they with difficulty saved their Lives, that the succeeding Night it blew very hard and the Vessel next morning was entirely split to pieces, and that they had lost Every thing but the Cloaths on their backs.

1. Graves's Conduct, I, 54, 55, MassHS Transcript.

1 Mar.

LIEUTENANT JOSEPH NUNN TO VICE ADMIRAL SAMUEL GRAVES<sup>1</sup>

(Copy)

Boston March 1st 1775

Sir The 15th. February at three O'Clock in the Morning I sailed from Cranberry Harbour, with His Majesty's Schooner the *Halifax*, intending to put into Machias to take a Pilot for Passamiquody, the Pilot we then had Onboard not being acquainted with the Coast further than Machias; At half past twelve the Pilot being deceived in the Land, run the Schooner upon a Ridge of Rocks off Sheep Island, three Leagues from Bucks Harbour near Machias, the Vessel going at that time seven knots and a half with a fresh Gale at W.S.W. – the Rudder was immediately knocked off on the Vessel striking – I then ordered the Mainsail to be lowered down, hoping to force her off with the Head Sails; upon Sounding we found she had sued three feet forward and surrounded with Rocks, that had three feet less Water on them than She drew – I then ordered the Sails to be furled and the Boats hoisted out, to save what Provisions and Necessaries we could for our Subsistance – At six found the Tide had left the Vessel dry upon the Rocks, with her Starboard Side bulged, seeing it was impossible to save her, we with much difficulty got ashore upon Sheep Island where we encamped, at seven came on a very hard Gale of Wind with Frost and Snow; – At 8. the Sea broke over the Mast Heads and overset the Vessel. We saw no more of her till day break, when we found she was beat to pieces, nothing but the Masts appearing upon the Water, we at the same time saw the Yawl was stove to pieces on the Rocks; – At 8 in the Morning it was more moderate, and finding we were upon an uninhabited Island, I thought it necessary to embrace the first Opportunity of sending the Boats to the Main to endeavour to find some Vessel or Boat, to carry us off the Island, having but one Boat, the loss of which must have cut Us off from any resource, and the Master being an entire Stranger on the Coast, did not think it prudent to risque the Boat without the Pilot, who I ordered to go, cautioning the Master at the same [time] to prevent his escape from him – At nine the next Morning the Master returned with A Small Schooner from Buck's Harbour, where he informed me the Pilot made his escape from him, at half past ten embarked for Bucks Harbour.

As a Detail of what occurred afterwards would be too tedious to insert at present, I must beg leave to refer to the enclosed Journal of our Proceedings from the time we left Cranberry Harbour, to our arrival in this Port. I am, Sir [&c.]

Josh. Nunn

1. PRO, Admiralty 1/485, LC Transcript.

CADWALLADER COLDEN, LIEUTENANT GOVERNOR OF NEW YORK, TO  
LORD DARTMOUTH<sup>1</sup>

[Extract]

New York 1st Mar 1775

Two vessels have arrived here since the first of February one of them from Glasgow has been obliged to depart with her Cargoe to Jamaica.<sup>2</sup> Neither the Master of the Ship nor the merchant to whom the Cargoe was consigned, would demand any assistance, or shewed any inclination to have the goods landed.



It was not therefore possible for Government to interfere with any propriety. The second ship is from London; she still lies a few miles below the Harbour, and it is said is to carry her Cargo to Halifax. Neither the master nor owners of this ship or Cargo, have made any application to Government. The success, my Lord, which the violent Party have had in preventing there vessels from Landing their Cargoes here, has given them great spirits, and it a strong counterpoise to the conduct of the Assembly – Your Ldp. will beleive it has chagrined me a good deal . . .

We have had, my Lord, only one hundred men of the Royal Irish Regiment in this City for several months past, and the *Kings Fisher* Sloop of War in the harbour. The moderate Inhabitants have constantly expressed a wish that we had a more formidable Power in the Place to awe the licentious & encourage the freinds of Government. convinced that it would be for His Matys Service, I wrote to Admiral [Samuel] Graves on the 20th Ulto and suggested to him the utility of sending one of the large Ships from Boston to this Place. I mentioned of what consequence it would be to keep the command of Hudsons River which must be passed by the Southern People before they can join the Eastern. The Idea of their really fighting the Kings Troops, is so full of Madness and folly, that one can hardly think seriously of it – yet my Lord a neglect of proper precautions may encourage wild enthusiasts to attempt what they would not otherwise venture upon.

Except the measures that are pursued in support of the non importation association, the people of this Province are in other respects very quiet and shew no inclination to copy the extravagant Plans of their neighbours

1. O'Callaghan, ed., *Colonial New York*, VIII, 543.

2. The ships *James* and *Beulah*.

WOOLSEY AND SALMON TO JAMES FORDE, DROGHEDA <sup>1</sup>

[Extract]

[Baltimore] 1st March 1775

We had the pleasure of writing you under the 8th of last Decem a Copy of which you have Annaxed, to which plase be Referd. since then have Recvd Sundry Copys of your orders for Wheat to our G. Salmon, and note the Contents. we find it Impossible as yet to get a Vessel for your port. had it been in our power, we would had one of your Cargoes of Wheat well on the Way to you however if any Vessel should offer be assured we will not miss getting her. the Brig that was Chartered in Dublin not yet Arrived if she does come we hope she will have no salt in, if she has salt we cannot tell what will be done with her and it, but be assured we will act for you as if it was our own. if she was hear clear of the Salt we should soon have her loaded

1. Woolsey and Salmon Letter Book, LC.

LEVINUS CLARKSON TO DAVID VAN HORNE, NEW YORK <sup>1</sup>

Hon. Sir

Chs Town [S.C.] 1 March 1775—

This Instant I Received your favor p Capn Craig, and find you had made Insurance, on the 6 Pipes of Wine wh naturally Augments the Price, But as I am

convinced your Intentions where for my Intrist in covering them you have my thanks –

Sorry that the Wines turn out so Indifferant, I cant git the first Cost owing to their Indifferent Quallity, As to the Pipe Referd to for help of Brandy, All that Mr Evers sent me would not save it, I think the Person you bought it of Should in Honour make me a Considerable Abatement or have it disposd of on his own Accot As no man in Ch Town can dispose of Madeira Wine to a greater Advantage than myself, Provided they are good,

I have Shipd to the Address of Messrs John Lisle & Co Mercht at Madeira 129 Bbbs Rice Amot to £500 New York Currency wch Sum pleas to have Insurd on Cargow on Board the Brig *Rebecca* Joseph Vessy Master a prime Bermuda Vessel from Chs Town to the Island of Madeira At and from thence to Chs Town

I find Major Bayard has purchasd me a Horse and is at a Loss to know who is to pay for him, Dr Sir Is it Possable you would not advance this triffling Sum when you know you have given me your Lettr of Credit to draw on you for £500 York Not that I want a Farthing, But what must the Major think of my Circumstances when youle not pay so triffling a sum as £40 or £50 What ever money you have advanced me please to charg Intrist This affair has given me more Unneasiness than you can conceive. This will not be Buried at Bloomingdale, Consiquently, Instead of your Serving me Your proceedings will Injure me –

Should Mr Hamilton be wth you on the Receipt of this Please to desire him to Shipt the Amot of what Cargo I have on Board Lewis should he Sell in Europe in Specie provided there is no Risque of Seizure, As I have since his Absence have had the Address of a Ship & have paid Mr Wm Neate Mercht in London more than his Amot wch I thank god is in general the Case Except the Poor Horse

What would my friend at Chs Town think of me was they to hear of it, Hear I can have Credit for 5000 bbls Rice & thanks in the bargan for taking it, wch is from a Punctuallity in Payments wh pleas to enquire & youl find to be so

Rice is at 50/ and have been Offerd any Quantities Yesterday & that price Yesterday 3 Months Credit, but I make not the Least doubt it will be in a short time 45/ Owing to the Planters fear the Next Congress will not Consent to their having an Exclusive right of shippen grain to England, Consiquently are Hurrying it down before Next Meeting of Congress and very few Ships in here I shall write to Mr Evers & Co to Charter me a Vessell of the Burden 500 Bbbs Rice if to be had at 55/ to the Markets & 45/ to Portugail Spain &c – I hope you have long since Reced the Ballance from Mr Sebring & the 34 Bbbs Rice p Decamp are come to hand wh will more than pay you your Ballance & the Majors<sup>2</sup> What ever Business you may please to do for me in future I beg youll Charge me a Comission & am Dr Sr [&c.]

Lev<sup>s</sup> Clarkson

To the Care of Messrs Willing & Morris via Philadelphia

1. Levinus Clarkson Papers, 1772–1793, LC. See also his previous letter of January 2, 1775.
2. *Ibid.*, “Invoice of 34 Bbbs Rice Shipd by Levinus Clarkson on Board the Sloop *Elize* Decamp Master for New York on accot & Risque of the Shipped and Consignd to Mr David Van Horne . . . £514.11.0. Chs Town February 20th 1775, Levs Clarkson.”

**2 Mar.**MINUTES OF THE COMMITTEE OF INSPECTION OF FALMOUTH, MAINE PROVINCE<sup>1</sup>

Committee of Inspection Chamber Falmouth, March 2, 1775

At a meeting of the Committee of Inspection, at the Library Chamber, to determine what ought to be done with respect to a vessel that arrived here this day from Bristol, supposed to have goods and merchandise for Captain Thomas Coulson on board:

*Voted*, That Mr. Benjamin Mussey, Captain Joseph McLellan, and Mr. Benjamin Titcomb, be a Committee to employ some person to see that no goods are landed from said vessel during the debates of the Committee of Inspection, and to desire that Captain Coulson and the Master of said vessel would attend this Committee.

Captain Coulson and the Master accordingly attended; and being asked if said vessel came from Bristol, and what she had on board, answered that she did come from Bristol, and had on board Rigging, Sails and Stores for a new Ship lately built here by Captain Coulson.

*Voted*, That Captain Joseph McLellan, Mr. Jedidiah Cobb, Mr. Benjamin Mussey, and Mr. Samuel Freeman be a Committee to go on board said vessel, or employ some other persons to go on board her, to see whether she has on board any goods other than the Rigging, Sails, and Stores for said new Ship.

The meeting was then adjourned to eight o'clock tomorrow morning to meet at the Library Chamber, and that in the mean time the absent members be desired to attend.

1. Peter Force, comp., *American Archives, Fourth Series* (Washington, 1837-1853), II, 312, 313. Hereafter cited as Force, comp., *American Archives*.

GENERAL THOMAS GAGE TO THE INHABITANTS OF MARSHFIELD, MASS.<sup>1</sup>

[Boston, March 2, 1775]

To the Loyal Inhabitants of the Town of Marshfield

Gentlemen I return you my most hearty thanks for your Address, and am to assure you that I feel great Satisfaction in having contributed to the safety and protection of a People so eminent for their Loyalty to their King and Affection to their Country, at a time when Treason and Rebellion is making such hasty Strides to overturn our most excellent Constitution, and spread Ruin and Desolation thro' the Province -

I doubt not that your duty to God, your King and Country, will excite you to persevere in the Glorious Cause in which you are engaged, and that your laudable Example will animate Others, with the like Loyal and Patriotick Spirit.

1. Gage Papers, CL.

*Boston Evening Post*, THURSDAY, MARCH 6, 1775

Boston, March 2.

His Excellency General [Thomas] Gage, having information that some brass cannon were deposited in or near Salem, he sent an officer to endeavor to discover

where they were lodged, at the same time he ordered a transport to receive on board a detachment of the 64th regiment under the command of Lieut Col [Alexander] Leslie to bring away the above cannon They landed at Marblehead last Sunday [February 26] at 4 o'clock in the afternoon, and marched immediately to Salem; where they were informed by the officer sent forward, that he had been in the place where the cannon were supposed to have been concealed; but found none: But the commanding officer having received intelligence that some trucks were seen going out of Salem that morning, he continued his march the road they were said to have taken; but coming to a draw-bridge over an arm of the sea, he found the people on the opposite side had taken it up to prevent his passage: He desired it might be immediately let down; but they refused; saying it was a private road, and that he had no authority to demand a passage that way: On this he determined to ferry a few men over in a gundola (which then lay on the bank) as soon as it could be got afloat; the people discovering this intention, immediately jumped into her, and with axes cut through the bottom; Col. Leslie seeing this, ordered a party to drive them out of her, some of the people however, having obstinately refused to quit her, the soldiers were obliged to use force; upon this a clergyman<sup>1</sup> complained of the usage the inhabitants were receiving, when Col. Leslie told him, that if the bridge was not immediately let down, they might expect worse treatment; the clergyman than prevailed with the proprietor to let down the bridge, and the troops marched on, leaving a party in possession of the bridge till they returned which they soon did it being dark, and hearing nothing more of the trucks they went in search of, they then went back to Marblehead, and embarked on board the transport between eight and nine o'clock that night, and returned next day to Boston.

1. Rev. Thomas Barnard, Jr., pastor of the North Church in Salem

### 3 Mar.

#### MINUTES OF THE COMMITTEE OF INSPECTION OF FALMOUTH, MAINE PROVINCE<sup>1</sup>

Falmouth, March 3, 1775

The Committee of Inspection met, pursuant to adjournment. Present: Enoch Freeman, Esquire, Messrs. Daniel Ilsley, Benjamin Titcomb, Enoch Ilsley, John Waite, Stephen Waite, Benjamin Mussey, William Owen, Samuel Knights, Jedediah Cobb, John Butter, Jabez Jones, Smith Cobb, Peletiah March, Pearson Jones, Joseph Noyes, Samuel Freeman, Joseph McLellan, Theophilus Parsons

The question being put whether Captain [Thomas] Coulson's taking said Rigging and Sails out of the vessel in which they arrived, and his appropriating them to rig his new Ship, in order to send her to England, will be a violation of the American Association.

After a long and serious debate, it was

Resolved in the affirmative, by a majority of fourteen to five.

*Voted, therefore,* That said Rigging, Sails and Stores for said new Ship, ought forthwith to be sent back again, without breaking any of the packages thereof, by a majority of fourteen to five.

*Voted, nemine contradicente*, That all other goods and merchandise that were imported in said vessel ought also forthwith be sent back again without breaking any of the packages thereof.

*Voted*, That Messrs. Enoch Ilsley, John Waite and Daniel Ilsley be a Committee immediately to inform Captain [Thomas] Coulson of the result of this Committee; and that they are now sitting if he desires to attend them.

Captain Coulson attended and informed the Committee the Vessel in which his Rigging and Sails arrived was so out of repair, that she was unfit to return back again until she was repaired, and that in order to repair her the freight must be taken out.

The meeting was then adjourned to three o'clock P.M., to meet at the same place.

Three o'clock, P.M.

The Committee met, pursuant to adjournment.

*Voted*, That the Sub-Committees chosen by the first and second votes of yesterday, be discharged from any further service as Sub-Committees.

*Voted*, That this Committee will exert their utmost endeavours to prevent all the inhabitants of this Town from engaging in any riots, tumults, and insurrections, or attacks on the private property of any person, as pernicious to the real interest thereof, as well as injurious to the liberty of America in general, and that they will, as far as lies in their power, promote peace and good order, as absolutely necessary to the existence of society.

*Ordered*, That the result of this Committee, together with the foregoing vote last passed, be posted up in some publick place in the Town, signed by the Chairman.

Attest: Theophilus Parsons, Clerk

1. Force, comp., *American Archives*, 4th, II, 313.

*Salem Gazette*, FRIDAY, MARCH 3, 1775

Salem, March 2.

A Report prevailing Yesterday in Town that a large Number of Troops were embarked on board Transports at Boston, with an Intention to seize the Cannon at Fort-Island, some People assembled in the Evening, and removed them to a more secure place.

*PURDIE'S Virginia Gazette*, FRIDAY, MARCH 3, 1775

Williamsburg, March 3.

A Caution to the PUBLICK.

Be it known, that his Majesty's armed schooner MAGDALEN, HENRY COLLINS, Esq; commander, mounting four carriage guns, besides swivels, &c. now lies moored opposite to Burwell's ferry, for the purpose of bringing to and searching all vessels going up and down James river. [Note well! masters and owners, that the King pays *no costs or damages* in his Admiralty courts, whether your vessel, after seizure and libelling, be condemned or not. These are *necessary*

*expenses*, which must come out of *your pockets*; therefore, it will behove you to be on your guard.]<sup>1</sup>

1. Newspaper editor's brackets.

4 Mar.

GENERAL THOMAS GAGE TO LORD DARTMOUTH<sup>1</sup>

[Extract]

Boston March 4th 1775

(No. 25)

My Lord, I have the honour to transmit your Lordship a Paper of Intelligence of the Machinations and Projects of these People, which I have obtained since my last Letter to your Lordship No. 24: The Authority should be good, but I must wait some favourable Opportunity to inform Your Lordship from whence and by what Means the Intelligence has been obtained. The Circumstance of the Eight Field Pieces at Salem led us into a Mistake, for supposing them to be brass Guns brought in from Holland or some of the foreign Islands, which Report had also given Reason to suspect; a Detachment of two hundred Men under Lieut Colonel [Alexander] Leslie was sent privately off by Water to seize them; the Places they were said to be concealed in were strictly searched, but no Artillery could be found. And we have since discovered that they had been only some old Ship Guns which had been carried away from Salem some time ago. The people assembled in great Numbers with Threats and abuse, but the Colonel pursued his Orders, and returned to Marblehead where he had first disembarked his Detachment. . . .

1. PRO, Colonial Office, Class 5/92, LC Transcript.

VICE ADMIRAL SAMUEL GRAVES TO PHILIP STEPHENS<sup>1</sup>

[Extract]

Preston at Boston 4th March 1775.

Sir I have the satisfaction to acquaint you with the Arrival of Lieut [George] Dawson in his Majesty's Schooner *Hope* from Bermudas whither he was obliged to put in, after being blown off this Coast the latter end of December, which I mentioned in my last Letter to you dated the 20th of February, and my fears thereupon: Lieutenant Dawson informs me that going into Bermudas unacquainted, and no Pilot appearing, the Schooner struck upon a Rock about four Leagues S.S.E. of the West end of the Island and received some damage, but with the help of Boats, which soon came to his assistance, they got into Safety, and after repairing the Schooner Lieut. Dawson sailed from Bermudas the 18th of February and arrived here the 28th following. I have now ordered him to Rhode Island to bring to Boston some Marine Cloathing, Camp and Tent Equipage, left on board the *Rose* by his Majesty's Ship *Hind*.

Last Saturday Sen Night the 19th February Lieutenant [William] Hunter in the *Gaspee* returned suddenly from his Station to Boston and acquainted me that on the 13th lying at Falmouth in Casco Bay, four Seamen belonging to the Brig took the Boat from alongside and rowed towards the Shore, and that upon the Master and himself firing at the Boat to make them return, having in vain called to them for that purpose and received very abusive answers, one Man was

wounded, the other three rowed the Boat ashore and deserted at Falmouth where the wounded man died . . . I have ordered the *Gaspee* to return to Falmouth and endeavour to prevail on the select men and the Inhabitants to give up the three Deserters, and, after cruizing in the Neighbourhood 'till April, to proceed to Halifax, there clean and refit; and afterwards attend the Fisheries in the Bay of Chaleur and Gaspee, and on the Coast of Nova Scotia &ca

I inclose the Copy of a Letter from Lieut. [Joseph] Nunn<sup>2</sup> who came to Boston on the 28th of February in a hired Sloop with twenty of the Officers and people belonging to the late *Halifax* Schooner under his Command, whose Vessel is totally lost near Machias Harbour, near the entrance of the Bay of Fundy.

I also enclose a Copy of a Letter to me from Lieutenant Governor [Caddwallader] Colden, to whom I sent in answer that as I had for some time past intended to send one of the large Ships to New York, as early in the Spring as possible, I should now hasten the departure of the *Asia*, whose Captain would cooperate with him in all things for the good of his Majesty's Service. The Merchants of New York seeing so considerable a Naval Force before the City will I hope be induced to import as usual, notwithstanding any illegal Combinations to oppose it, as they may be sure of their Trade having, upon their Application for that purpose, all the assistance and protection that the Kings Ships can afford; And as the Lieutenant Governor is of opinion the Assembly at New York are inclined to take the Lead in endeavouring to effect a Reconciliation between Great Britain and her Colonies, I shall be extremely happy if the *Asia*, by assisting the Civil Government and protecting the property of well disposed Merchants, contributes in any respect to so desirable an Event . . .

The *Rose* and *Swan* in the different passages to Rhode Island have lately seized several Smugglers but we have not yet been so fortunate as to take any Arms or Ammunition.

The *Glasgow* is at last got upon the Ways and will be repaired with all possible Dispatch; about the end of next Month I hope she will be fit for Service.

I have heard lately from all his Majesty's Ships and Vessels under my Command to the Southward of Boston. The *Kingsfisher* is removed from Turtle Bay, where I ordered her to remain during the Severity of the Winter, and by desire of Lieut. Governor Colden lies in the Stream near New York. As Captain [James] Montagu acquaints me there is no likelihood of dangerous Ice, being in the River this Season, I have sent him directions to remain there as long as he shall find it to be necessary for the Kings service. I am &c

Sam Graves

1. Graves's Conduct, I, 55-60, MassHS Transcript.

2. See Lieutenant Nunn's letter under date of March 1, 1775.

MAJOR JOHN PITCAIRN, R.M., TO LORD SANDWICH<sup>1</sup>

[Extract]

Boston, 4th March 1775.

My Lord I had the honour to write to your Lordship about three weeks ago: nothing very material has occurred since. The battalion of marines are getting the better of their drunkenness. I hope we shall be all well soon. I assure you my Lord I have had a disagreeable time of it: I have lived almost night and

day amongst the men in their barracks for these five or six weeks past, on purpose to keep them from that pernicious rum. I would not have your Lordship think from this that we are worse than the other battalions here, the rum is so cheap that it debauches both navy and army, and kills many of them. Depend on it my Lord, it will destroy more of us than the Yankies will.

The Admiral distresses me much. He keeps fifty of the best men that came out with me; forty of them are from the Chatham division, both the men and the non-commissioned officers belonging to them were volunteers, and who I was exceedingly desirous of having as they would take care of the rest and be an example to them. I have great use for such men, for those sent me from Plymouth are by no means good in any respect. This my Lord is not the only thing wherein the Admiral behaves strangely to me. Yesterday morning he sent for me and told me that I must embark such a number of marines on board the *Asia*. I told him that I should do it with the utmost pleasure, if it was in my power, but I was absolutely under the command of General Gage and could order nothing but as he directed me; that if I did, I was liable to be tried and broke for it. It is needless for me to tell your Lordship how he talked to me and what he said; but be assured that nothing he says or does shall make me deviate from the rules of politeness and the respect due to an admiral and commander of a squadron. I waited on the General and told him what had passed: he was greatly surprised at it and could scarce believe me. He told me the Admiral was with him the day before, asking for those men; that he told him he could not spare them, administration had wrote to him that there were five hundred marines sent as a reinforcement to him, and that he had not got four hundred; and as he was every day threatened with being attacked by many thousands, he could not part with any of his troops. I should not have troubled your Lordship with this affair if the Admiral had not threatened to represent me to the Board; and as he may, I thought it necessary in this private letter to make you master of the whole story. Permit me once more, before I have done with this affair, to assure your Lordship that nothing shall make me behave with incivility or want of respect to any admiral or commanding officer.

Orders are anxiously expected from England to chastise those very bad people. The General had some of the Great Wigs, as they are called here, with him two days ago, when he took that opportunity of telling them, and swore to it by the living God, that if there was a single man of the King's troops killed in any of their towns he would burn it to the ground. What fools you are, said he, to pretend to resist the power of Great Britain; she maintained last war three hundred thousand men, and will do the same now rather than suffer the ungrateful people of this country to continue in their rebellion. This behaviour of the General's gives great satisfaction to the friends of Government. I am satisfied that one active campaign, a smart action, and burning two or three of their towns, will set everything to rights. Nothing now, I am afraid, but this will ever convince those foolish bad people that England is in earnest. What a sad misfortune it was to this country, the repealing of the Stamp Act; every friend to Government here asserts in the strongest terms that this has been the cause of all their misfortunes.

The General had intelligence that there was at Salem some brass field pieces. He sent Colonel Leslie with four companies of the 64[th] in a transport to Marble-



head. The Colonel landed, and marched with great expedition to Salem: the people beat their drums, rung their alarm bells; but the Colonel saw none in arms but five, and those took care to get out of the way as fast as they could. The people behaved as I suppose they will ever do, made a great noise when there is nobody to oppose them, but the moment they see us in arms and in earnest they will talk very differently. The Colonel found no guns – it is supposed a false information. He marched back to Marblehead and embarked for this place. The moment he left Salem, I am told the people got arms and paraded about, and swore if he had stayed half an hour longer they would have cut him to pieces. If he had continued there till now, none of them would have dared to have appeared in arms.

I am &c.

John Pitcairn

1. Barnes and Owen, eds., *Sandwich Papers*, I, 59–62.

### 5 Mar. (Sunday)

“REMARKS ON BOARD YE *Scarborough* IN PISCATAQUA RIVER”<sup>1</sup>

March 1775 Fired a 9 Pounder shotted at a Brigg from Dominico Impress’d  
Sunday 5th two Men out of her

1. PRO, Admiralty 51/867.

### 6 Mar.

FRANCIS LEGGE, GOVERNOR OF NOVA SCOTIA, TO LORD DARTMOUTH<sup>1</sup>

Halifax March 6th, 1775

(No. 33)

My Lord – I have not presumed to write your Lordship upon the present Commotions in America, as I have had no particular informations, but what might be Collected from the public Prints, and his Majesty’s Officers, & Governors in America have without Doubt given your Lordship a full & Adequate State of the matters within their respective Commands.

But as the resolutions of the Congress at Philadelphia have been adopted by several Provinces; one of which resolutions is to have no Trade with any of the Colonies that do not adopt their measures, and to induce the people of this Province to comply the Congress Transmitted their resolves and their other proceedings to the Speaker of the Assembly here, but no Answer has been given them, nor any Notice taken of their Transactions, in this Province. This I am informed has been resented, and the Trade of this Province with them is like to be suppressed, We have had but one small Vessel twice this Winter to Trade with us; but have been in no want of a Supply of all kinds of Necessary Provisions, Bread kind only excepted, & that in this Town only, the Country raising a sufficiency for the Supply of themselves –

As their resolves equally affect the West India Islands, as well as this Province, I have been inquiring carefully how they may in some measure be remedied Canada at present raises greater Quantity’s of Grain than they Consume, & they now export the greatest part for Europe, Portugal or Spain, haveing there a better

price, & an easier Navigation than to our West India Islands; but as the produce of their Cargo's is often returned in the produce & Manufactures of Foreign Countries, 'tho' it might Benefit the Canadians; is Disadvantageous to the British Trade –

I beg leave to observe to your Lordship that whilst Canada was in the Hands of the French, that Government were careful to Oblige all their Colonies to exchange their respective Products one with another, & interdicted all Foreigners from any Trade with them, & for this purpose the Town & Port of Louisburg was made an intermediate Port between Canada & their West India Islands, by which means the Navigation between Canada & the French West Indies, was made safe and Commodious. The River St Lawrence is shut up by Ice from the middle of November, and the Gulf full of Ice 'till May & sometimes to the end of that Month, & all Navigation totally suppressed, yet in the Summer Months not less than one Hundred Sail of Vessels were employed in carrying Provisions from Canada to Louisburg, & receiving such supplies as their wants called for, by this means also the French Established a very great Fishery at Louisburg, and a large Trading Town without having ten Farmers on the Island.

I am therefore fully of Opinion if the Port of Halifax was Established as an intermediate Port between Canada & the West Indies it would greatly advance the Trade and Interest of both these Provinces, & be a means of Assisting; and making up in some measure the disadvantage that will arise from the supplies being with-held from them by the rest of the Colonies.

But to promote this effectually it will be Necessary to prevent the Canadians from sending their produce usually exported to the West India Colonies, to any part of Europe except Great Britain and Ireland, the rest will follow of course, for the West India Islands will take of all their produce, & instead of Brandy, Oil &c. they will have in return Rum, Sugar, & Sundry other Articles, a mutual & Reciprocal Exchange of their own Commodities. –

The Port of Halifax being on every Account the best Port in America for safety & Convenience, accessible at all Seasons of the Year, is in its situation in respect to the West Indies, so placed that a Direct course may be made to any of the West India Islands, & in generall shorter passages than from any other Port in America, here the Canadian coming from the West Indies may safely resort till the Navigation of the Gulf and River becomes open & Safe. –

I beg leave further to Observe to your Lordship, that the Fishery carried on by the Inhabitants of the Massachusetts and New Hampshire is principally on the Coasts of Nova Scotia; few Fish are caught to the Westward of Cape Sables; by this Fishery they are enabled from these Colonies to supply Spain & Portugal, & other European Powers in the Mediterranean, the principal returns from thence are the products and Manufactures of those Powers which are imported into their Provinces by which means they are fully Supplied with those Goods prohibited by Acts of Parliament, to be imported directly from thence into any part of America: by the Multiplicity of their ports, and the great propensity of the Inhabitants in general to that Trade Notwithstanding the Number of Officers there to prevent it, & a Number of Cruizers, they find means to elude all their Vigilance. –

As the Port of Halifax is situated in the center of the Fishery, it might have

been conjectured, that it would in time have Drawn the Principal part of the Fishery into this Port, but Unfortunately for us, we have had no other Fishermen that has resorted and settled here, but the very refuse of the Fishermen who could not get an employ at Newfoundland, and the Contraband Trade so Beneficial to the other Colonies, & which has given them so great an Advantage, has prevented a resort of Industrious Fishermen from New England.

The remark I would observe to your Lordship on this Head, is, That if the Port of Halifax, was for a limited Time Established as the only intermediate Port between the European Powers and the Colonies for the importation of such of their Products as Parliament might allow on the Payment of certain Duties, a very Considerable Revenue would be secured to the Crown. The Fishery be Transferred from New England to this Province; The very Funds of that Contraband Trade Destroyed, and the illegal Importation of Foreign produce more effectually suppressed. –

I am fully persuaded if these measures could be carried into Execution, it would make a Material Alteration in favour of these two Colonies, & be much more advantageous as well to the West India Island, as the British Trade, all which I humbly Submit to your Lordships Consideration –

I have the Honour to be with the great Respect My Lord [&c.]

Fran<sup>s</sup> Legge

1. PRO, Colonial Office, Class 217/51.

#### GENERAL THOMAS GAGE TO VICE ADMIRAL SAMUEL GRAVES<sup>1</sup>

Copy./

Boston March 6th 1775.

Sir/ A Vessel being turn'd out of the harbour with Kings Provisions May and certainly will put us to great difficultys to Obtain others for the like services. the last was procured from a Gentm in New York when no other could be got who by being Obliged to put to Sea was near being lost beside the Additional expence to the Crown to bring these provisions round.

I conceive Vessels loaded with no other Cargoe but for the use of Government have by the Act of parliament a right to come into the Harbour; I now send you the Names of two Vessells daily expected with Provisions from New York, one Sloop *Susanah* Stephen Weeks Master, & Sloop *Speedwell* Thomas Bernard Mastr and beg the Favor you will order that they may enter the Port and unload their Cargoes.

1. Gage Papers, CL.

#### NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES<sup>1</sup>

[Boston] March 6th [1775]

The *Gaspee* sailed with Orders to cruize in Casco Bay untill the beginning of April, then to repair to Halifax, clean and refit, and afterwards proceed to attend the Fisheries along the Coast of Nova Scotia, in Canso, Gaspee and Chaleur Bays, and when short of provisions to victual either at Halifax or Quebec, but at the end of the fishing Season to return to Boston.

1. Graves's Conduct, I, 60, MassHS Transcript.

MINUTES OF THE BALTIMORE COMMITTEE<sup>1</sup>

March 6, 1775

Captain William Moat, of the Brig *Sally*, from Bristol, appeared before the Committee, and reported his Cargo on Oath, consisting of one Hundred Tons of British Salt, and Twenty-four Indented Servants. The Captain further reports that he took in his Salt before the 12th Day of December, and on or about that day, he fell down the River with his Vessel, to Place called Rowland Ferry, there to take in his Servants; that he continued there until the 23d, and sailed from King-Road the 24th of December.

Upon motion made by Doctor John Stevenson, to whom Capt. Moat's Vessel and Cargo were addressed, "that he might have Liberty from the Committee, to land the said Cargo of Salt, alledging it ought only to be considered as Ballast, and was not intended to be prohibited by the Associa[tion] of the Continental Congress"

The Committee took into Consideration, the State of the said Brig *Sally*, Capt. William Moat.

*Resolved unanimously*, That the Salt imported in the said Brig be not landed.

1. *Maryland Journal*, March 29, 1775.

**7 Mar.**

*Essex Gazette*, SALEM, TUESDAY, FEBRUARY 28 TO MARCH 7, 1775

Salem, March 7 [1775].

Last Friday Night [March 3] Twenty seven Pieces of Cannon were removed out of this Town, in order to be out of the Way of Robbers.

MAGISTRATES OF THE COUNTY OF PLYMOUTH TO VICE ADMIRAL  
SAMUEL GRAVES<sup>1</sup>

We the subscribers, Magistrates of the County of Plymouth within the province of Massachusetts Bay – Most humbly Shew –

That the tumults & disorders which are prevalent in said county, have justly alarmed the small number of Loyal & well affected persons, who reside in the Shire-town, & towns adjacent and (from a variety of threats & insults which have lately been offer'd them) they are apprehensive that an attempt will be speedily made to secure & detain their persons. And as they are (some of them) more than forty miles distant from the metropolis, & must pass thro' towns whose inhabitants are notoriously factious & malicious, their escape (by land) will be difficult if not impossible. We therefore in behalf of these his Majesty's faithful & Loyal subjects, most earnestly request That an armed vessel may be ordered to the harbour of Plymouth, that so they and their innocent families may be assisted in their retreat from the Baseless insults of rebellious & inhuman rioters. And as in duty bound shall pray

Boston March 7th 1775

Peter Oliver  
Josiah Elick  
H<sup>y</sup> Thomas

Peter Oliver Jun<sup>r</sup>  
Ed Winslow jun<sup>r</sup>

1. Winslow Papers, DAC.

VICE ADMIRAL SAMUEL GRAVES TO GENERAL THOMAS GAGE <sup>1</sup>

Sir

Boston 7th March 1775

I had the Honor of your Excellency's Letter of yesterday, and beg leave, in answer, to represent to you that The Act of Parliament allowing no Supplies of Provisions or Fuel, to be brought for the Inhabitants of Boston but such as are cleared at Marblehead, and Stores for the Use of Government only in Vessels Commissioned by or in the immediate pay of the King; <sup>2</sup> My orders to the Captains of the King's Ships under my Command are consonant to these Regulations, and nothing is permitted to pass in or out but as the Law directs; except by License under My hand and Seal which has always readily been granted when the King's Service would suffer by too strictly following the Letter of the Law; and I am greatly chagrined to find that in doing our Duty afloat We have occasioned any embarrassments in Your Excellency's Military Department. However I cannot help thinking this Might have been avoided by the Contractor's acquainting your Excellency, at an early period, that he expected this Vessel to arrive from New York; Your Excellency may be assured that I have great satisfaction in facilitating rather than impeding the Entrance of Supplies for the Army, where the Act is defective or not sufficiently explicit; And whenever Your Excellency is pleased to send Me the Names of Vessels bringing Provisions or Stores for the Army, I shall not only cheerfully grant them permission to enter, but direct them to have any assistance the Squadron can afford.

The Passes your Excellency has Now desired for the Sloops *Sunna* [*Susannah*] and *Speedwell* will be delivered upon Mr. Loyd's application for them to My Secretary. I have the Honor to be with great respect and regard Sir [&c.]

Sam<sup>1</sup> Graves

1. Gage Papers, CL.

2. Boston Port Bill of March 25, 1774.

NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES <sup>1</sup>

[Boston] 7th [March, 1775]

The *Hope* Schooner sailed for Rhode Island with a Quantity of Arms and Ammunition on Board, sent by General [Thomas] Gage to Colonel [Thomas] Gilbert; and the Admiral directed Captain [James] Wallace to convey them to Free Town or Assonet River, with as much Secrecy and Dispatch as could be.

1. Graves's Conduct, I, 60, MassHS Transcript.

DEPOSITION OF JOHN GRAHAM <sup>1</sup>

City of New York ss

PERSONALLY came and appeared before me, David Matthews, Esq; one of his Majesty's Justices of the Peace, for the City and County of New York, JOHN GRAHAM, Clerk to Robert and John Murray, of this City, Merchants, and being duly sworn on the Holy Evangelists of Almighty God, did depose and say: That he left this City on Sunday morning last [March 5], in Company with the said John Murray, and proceeded with him on board the ship *Beulah*, then lying at the

Watering Place; – that shortly after they arrived on board the said Ship, they weighed Anchor, and proceeded to Sandy Hook, where the Ship continued until about seven of the Clock this Morning, at which time they weighed Anchor, and stood out to Sea. – That the said Deponent, and the said John Murray left the said Ship, and came up opposite to Staten Island, where the said John Murray landed, about two of the Clock this Afternoon, and was going (as the Deponent understood from the said John Murray) to Elizabeth Town, to settle some Business with Lord Stirling: – That the Deponent saw the said Ship pass the Light House, about eight of the Clock this morning: – That neither the said John Murray, or the Deponent was on board the said Ship, after the Anchor was weighed: – That the Deponent did not hear any Conversation between the said John Murray and any other Person, relative to the taking any Goods out of the said Ship, nor does he believe that any Boat is employed for that Purpose: – That the Deponent's Business on Board was to copy Invoices and Letters; and further the Deponent saith not.

JOHN GRAHAM

Sworn this seventh Day of March, 1775, Before me D MATTHEWS

1. *New York Journal*, March 9, 1775.

GEORGE WOOLSEY TO GEORGE SALMON, DUBLIN <sup>1</sup>

[Baltimore] 7 [March, 1775]

Since writing you the 2d Instant none of yours – and little Alteration Save the Price of Wheat is down to 6/ & Flour to 15/ no acct of the Brig from Liverpool & no Vessel to be got for Drogheda. Doctor Stephenson has a Brig arrived with Salt <sup>2</sup> I shall be able to Inform you soon What will be done with it, You may be Assured that if Tichel <sup>3</sup> comes & brings any he will have the Same Fate.

1. Woolsey and Salmon Letter Book, LC.
2. The inward entries do not disclose such a brig.
3. Henry Tickell, master of the brig *Henry & Joseph*.

CORNELIUS HARTNETT, CHAIRMAN OF THE COMMITTEE OF SAFETY OF WILMINGTON, NORTH CAROLINA, TO RICHARD QUINCE, CHAIRMAN OF THE COMMITTEE OF SAFETY OF BRUNSWICK, NORTH CAROLINA <sup>1</sup>

Sir

[Wilmington] Tuesday 7th March, 1775

From the Captain of a vessel from Hispaniola, just come to town, we learn that a snow has arrived from Glasgow, laden with Bale Goods, Bricks, Wines, &c.; you are sensible, Sir, that these Goods, agreeable to the Articles of Association, ought to be returned; and take this very early opportunity of putting you in mind that she is a subject of your attention, having committed a breach of said Association within your limits.

The names of the Captain and Vessel are now known, but supposed to be the snow *Relief*, Dougal McGregor, Master. You will please communicate the procedure of your committee in this affair.

Signed Cornelius Hartnett

1. Saunders, comp., *Records of North Carolina*, IX, 1152.

10 Mar.

"REMARKS &C ON BOARD HIS MAJESTY'S SHIP ROSE"<sup>1</sup>

March 1775 Moor'd in Rhode Island Harbour  
 Friday 10 light breezes and Cloudy P M came in HM Schooner *Hope*, . . .  
 delivrd to the *Hope* Schooner 11 Bales of Marine Cloathing & 9  
 Casks of Camp Equipage Recd from Do 50 Musquets & 50 Bay-  
 onets, 1 Barrl of Powder, 3 Boxes of Shot, 1 Bag of Flints, . . .

1. PRO, Admiralty 51/804.

JONATHAN HAMPTON, CHAIRMAN OF THE COMMITTEE OF OBSERVATION OF  
 ELIZABETH TOWN, TO THE COMMITTEE OF OBSERVATION OF NEW YORK<sup>1</sup>

Gentlemen, Elizabeth-Town, Friday evening 12 o'clock, March 10, 1775

In consequence of the information received from Captain [Isaac] Sears, relative to the suspicion that some part of the cargo of the ship *Beulah*, had been unladed before she quitted this coast, the Committee of Observation for this town, met this evening, and made enquiry respecting the affair; and thereupon have to inform you, that it appears to them that a boat belonging to this town, did last Monday morning sail from New York to Sandy-Hook; that on Tuesday evening [March 7] she returned here. Two of the witnesses examined were the boatmen and the person who we suspect engaged the boat, who refused to be sworn, but from their behaviour, and what they said on examination, and other circumstances, we believe that this was the boat seen to be hovering about the *Beulah*, and took Mr. John Murray out of the ship, and that goods from said ship were landed by the said boat at Staten Island. We are not able at present to furnish you with any further particulars: The Committee will make further enquiry into this matter, and if any thing further appears, we will give you immediate information; – in the mean time we thought proper to give the above early intelligence, to furnish you with a clue in all probability of making more important discoveries on Staten Island, where we think the goods were undoubtedly landed, at the East end or in the Kills. by order of the Committee

Jonathan Hampton, Chairman

1. *New York Journal*, March 23, 1775.

ROBERT STRATFORD BYRNE TO THE COMMISSIONERS OF HIS MAJESTY'S CUSTOMS IN AMERICA<sup>1</sup>

(Copy)

Annapolis 10th Mar 1775

Honble Sirs I beg leave to acquaint you I arrived here the 6th inst in consequence of a Seizure I made on the 2d the Deposition of which will be transmitted you by the Governor, but I lament it is not in my power to give you the particular contents of the laden, as when I was attacked they robbed me of the Minute I'de taken with some things of considerable value my own property.

From the situation of the times & the distance of the place I was to escort them to *Singly* you will suppose the attempt in this rebellious place must have been attended with the greatest hazard of my life, but as the object of His Majesty's

Service (which I've much at heart) by shewing a precedent, I should be wanting in duty upon so urgent, an occasion was I not to exert myself, were the consequences attending be of the utmost Injury to my personal safety, in this Providence interfered when I add no man was ever nigher suffering Publick Execution, when I felt the inhumane barbarity of an incensed Mobb upwards of three hours from whom I experienced the utmost Brutality without the least lenity whatsoever.

The appointment of Surveyor sure was never intended I should fall a victim in a Country without any support, where the Civil Magistrate dare not execute his authority, as every man here is upon an equality, in this what can an Officer do who is bound by Oath to perform the trust reposed in him when I assert this and assure you I am the first ever executed his Commission here as being the first resident ever here before from your Honours Candor I doubt not you will pity my situation which I affirm is in the utmost danger, when I say this & can hardly get a house to receive me since I made the Seizure what must you imagine I undergo when I experienced those unhumane hardships. –

That your Honors may not be further deceived in the appointment I affirm it unnecessary, tho' the Smugling Trade carried on here is very extensive particularly between this & the Province of Pennsylvania, where Ships I am well informed touch in at Duck Creek Land what they have for this Province to avoid the Customs & so proceed up Delaware to Philadelphia some part below which place lyes a Sloop of War which should prevent it, if His Majesty's Officers do not exert themselves, where they have protection what am I singly to do unsupported in an inland Country abounded daily with Counterband trade. –

From these Circumstances Honble Sirs it is impossible to act, nor at the same time can I think of perjuring myself by overlooking things I'm bound to prosecute, but Cheerfully will I execute his Majestys Interest provided assistance notwithstanding the Consequences for the present it is impossible nor dare I return as yet to my station from apprehensions of a further assault in this I must beg my speedy removal elsewhere or leave of absence to return to Europe which I doubt not your Honours will immediately comply with. –

I'm here now seeking an Asylum under the Governor till other measures are adopted for my Security in whom I find everything I can expect from the times & from the barbarous treatment I've met with am mostly confined to my bed which is very expensive exclusive of my private Losses which I've no prospect of ever regaining except thro' your Honors benevolence & good offices in my behalf when I remind you its hard I should suffer in my person exclusive of property in prosecuting what I was bound to perform, should I meet with no other attonement, I flatter myself from the Deposition you will approve of my Conduct, & that you will never have reason to Censure me in the execution of my Office hereafter notwithstanding this Miscarriage by a Superiour force it may have a little effect by the issue of a Proclamation. I beg your Honours indulgence for the incorrectness of this Letter. I suffer while I write but I doubt not the Collector & Comptr will give you a more explicit explanation of facts & that I remain &ca.

(signd) Rob Stratford Byrne.



DEPOSITION OF ROBERT STRATFORD BYRNE <sup>1</sup>

Maryland sst

[March 10, 1775]

Came before the Subscriber one of the Lords Proprietary his Justices of the Provincial Court Robert Stratford Byrne, Surveyor of His Majesty's Customs for Sassafra & Bohemia, and made Oath on the Holy Evangel of Almighty God, that on Thursday the Second Day of March, last being in Kent County Maryland on the great Road leading to Duck Creek in Pennsylvania, he this Deponent fell in with two loaded Waggon, upon enquiring from whence they came and Destination was informed by one of the Drivers they belonged to Duck Creek and that their Loading consisted chiefly in Rum, Sugar, Coffee, a Drum, Colours, two Boxes of piece Goods &ca. chiefly the property of Messrs Lorain, Bolton & Anderson of Chester Town That after enquiring of the Drivers if they had Cockets for their Lading this Deponent was informed in the Negative, upon which he was under the necessity of making a Seizure that after this Deponent had escorted them on Foot for about Six or Eight Miles the Waggoners desired to Bait their Horses, that this Deponent, with reluctance, was obliged to comply, as one of the Drivers swore he would Act as he pleased, whose Name he was informed, is Shahahan – that being apprehensive of an Attack from the Drivers behaviour and frequent assembling of People, it growing Dark and having no assistance made him the more Watchful – that going down to the lower Waggon, where were some People examining the Contents, upon this Deponents desiring them to keep off, he could perceive a small Cask which he solemnly believes contained Gun powder and was Noticed by several of them saying they wished it their Property – That in the dark he was attacked by a number of People who were assembled at the Mill of Oliver Gallop, that after getting him down by Force and taking a new Fusee from him, they began to rifle his Pockets, and took about Twenty Eight Shillings, a red morroco Pocket Book, two yards of Black Riband and a Powder Horn, that a number of People got upon this Deponent & treated him in a very inhuman manner, and then the general Cry was drive on the Waggon and we will take care of him, on which this Deponent immediately saw the Waggoners put their Horses expeditiously too and drive off – that this Deponent being almost senseless from the pressure of their Bodies when the Cry of Tar and Feathers echoed, he attempted to struggle hard to avoid the Operation and could perceive them brought from the Mill of said Gallop, who by this time had absconded, and that after putting a quantity on his Head and Cloaths they dragged this Deponent several times on the Ground to the danger of his Life, that they threatened to Drown him if he would not drink with them which he reluctantly comply'd with. At this time they were dragging this Deponent to a Pond that afterwards they got a Horse saddled and mounted this Deponent several times with his Face to the Horses Tail shouting Liberty and driving him about said Mill Yard. that at Intervals this Deponent had several Swabbs of Tarr put upon his Cloaths and Stockings, that he several times cried out, not to Murder him & particularly to the Miller Gallop for Assistance, and requested him to admit this Deponent into his House which was refused, tho' he promised faithfully not to pursue the Waggon, they said they would take care this Deponent should not –

That they then, by Force, mounted this Deponent several times on a raft of Wood supported by a number of People on their Shoulders carrying him about in that brutal Manner – That this Deponent often intreated Mercy, and accused them of robbing him, but in return received the most opprobrious Language – That this Deponent being almost exhausted, with the Treatment he had received, begged a drink of Water several times which was refused him. – that he often entreated several People on Horseback to intercede for him, who at first he imagined were only Spectators, but found himself mistaken as they seemed to be abettors of the Treatment he received. that after this they conducted him, or rather dragged him to another Pond of Water, as this Deponent imagines to be about a Mile from said Mill, where they were going to execute more of their Barbarity here this Deponent was so exhausted he was obliged to intreat Mercy on his Knees most fervently, that this Deponent received several Kicks on the Feet, some violent Pressures and a little Tar, continually insulting him and speaking Words tending to high Treason – They then conducted this Deponent about a Mile further upon the main Road leading to George Town – and struck off into the Woods, he believes about half a Mile from the Road, damning him repeatedly, shouting Liberty and Duck Creek for ever –, That after hauling this Deponent some distance, several Motions were made against this Deponents Life, threatening to Execute him, or at least tye him to a Tree til Morning if he did not comply with the following infamous Requisitions, on compliance with which this Deponent was to be set at Liberty – Who gave him This Commission? Immediately to quit the Province, and inform [Lord] North if he had been in his place he would have met with worse Treatment, never to accept the like Office again, with many other Words tending to the same Purport all which this Deponent peremptorily refused, alledging they had treated him so very inhumanly that he disregarded his Life as not worth holding on such Terms and was now resigned to suffer such further Punishment as his Fate decreed – The Speaker for the Mob upon this Occasion (who this Deponent believes belonged to the Mill) made a motion for conducting him to Duck Creek in order that he might undergo another new Suit, and led him from the Woods back in the same cruel Manner, escorted as before, to the main Road, but this Deponent could observe that many of the Former Horse Men had absconded & others coming from the Cross Roads shouting & Whistling – That this Deponent being so very Weak, from the barbarous Usage, often intreated to sit down a Minute but was refused – that they then dragged this Deponent through a Pool of Water on the Road & that, from Appearance, many of them were Men of Property – This Deponent being certain of further Injury to his Person, as Horsemment were passing & repassing continually being then near George Town this Deponent intreated Releasement but was refused, alledging he was to be given up a Second time to the Brutality of another set of Men – This Deponent approaching the Town he began to apprehend his Life in the utmost Danger, the People assembling and crying out an Informer Tar & Feathers that this Deponent providentially seeing Light in the House of one Pillotson in George Town cried out incessantly Murder, upon which his Mouth was attempted to be stopped, which brought forth numbers of People with Lights – The Assailants crying Out Lights & dragged this Deponent along – he then made a vigorous Effort & pushed

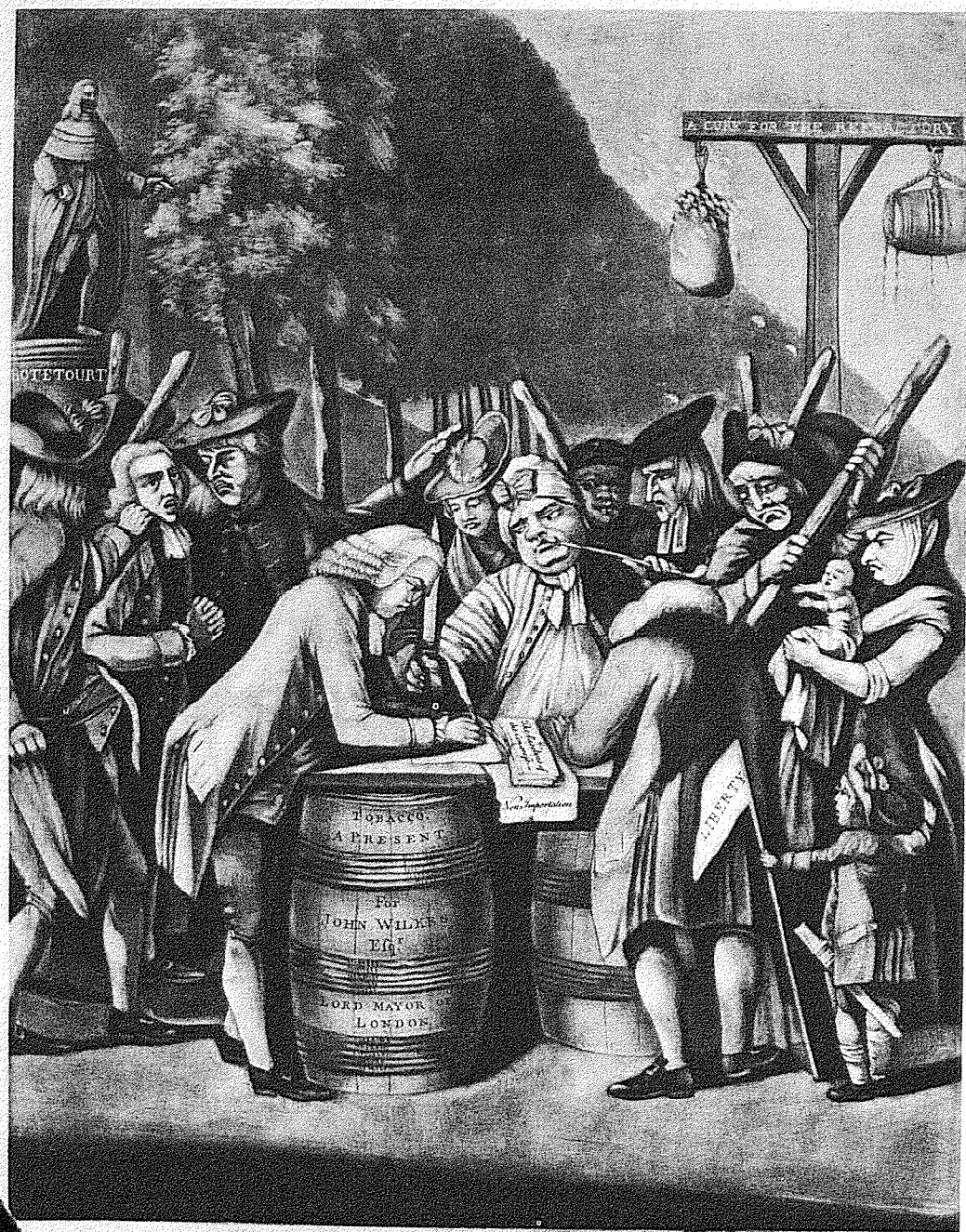
amongst some Gentlemen whose Protection he implored, that he believes he was upwards of three Hours in the Hands of a Mob suffering the most inhuman Treatment – Notwithstanding this Deponents sufferings, his Lodgings were surrounded all Night & he was apprehensive of being again Attacked. he therefore stood on the Defensive 'til almost Morning, that on the ensuing Day he received frequent Information of another Assault being intended that Evening by a Number in George Town, which caused this Deponent to retreat to the Woods and secret himself until the Fifth – That George Town being in his District & where his Duty may frequently call him, this Deponent apprehends from the Language of the People if he returns he is not to expect Lenity, nor can he think of returning to his Department 'til proper Measures are adopted for his Security in prosecuting His Majestys Service – That this Deponent has reason to believe said Oliver Gallop was concerned in this Deponents barbarous Treatment for Reasons assigned before – That this Deponent has never as yet received any of the Stolen Goods but has received Information that the Names of the Waggoners are Shahahan & White the former a Strong looking Man & the latter lower Sized and that they both belong to Duck Creek and further Saith not.

[Endorsed, Mr. Byrne's Deposition In Mr Reeve's of 19 April]

1. MdHS Transcript from PRO, Treasury Papers, Bundle 438.

“COPY OF A LETTER FROM THE COLLECTOR & COMPTROLLER OF CHESTER AND PETAPSCO IN MARYLAND TO THE COMMRS OF THE CUSTOMS DATED 10TH MARCH 1775”<sup>1</sup>

Hon: Sirs We are sorry to have occasion to trouble you at this time on a disagreeable subject, but the inhuman Treatment which Mr Robert Stratford Byrn has received as an Officer of the Customs from a licentious Mob, renders it absolutely necessary that you should as speedily as possible be furnished with a clear and precise Account of the matter, for which purpose we beg leave to transmit a Copy of his Deposition, taken before a Provincial Magistrate, the original will be forwarded by the Governor as soon as he shall have laid it before the Council in order that a Proclamation may issue for apprehending and bringing to Justice the parties concerned within this Government. It is unfortunate for Mr. Byrn that he cannot particularise a single offender except two Waggoners, who are both non Residents. So soon as Mr Byrn related his unhappy situation, no time was lost before two Magistrates were called upon, who immediately declared their readiness to exert themselves in his behalf, in case he could name any of the Inhabitants within their County who had committed such a daring and outrageous breach of the Laws. The Fusee mentioned in the Deposition, we are informed, was broke and thrown into a Pond and the other effects have been secreted. Governor [Robert] Eden has also promised to write Governor [John] Penn a state of the matter in order to enable him to take such measures as the nature of the case may require – Mr Byrn is now at Annapolis and cannot think of returning to his District without protection – The Governor informed him that he had no Military Force and therefore he must depend alone on the exertion of the Civil Power – as Mr Byrne is convinced he cannot during the present convuls'd state of the Colonies, be of any



THE ALTERNATIVE OF WILLIAMS-BURG.

ate IV.

*London: Printed for R. Sayer, & J. Bennett, at 55 Fleet Street, in the 1st Street, at 1773.*

real service in his District he is very solicitous for your Permission to return to England which will enable him to lay his sufferings before the Lords of the Treasury. – at his request we also inclose, for your perusal, his Letter to the Collector, written immediately after his releasement from the Mob.

We take the liberty of intimating to your Honors, that we have reason to believe, from the Tenor of Mr Byrne's past Conduct, that his Finances will not admit of his departure from this Province with Reputation.

Should you think proper to point out any different mode for us to pursue than those already adopted, as matters are now circumstanced on this Continent, you will please to signify your pleasure therein.

sign'd Will Geddes Collr  
John Clapham Compr

1. MdHS Transcript from PRO, Treasury Papers, Bundle 438.

PURDIE'S *Virginia Gazette*, FRIDAY, MARCH 10, 1775

Williamsburg, March 10.

This day the libel exhibited against the schooner *Wray* galley, laden with 84 hogsheads of tobacco, by Henry Collins, Esq; commander of his Majesty's armed schooner *Magdalen*, came on to be heard in the court of Admiralty. The cause of seizure alledged was a supposed violation of an act of Parliament, in not having given bond, before any tobacco had been taken on board, that the same should be unladen in Great Britain, the town of Berwick upon Tweed, or some British plantation. Upon consideration of the arguments, the Judge determined that no country craft was required to give such bond; & therefore, the libelled vessel being in that predicament, was acquitted. The prosecutor has entered an appeal; and probable cause of seizure being certified, the respondents were ordered to pay costs.

11 Mar.

JONATHAN HAMPTON, CHAIRMAN OF THE COMMITTEE OF OBSERVATION OF  
ELIZABETH TOWN, TO THE COMMITTEE OF OBSERVATION OF NEW YORK <sup>1</sup>

Gentlemen

Elizabeth Town, March 11th, 1775

The Committee of Observation of this town, have this day used their endeavours to make a further discovery, relating to the unloading part of the cargo of the ship *Beulah*, but are not able to give you the information they desire Samuel Lee, a Boatman of this town, employed and accompanied by Ichabod B. Barnet, Esq; (son in law to Robert Murray) appear from very strong circumstances, to have been the persons concerned in that affair, who went from New York on Monday last [March 6] to the ship.

We have had Lee before us, he appears greatly perplexed, but cannot be persuaded to give any clear information of the matter, he being under an apprehension that he by that means may be the ruin of some particular persons in New York. – The said Barnet was also before us, but refused to answer the questions proposed to him; he only offered to swear (if it would be any satisfaction to us) that no goods from the *Beulah* were landed at this town, which, however, we did

not accept. And there is reason to believe that Lee would have given information, had it not been for said Barnet, who, it appears, has prevented him from making the desired discovery.

We have only to add that the boat employed on this occasion, is the property of Isaac Woodruff, Esq; who it clearly appears was perfectly innocent, and knew nothing of the affair.

Signed by order of the Committee,

Jonathan Hampton, Chairman

1. *New York Journal*, March 23, 1775.

WOOLSEY AND SALMON TO THOMAS GREG <sup>1</sup>

[Extract]

[Baltimore] 11h March 1775

By Sundry favrs of Mr Jas Forde of Dro[g]heda In which we have Recvd order for Wheat, he Requests our Informing you what we are doing for him. We can now Inform you that the Brig *Henry & Joseph* <sup>2</sup> Henry Tickell Master is Arrived here from Liverpool with a Cargo of White Salt for Acct of Mr Jas Forde & the Restrictions on our trade from England hindering us to Even attempt Landing it for fear of Getting both Vessell & Cargo Destroyed we have been under the Necessity of Chartering the Schooner *Betsey* Isaac Snow Mastr for Halifax in Nova scotia where we Intend Sending it. we believe the Schooner will Carry the whole 5000 bushels, therefore Request yr making the Necessary Insurance on her for Mr Forde & our G. Salmon (at Mr Geo Darleys Dublin) what we now write you we hope to Dispatch Capt Tickell with a load of wheat for Dro[g]hade on Acct of Mr Forde Capt Tickell thinks he will take 7000 bushels & we Expect he will Sail in four Weeks this for Yr Government in Respect to Insurance on him we shall write you again by first Oppertunity plase take notice the schooner is a good Vessell not two Years Old & the Master well acquainted with the Co[a]st he is going.

1. Woolsey and Salmon Letter Book, LC.

2. The *Henry & Joseph* had entered the port March 8, with a cargo consisting of 1 puncheon of Jamaica rum, 110 gallons of rum, and 5133 bushels of salt.

13 Mar.

*Boston Gazette*, MONDAY, MARCH 13, 1775

Boston, March 13

His Majesty's armed schooner *Halifax*, commanded by Lieut. [Joseph] Nunn, was lately cast away near Machias, at the Eastern Part of this Province; the Vessel entirely lost, but the People with some Difficulty saved themselves.

DIARY OF DR. EZRA STILES <sup>1</sup>

[Newport] Mar. 13.

The ship *Bealah*,<sup>2</sup> which lately arrived at N York from England, with a cargo of goods prohibited by Congress, was obliged to depart again with all her

goods. She sailed back again from N York for Halifax Tuesday 7th Inst Great were the exertions of the Tories at N York to retain and unlade her; and also to obstruct the choosing of Delegates to the next Continental Congress. – but with an entire defeat.

1. Stiles, I, 400, LC.

2. The ship *Beulah*, property of Robert and John Murray, merchants of New York.

*New York Gazette*, MONDAY, MARCH 13, 1775

New York, March 13.

Last Sunday Week [March 5] at two o'clock the Ship *Beulah*, Capt. Bussell, left the Watering-place, and proceeded on her Voyage to Halifax, in Nova Scotia, with the Goods she had brought from London to this Port.<sup>1</sup>

On Friday Evening the 10th Inst. arrived here the Ship *York*, Capt. Acklin, from London, with Passengers. – At the Request of the Consignee and Captain of the Ship, three Members of the Sub Committee of Observation, went on board to examine whether she had brought any Goods; and after a careful Examination found she had brought none, except the Stores necessary for her Passengers.

1. Not all the goods went to Halifax, as the observant William Smith recorded on March 18, "Lindley Murray (with Watson & another Quaker) importuned me to assist in preventing the Banishment of his Father and Uncle for taking Goods out of the *Beulah* from London & intimated that I had influence upon the Liberty Boys." Sabine, ed., *Memoirs of William Smith*, 214.

ROBERT AND JOHN MURRAY TO THE GENERAL COMMITTEE OF NEW YORK <sup>1</sup>

Gentlemen, Having been disappointed in our design of reshipping the cargo of the ship *Beulah* (lately arrived from London) in another bottom, by which we were great sufferers, and though we then conceived that such our design, if executed, would have been a compliance with the resolution of the Congress: We acknowledge that to alleviate in some measure the great loss we sustained, we have been induced to land a small part of her cargo; and notwithstanding we are persuaded that it would be exceedingly difficult, if not impossible, to obtain full and sufficient evidence of the fact; and that the goods are secured in a place of safety, where they cannot be discovered; yet, upon mature reflection, and with a view to satisfy the public, and this Committee, as well as to prevent the trouble of any further enquiries upon this subject: we are led to make this declaration, and to acknowledge, that we are sorry for the imprudent step we have taken, and that we do condemn the same as an unjustifiable measure; and as a further proof of our willingness to conform to the resolution of the Congress, as far as is now in our power, we do hereby engage to re-ship all the said goods, according to the tenor of the association, and to give the Committee full and satisfactory proof thereof within seven days from this time, dated 13th March, 1775

Robert Murray  
John Murray

1. *New York Journal*, March 23, 1775.

DEPOSITION OF SAMUEL LEE<sup>1</sup>

New Jersey Borough of Elizabeth, ss.

SAMUEL Lee, of Elizabeth-Town, boatman, being duly sworn on the Holy Evangelists of Almighty God, deposeth and saith, that on Sunday the 5th inst. he (at the request of Ichabod B. Barnet, Esq: ) sail'd from Elizabeth Town aforesaid to New York, in the boat or sloop he usually goes in, the said Barnet going as a hand with him; that he arriv'd there the same evening; that while they were on their passage, said Barnet inform'd this deponent, that he must make haste to unload his Boat as soon as he should arrive at New York, for that a vessel was arrived at the Hook from the West Indies, and that he wanted this deponent to go with him with his boat, and take some goods out of her; – that said boat was unloaded at New York on Monday morning, and immediately thereafter this deponent, and the said Barnet, sail'd with the said boat for Sandy Hook; that at the dusk of the evening of the same day they came along side of a ship, which this deponent believes was the *Beulah*, and about 8 o'clock he was told he might go to bed, which he accordingly did, and went to sleep about 12, was awakened, and desired to put off from said ship, and make sail, which accordingly was done; that he saw the said Barnet, with Mr. John Murray and one Graham, his clerk, were then on board his boat; that on Tuesday morning they touched on Staten-Island, where Mr. [John] Graham landed, but no goods were landed there; that on Wednesday morning [March 8] about 1 o'clock they came alongside the store of said Barnet, at Elizabeth-Town, where they the said John Murray, Ichabod B. Barnet, and this deponent, landed and stor'd in the said Barnet's store, as near as he can remember, the following goods, to wit, a small bale, a box about three feet long, one do. about a foot square, the contents of which are unknown to this deponent; also a quantity of sail duck, a number of bolts of oznaburgs, about half a dozen pieces of linen, and some pieces of linen cloth, which this deponent supposeth to be drilling; which goods in the whole, this deponent thinks were in quantity about one ton and an half, or not exceeding two tons – And this deponent saith, that said goods must have been taken out of said ship, and put on board said boat, while he was below as aforesaid, as there were no goods on board his boat when he left New York to go to said ship; and further the deponent saith, that he did not sleep so sound but that he heard the noise of people working upon the deck, and that when he was called up as aforesaid, and had come upon deck, he perceiv'd the hatches of his boat open, and the said goods then lying in the hatchway. – And further the deponent saith not.

Samuel Lee

Sworn at Elizabeth Town this 13th day of March 1775, before me,

John Blanchard, Alderman.

1. *New York Journal*, March 23, 1775.



*Pennsylvania Packet*, MONDAY, MARCH 13, 1775

Philadelphia, March 13

On the 7th inst, as George Taylor, of Wilmington, in his own shallop, was on his passage from thence to this city, he was boarded by a party of ruffians from the King's armed schooner the *Diana*, commanded by Captain [Thomas] Greaves (Nephew to Admiral [Samuel] Greaves now at Boston) who brought Taylor too, and on boarding him demanded what he had on board, to which he answered only rum and limes, but civilly told them they might go down and look; they then demanded his papers, which were produced authentic, but this not satisfying them, they entered the cabin, wherein were several hundred pounds cash, which Taylor, no doubt, justly thinking proper to have his eye toward, went after them to the cabin, door without going down; whereupon he was immediately menaced and insulted, as suspecting the honour of the king's men, and although he made no other than a moderate civil reply, as several passengers on board can testify, he was immediately furiously attacked and knocked down, where he was beaten in a most inhuman manner till the deck was besmeared with blood, and at the same time shamefully insulted with the infernal language common to such crews, (and which but for offending the civilized ear might be repeated) they then threatened to throw him overboard and drown him, took the command of his boat, and after gratifying their malice by towing her about in the river, took her along side the schooner, where the illustrious Captain detained her a considerable time, insulting and abusing the skipper, and justifying and applauding the conduct of his heroic men, who had thus brought him a common shallop with two or three men on board, without the least appearance of clandestine conduct; after the gallant Captain with his crew had somewhat glutted their rancour, they dismissed the shallop, but Taylor was so wounded and abused that he was not able to conduct her, yet, by the assistance of those on board she was got up to this city, and he afterwards conveyed home to Wilmington, where he lay dangerously ill.

*Query* – *Whether such conduct as this, does not merit the attention of the public, and an exertion of the power of those in authority?*

#### MINUTES OF THE BALTIMORE COMMITTEE <sup>1</sup>

At a Meeting of the Committee of Inspection for Baltimore County the 13th of March 1775

Upon Motion ordered that the form of an Oath, to be Taken by all Masters of Vessels, be drawn up, and the same being drawn up and approved; Ordered that the same be entered in the Minutes of the Proceedings and that every Captain take and subscribe the same. –

You A B do make Oath on the Holy Evangels of Almighty God, that you have not imported in the Ship or Vessel called [blank] whereof you are Master during this present Voyage, except necessary Stores for the Use of the said Vessel, which are not for Sale, any Goods Wares or Merchandize whatsoever (if from Great Britain or Ireland say so (if from any other Place mention the Place) of the

Growth or Manufacture of Great Britain or Ireland, or any Goods exported from Great Britain or Ireland or any East India Tea, or any Molasses, Syrups, Pan-els Coffee or piemento of the Growth of the British West India Islands or Domi-nica, or any Wines from Madeira or the Western Islands or foreign Indico or any Slave or Slaves. –

Capt. Henry Tickle of the Brig *Henry & Joseph* from Liverpool adressed to Mr George Woolsey appeared & reported on Oath his Cargo. consisting of 5133 Bushels of British Salt, six half Crates of Earthen Ware, and one Hhd. of Rum for Ships Stores, and further made Oath that he had not broken Bulk, or landed any part of his Cargo since his Arrival in this Province –

Capt. George Woolsey the Consignee of the afd Vessell made Oath, that he hath not, nor hath any Person by his order, or with his Privity or Consent, un-laden or taken out any part of the Cargo imported in said Vessel since her Arrival  
Sworn before Hers Courtney signed Geo. Woolsey

Messrs Mordecai Gist. Isaac Vanbebber John Cradock John Howard and Isaac Grift are appointed to view the State of said Brig and Cargo and report the same –

P. M

The Gent. appointed to view the Brig *Henry and Joseph* reported to the Committee that they viewed and examined the said Vessel and the State of her Cargo, that they found the Hatches caulked down, and the Salt sunk about one foot, with the Marks of the Beams thereon, and that they were of Opinion, that the said Cargo or any part thereof had not been broke or landed.

The Committee proceeded to consider the State of the Brig *Henry & Joseph* and of the Cargo imported in the same

*Resolved* unanimously that the said Cargo be not landed –

Upon Application made by Capt Woolsey to the Committee for Leave to reship the Cargoe of the Brig *Henry & Joseph*, and on Capt Woolsey his engaging, that the said Cargo shall not be landed in any Part of North America between Nova Scotia and Georgia & on his further Engagement, that the Master of the Vessel, in which the said Cargoe is to be reshipped, shall engage on Oath, that he will not unless compelled so to do by stress of Weather land the same within the Parts before limited – and that he will produce a Certificate from the Place, where the said Cargoe shall be landed of the Landing of the same.

*Resolved* that Leave be given agreable to the above.<sup>2</sup>

1. Balt. Com., LC.

2. See the numerous Woolsey letters on this subject.

*South Carolina Gazette*, MONDAY, MARCH 13, 1775

Charlestown March 13

On Monday last [March 6] his Majesty's sloop *Tamer*, commanded by Capt. [Edward] Thornborough, fell down into Rebel[lion] Road, where she remains.

14 Mar.

“REMARKS & ON BOARD HIS MAJESTY’S SHIP *Rose*”<sup>1</sup>

March 1775

Moor’d in Rhode Island Harbour

Tuesday 14 A M sent an Officer & 10 Men in a Schooner up the river, with the Arms &c which was reced from the *Hope*.<sup>2</sup>

1. PRO, Admiralty 51/804.

2. These arms were intended for the Loyalists being assembled at Freetown by Thomas Gilbert. See his letter of March 23, 1775.

JONATHAN HAMPTON, CHAIRMAN OF THE COMMITTEE OF OBSERVATION OF ELIZABETH TOWN, TO FRANCIS LEWIS, CHAIRMAN OF THE SUB-COMMITTEE OF THE NEW YORK COMMITTEE OF OBSERVATION<sup>1</sup>

Sir,

Elizabeth Town, March 14, 1775

Inclosed I send you the affidavit of Samuel Lee, boatman, relative to the unloading part of the cargo of the Ship *Beulah*, which needs no comment.

I am, however, particularly desired by our Committee earnestly to request of your committee to protect Mr. Lee, as far as lies in their power, from any insults on account of this affair. He is a person well known here to be of good character, and who by his honesty and industry, has justly acquired the esteem of all the inhabitants of this town. And it is the opinion of our committee, he was unwarily led to act the part he did, as will in part appear by his affidavit. I will only add, that we should be glad that wherever the affidavit shall be read, this letter may be read also.

By order of the committee,

Jonathan Hampton, Chairman

1. *New York Journal*, March 23, 1775.

15 Mar.

NATHANIEL SHAW, JR. TO PHILIP DUMARISQUE, BOSTON MERCHANT<sup>1</sup>

New London March 15, 1775

A few days agoe our Mutual Friend Thomas Mumford shew me a Letter from you recomending to send a Vessell to Cohasset Rather than Salem with West India Goods for the Boston Markett.<sup>2</sup> I have by bearer James Angell in the Schooner *Thames* Shipt a Cargo of Brown Sugars Consisting of Sixty Seven hogsheads and two teircs, which Sell for my Accot They Just now came in from Hispaniola, and I believe are of a good quality, we have not made any report at our Custom House and must leave the whole matter relative to the entry with you and paying the Duties, and would have you manage the matter so as to pay as little as possible for on that string my buisness with you will turn, and if I find you can do better or as well as at any other Port, its very probable I shall send you Severall Cargoes during this Summer. Capt Angell will call on Mr Stephenson att Cohasset as you desired for advice. I shall want Twenty hhds of Fish by the return of the Schooner, which must be Large and good and would have you Despatch her for N L as soon as poisible. If Capt Angell can git a

Stick for a foremast he will call on you for the money. Their is four hhds & two teirces of Sugar on board Markt 8 which is not so good as the Cargoe & must be sold Separate which you will take notice of in Accot Sales.

Mr. Ferrebault who is on board the Schooner as a French Capt has about one thousand wt of Coffee which you will be so kind as to assist in Landing &c. Have not to add but shall write you by the next post & am Sir, [&c.]

1. Shaw Letter Book, YUL.
2. Shaw shipped to Cohasset or Salem to evade the British closure of Boston.

#### ROBERT AND JOHN MURRAY TO THE GENERAL COMMITTEE OF NEW YORK <sup>1</sup>

Gentlemen, The annexed depositions contain as full and candid an account of the transaction relative to the landing the goods from the ship *Beulah*, as we are able to give; in the doing of which, we have studied to give the Committee, and our fellow citizens, the utmost Satisfaction we are capable of.

John Murray being obliged to go to Elizabeth Town, to take an inventory of the goods, found the Committee then sitting, and conceived it to be his duty, as the goods were within their jurisdiction, to give them notice thereof, and to make a full acknowledgment to them; upon doing which, they took, with his consent, possession of the goods as mentioned in the affadavit.

We still declare our readiness to reshipe the said goods as nearly as is now in our power, agreeable to the tenor of the [Continental] association, or to do otherwise with them, as the Committee of Elizabeth Town shall think proper to intimate or direct; and that we are also ready to give this committee any further satisfaction respecting the said goods; that they may recommend. Being desirous further to testify the sense we have of the imprudent measures we have taken, as well as our concern for the trouble and uneasiness it has given our fellow-citizens, we would wish to make such further satisfaction to the public, as might be most agreeable to them; and therefore do hereby cheerfully engage to give the sum of two hundred pounds towards repairing the Hospital in this city, lately destroyed by fire.<sup>2</sup>

We are, gentlemen [&c.]  
New York, 15th March, 1775

Robert Murray  
John Murray

1. *New York Journal*, March 23, 1775.

2. The hospital, which was nearly finished at Renelagh, was burned to the ground, February 28, 1775.

#### DEPOSITION OF JOHN MURRAY <sup>1</sup>

City of New York, ss

JOHN MURRAY, of the city of New York, merchant, being duly sworn, saith, that the above is a full, just, and true inventory of all the goods which were lately taken out of the ship *Beulah*, at Sandy-Hook by the Deponent, and were by him landed at Elizabeth-Town in New-Jersey.<sup>2</sup> That the deponent did, yesterday [March 14], voluntarily make an acknowledgment to the committee of Elizabeth Town, aforesaid, that he had so taken and landed the said goods; and did this day deliver the whole of the said goods, to the said Committee, who took the same into their custody and possession; where he believes the same now are.

That the boat in which the said goods were taken out of the said ship, belonged to Isaac Woodruff, which this deponent hired, for the purpose, of Samuel Lee, who was master of the said boat. That Mr. Woodruff did not know (as this deponent believes) for what purpose the said boat was hired, nor did the deponent inform the said Mr. Lee, on what business he wanted the said boat; nor did he appear to know, at the time the boat was hired, that he was employed on any business contrary to the [Continental] association. That the agreement with the said Lee, was only to go with the boat where he was directed, and to do what he was bid. That Mr. Ichabod Barnet, of Elizabeth Town, and Samuel Reade, of this city, went with the said Samuel Lee, in the said boat, down to the said ship, at the time aforesaid. That Mr. Barnet was acquainted with the design of the boat's going down to the said ship, but the deponent does not know that Mr. Read was previously acquainted with such design, tho' at the vessel he assisted in taking the said goods out by the direction of this deponent, in whose store he is an assistant. That John Graham, clerk to this deponent, and his partner, were on board the ship with the deponent, at the time when the Goods were taken out but did not see the goods taken out, being (as this deponent believes) asleep at that time in the cabin; and that his business on board was to copy invoices and letters; neither does this deponent know or believe that the said Graham ever heard any conversation between this deponent and any other person, respecting the taking out the said goods. That when the goods were on board the boat, the deponent, and all the other persons above mentioned, proceeded with her to Elizabeth Town, but stopped at Staten Island, where they all went on shore, and Graham and Reade took passage from thence in the Staten-Island ferry boat for New York; & the deponent, with Lee and Mr. Barnet proceeded from Staten Island to Elizabeth Town in the said boat, where all the said goods were landed by them, and put into Mr. Ichabod Barnet's store; that the said Ichabod Barnet had no Interest in the said goods, but what he did in the said business, was merely at the request of this deponent, and his said partner; and the deponent believes with an intention entirely to oblige them – That while the ship lay at the watering place, the Captain and this deponent, took into Kipp's small sailing boat, sundry small articles, the principal of which, the deponent believes, were presents, but does not know the particulars. That the deponent at the same time took into the said little boat, 2 small cheeses, about 200 lemons and oranges, and a dozen and 9 bottles beer, and about 2 bushels of potatoes for the use of the deponent and his brother: All which were brought up in the said boat, by this deponent and Capt. [William M.] Bussell; and the cheeses, and the other aforementioned articles, except the beer, were presents from the Captain. That in the whole of this transaction, so far as respects the delivery of the goods from on board the ship at the Hook, Capt. Bussell acted by the order and direction of this deponent and his partner, having no interest in the goods so delivered. And this deponent further saith, that he neither knows nor believes that any goods were taken out of the said ship after her arrival here, nor since her sailing from Sandy Hook except the baggage belonging to some passengers and except the goods hereinbefore enumerated and mentioned; nor that any other persons than those above mentioned, had any agency or concern in

taking out or landing the said goods, except the ship's crew, and except also one Marsh, who, at Elizabeth Town, accidentally passing by, was employed to assist in landing the same; but the deponent believes he did not know where the goods came from. And further saith not.

John Murray

Sworn the 15th day of March, 1775, before me,

Andrew Gautier

1. *New York Journal*, March 23, 1775.

2. For the inventory of the goods taken out of the *Beulah*, see March 16, 1775.

AFFIRMATION OF ROBERT MURRAY <sup>1</sup>

City of New-York, ss.

ROBERT MURRAY, of the said city, being duly affirmed according to law, doth declare and affirm, that so far forth as he is acquainted with the facts contained in the foregoing deposition, the same are true; and that he neither knows nor believes, that any more or other goods or things were taken out of the said ship *Beulah*, since her arrival here, than what are specified in the foregoing deposition; and that he believes no other person to have been concerned in the said business except those mentioned in this deposition.

Robert Murray

Affirmed the 15th of March, 1775. before me, Andrew Gautier

1. *New York Journal*, March 23, 1775.

**16 Mar.**

NATHANIEL SHAW, JR. TO PHILIP DUMARISQUE, BOSTON MERCHANT <sup>1</sup>

New London March 16, 1775

Sir the foregoing is a Copy of what I wrote you by Capt [James] Angell who Sail'd this day with a Good Wind & hope he will arrive safe—I gave him orders to Sett his Jack at his foremast head that incase you had any fresh orders you may have an opportunity of conveying them on board before he comes to anchor In about three weeks I expect another Cargoe of Sugars which I shall send round the same way, if I have pleasing Sales of this Cargoe I shall want the pay soon and I make no doubt but you'l endeavour to get a good Price for them. should be Glad you would get what little Freight you can (at the same time not detain the Vessell) give my Compliments to Mr T & D M & tell them any freight they will put on board will be so much saved to them The Hubbards may have some freight I hope you will be at Cohasset so as to give Angell directions about Entering and to have no mistake or Difficulty, for I think I have had my share. Angell will Enter Just as you think will ansvere, of this I must entirely leave with you and flatter myself you'l make all the saving you Can—Let me hear from you the return of the post with the price Current, Politiks &c—I am Dr Sir [&c.]

1. Shaw Letter Book, YUL.

JOURNAL OF THE GENERAL COMMITTEE OF THE CITY OF NEW YORK <sup>1</sup>

Committee Chamber [New York], 16th March, 1775

The Committee met by adjournment this evening at the Exchange.

Mr. [Francis] Lewis, from the Sub-Committee appointed to state the case of Messrs. Robert Murray and John Murray, respecting their having landed goods from on board the ship *Beulah*; report a letter from the Committee of Elizabeth Town to this Committee, which letter is in the words following, viz.

[Insert letter of March 10, 1775]

The said Sub Committee further report another letter to the Committee, from the Committee of Elizabeth Town, which is in the words following, viz.

[Insert letter of March 11, 1775]

The said Sub Committee also report, that on the same evening, and before this Committee had received any further evidence respecting this matter, Messrs. Murrays voluntarily produced to this Committee at their meeting on the 13th March instant, a letter in the words following.

[Insert letter of March 13, 1775]

And that they did then offer to make a full and ample confession of every fact relative to the unloading goods from the *Beulah*, and to deliver to the Committee, at their then next meeting, a full state of the case, under their oath and affirmation.

The said Sub Committee further report, that Mess. J and R. Murray did accordingly deliver a state of that transaction, which is in the words following, viz.

Inventory of Goods taken out of the Ship *Beulah* at Sandy Hook. 84 Bolts of Russia duck, - 20 Pieces of Raven ditto. - 240 Packs of Pins - 5 Bales of pepper, 2 of which are in hhd. - 65 bolts Oznabrgs.<sup>2</sup> - 10 pieces blue strouds<sup>3</sup> - 14 pieces Irish linen. - 6 pieces white Hessen.<sup>4</sup> 11 pieces Irish sheeting - 1 paper bundle directed to Henry Van Vleck - 1 bundle straw, supposed a case maker's cusear - 1 smallbox of books, papers &c - Wrapper for the strouds, - With wrappers for said goods.

[Insert Deposition of John Murray and affirmation of Robert Murray, both of March 15, 1775]

The said sub-committee further report, that the said Messrs. Robert Murray, and John Murray did write a letter to this committee accompanying the said state of the case; which letter is in the words following:

[Insert letter of March 15, 1775]

The said sub-committee further report another letter from the committee of Elizabeth Town, enclosing an affadavit of Samuel Lee; . . .

[Insert letter of March 14, with deposition of March 13, 1775]  
which report being read,

Resolved, That this Committee do approve thereof. And ordered, that the same be published, Agreeable to the directions of the 11th article of the Association.

By order of the Committee,

Isaac Low, *Chairman*.

1. *New York Journal*, March 23, 1775.
2. Osnaburg, a cloth made from low grade cotton.
3. Strouds, a cloth getting its name from Stroud, a town in Gloucestershire, England.
4. Hessian, a coarse cloth made of hemp, or a mixture of hemp and jute.

MINUTES OF THE MARYLAND COUNCIL <sup>1</sup>

Extracts from a Council held at the Governors on Thursday the 16th day of March  
Anno Domini 1775

Were present

His Excellency Robert Eden Esqr

Daniel Dulany Esqr	Daniel of St Thos Jenifer Esqr
George Stewart Esqr	and
William Fitzhugh Esqr	Benjamin Ogle Esqr

His Excellency was pleased to lay before the Board the following Deposition of Mr Robert Stratford Byrne Surveyor of His Majesty's Customs at Sassafras & Bohemia, Vizt Here the Deposition is Entered (Copy of which was transmitted from the Custom House at Chester)

Which said Deposition was Read, as also Mr Byrne's Commission and Instructions. –

Mr Byrne, being present alledged that he made Seizure of the Waggons, because he apprehended it to be his duty, as the Waggoners did not produce Cockets for the Goods they had in their waggons when he called upon them to produce them, being of opinion that goods ought not to be carried by Land from one Colony to another without Cockets for the articles carried – That it was the view of the Commissioners at Boston, that he should exert himself to prevent an Intercourse by Land between Pennsylvania & Maryland unless Cockets were produced, and that he was made to expect an Income of £500 P annum, but that his Salary was very short of that sum, and that no Vessels entered or cleared in Bohemia (called *Bahana* in his Commission) or Sassafras the places where he is appointed to act as Surveyor

On Consideration of the aforesaid Deposition, the Board advise His Excellency in respect of the Violence complained of by Mr Byrne to Instruct the Attorney General to require his Deputy acting in the County where the said Violence is alledged to have been committed, to enquire into the matter, and if cause for it should appear, to apply to some Magistrate for proper process against those who have broken the Peace, in order that they may be punished according to Law, and also further advise, that a copy of Mr Byrne's Deposition be delivered to the Attorney General, the better to enable him to give Instructions to his Deputy

True Extract

(signed) James Brooks Cl: Con. of Maryld.

1. MdHS Transcript from PRO, Treasury Papers, Bundle 438.



JOSIAH MARTIN, GOVERNOR OF NORTH CAROLINA, TO GENERAL THOMAS GAGE <sup>1</sup>

Sir,

North Carolina New Bern March 16th 1775

I should have paid my respects to your Excellency oftner since your return to your command in America if I had not been restrained by the consideration of your having your hands too full of employment to admit of complimentary intrusions.

The state of this Province has been till lately so perfectly like that of the neighbouring Colonies that I have had nothing material to communicate to your Excellency in relation to it, and in your present circumstances I thought it unavailing to detail to you the growth and progress of sedition and revolt in this Country that hath been in no sort particular, while I was assured your Excellency could afford me no effectual remedy against the present Spirit of Licentiousness

The case Sir is now altered; the people in some parts of this Country begin to open their eyes and see through the artifices and delusions by which they have been misled, and they discover good dispositions to renounce the power and authority of the committees that have been appointed by the recommendation of the Congress which have proceeded in some instances to arbitrary and intolerable exertions of power, and they appear inclined to disengage themselves entirely from the bondage which those little combinations seem to be preparing for them. Many of the Inhabitants in several Counties of this Province have already by their addresses to me disclaimed all obedience to those illegal tribunals and expressed in the strongest terms the most loyal and dutiful attachment to his Majesty and the firmest resolution to maintain and defend the Constitution and Laws of their country. I have given every encouragement in my power to these good presages and I have no doubt that the people in the Western Counties of this Province, which are by far the most populous, will generally unite in support of Government in this case, and with the aid of a considerable Body of Highlanders in the midland counties who have already given me the best proofs of their attachment to government and in whose zeal and steadfast Loyalty I can safely confide if your Excellency shall assist me with two or three Stand of arms and good store of ammunition, of which last we are totally destitute, I will be answerable to maintain the Soverignty of this Country to his Majesty if the present spirit of resistance which runs high in Virginia and has infected many parts of this Colony should urge matters to the extremity that the People of New England seem to be meditating if any credit may be given to the insulting Gasconading of their abettors among us.

As the movements of this part of the continent will be governed by the impulses of the people of New England your Excellency by your observation of them will be a judge of the proper season to strengthen the hands of the friends to Government here with the aids I have mentioned.

I am told it has been moved in one of the Committees to attack Fort Johnston, but the motion was overruled and I believe they will think of it often before they execute such a design. If contrary to my expectations however an attempt of this sort is made, it will be to be lamented that the Fort is totally unprovided with powder but I am sure under every circumstance I may expect the most reso-

lute defence of it from the Gallantry of Captain [John A.] Collet – to whom I wish your Excellency may think it expedient to send a supply of powder.

Mrs Martin desires to join me in best Compliments to your Excellency and to Mrs Gage and your Family

I have the honor to be &c.

Jo. Martin

1. Saunders, comp. *Records of North Carolina*, IX, 1166–1168.

17 Mar.

ROBERT STRATFORD BYRNE TO THE COMMISSIONERS OF HIS MAJESTY'S  
CUSTOMS IN AMERICA <sup>1</sup>

(Copy)

Annapolis 17th March 1775

Honble Sirs In hopes of your protection by my Conduct I must beg leave to trouble you with a more circumstantial account of my Situation Since my Elopement that you may form your judgment how I am to proceed hereafter, nor have I been in a Situation of doing it sooner, being mostly confined to my Bed since my Arrival here owing to the unhumane treatment I met with the 2d Instant the effects of which I dread feeling some time hereafter.

Having every relyance in the Justness of my cause I doubt not your Honors will exert your Authority by taking some method for my future protection nor is it ever possible I can return to my Station again without the utmost Hazard of my Life as I've frequent Information how the People are prejudiced against me only for exerting an Honest duty which I was obligated to perform. The Department of Surveyor of Sassafras & Bohemia was never intended to be executed only possessed by Gentlemen for years past who were always absent & looked upon as Signacures [Sinecures] but unfortunately I being the first Stationed there alarmed the People with such notions of Infringment that I was often engaged in abetting their mistaken notions. Not that the place is an object to Government but upon the whole Burthensome nor will it be ever possible where a Country is so divided for honest Men to Act without the Assistance of a Military force, as nothing dwells amongst us in the Shadow of Magistry notwithstanding the prodigious Counterband Trade carried on here between the two Provinces which they have enjoyed without Molestation a Centry past & should not other measures be adopted to prevent it rest assured Honble Sirs it will be ever claimed as their Birth right This I affirm by a watchful Observation – My private Losses sustained by this Barbarous affair in Cloaths Money New Fuzee &c may amount to about £20 Sterling exclusive of other Expences in coming here & Doctors attendance nor dare I return to get some Necessaries in dread of another Assault when Fled leaving every thing I possessed behind; Compassionatly I entreat your Honors benevolence that you wont see me a Sufferer as the Losses I sustained was in the execution of my Duty

From your Honors Candor you must Suppose my stay here at this Juncture attended with many Inconveniencies &c I cannot be of Service to the State at present from the low State of my Health owing to the unhumane Treatment I recieved I must entreat your Honors permission of returning to Europe for 2 years

or till such times as the Temper of the People are abated that I may return with safty again & as I am unfortunately involved on my Department to about £60 Sterling I must beg your Honors indulgence to advance it on my pay that I may quit them more Honourable than they treated me which should I be unfortunately ordered to my Department again may make me meet with a more favourable reception

I rely on your Honors good officers in endeavouring to bring the Delinquents to Justice as I trust my Conduct will meet with your approbation & that you will from the Narrative and the Collectors Letter take a favourable opportunity of representing me to the Treasury to whom I am going to Sollicit my removal [&c.]

Rob<sup>t</sup> Stratford Byrne

1. MdHS Transcript from PRO, Treasury Papers, Bundle 438.

**18 Mar.**

JOHN WAITE TO JOHN ADAMS <sup>1</sup>

Sir

Falmouth March 18th 1775

A sacred regard to american association on the one hand and an earnest desire not to injure my fellow subjects in Great Britain on the other is the reason of my writing you at this time to request your advice for my future conduct and also to confirm or set me right in my judgment in a late affair that has happend in this Port the case is as follows a Vessell arivd here from Bristol the 2d inst with rigging and sails for a new Ship owned by a Mercht in Bristol in order to carry his Ship home – The question was whether the puting said rigging and sails on board said Ship which had been ready to receive them ever since Last fall and go immediately back with them to England would be a breach of the association – I was of opinion that it would not being one of the Committee of Inspection. your answer will very much Oblige

Sir [&c.]

John Waite

P:S: the mercht that owned said rigging and sails did not know of the american association when he shipd them John Adams Esqr

1. Adams Family Papers, MassHS. Materials drawn from the Adams Papers in the Massachusetts Historical Society are copyrighted and are printed by special permission of the Society. Waite was a selectman of Falmouth.

**19 Mar. (Sunday)**

NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES <sup>1</sup>

[Boston] 19th [March, 1775]

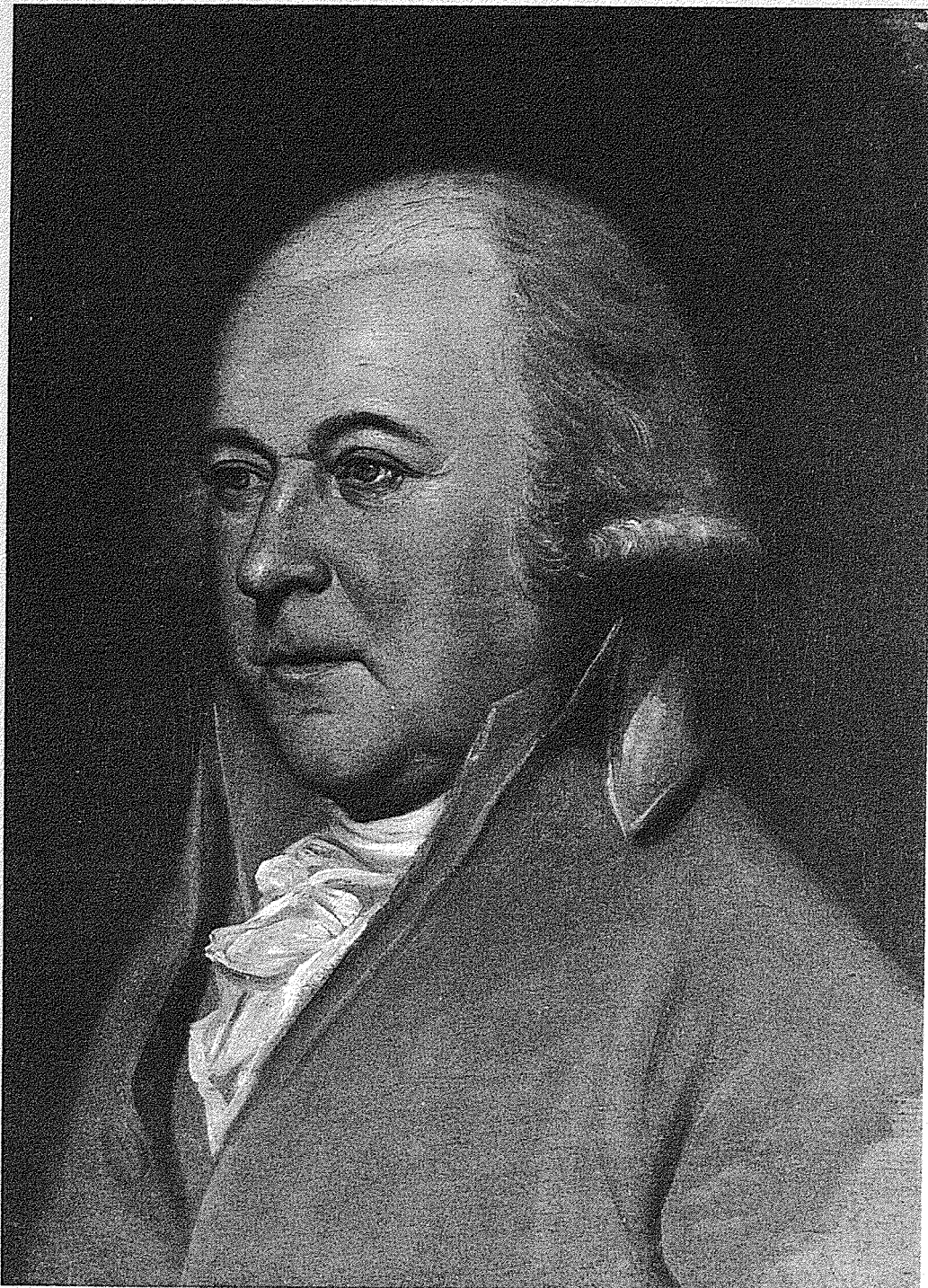
The *Hope* Schooner returned with the Shirts and Equipage for the battalion of Marines which the *Diana* had Orders to call for.

1. Graves's Conduct, I, 61, MassHS Transcript.

WOOLSEY AND SALMON TO JAMES FORDE, DROGHEDA <sup>1</sup>

[Baltimore] 19h March 1775

We had the pleasure of writing you under the 1st Inst since then have not had the pleasure of hearing from you. we have now in our possession Yr Sundry favours to our G. Salmon which shall be Carefully attended to, and yr Interist



*John Adams. By Charles Willson Peale, c. 1791–94.*

we shall consult as if our own. we can now Inform you that tickell <sup>1</sup> arrived here the 10th Inst his Salt in good order no doubt ere this you are Satisfyed it Cannot be landed here. which Circumstance has distressd us on yr Acct We have got permission to Ship it (to any place that is not within the General association, & have procured the Schooner *Betsy* Isaac Snow Mastr to go to Hallifax in Novascotia with a load. he has now on board 3660 bushels & will Sail in two days we are to give him five pence half penny Sterl p bushel freight, & shall consign it to one Mr Thos. Cochran we learn is a Man of good Character. we wrote the 11th Inst to Mr [Thomas] Greg about the Schooner, but Could not then give him the Quantity she had in. the Remndr of the Salt we are putting in a Vessel for Florada but are not sure whether we will Ship It for Yr Acct or sell it, but shall Endeavour to sell it if take Less than first Cost for it as we think it will be better for you. We hope our mode of proceeding in this Unfortunate Affair will meet your Approbation, & be assured we had no other method of proceeding with Safety to yr property as we had an Instance of a Man in this town being obliged to throw over part his Salt into the Water on Acct of his Endeavouring to land some of his Cargo, & we think if what he has Saved & sent to other places can be found that it will be destroyed also we shall Endeavour to get Tickell Loaded in two Weeks, but in three we make no doubt of his Sailing. We Cannot yet tell how much he will Carry, but he thinks about 7000 bushels we have about 2500 bushels Ready for him which has Cost 6/6 but as he did not Appear as soon as was Expected, & prices getting lower we Stopped buying untill he arrived and we hoap to get the Remainder at Six Shillings (which is now the price) if people are not foolish in Raising it. however be assured we shall do our best. flour 15/ PCt but shall be obliged to give 16/ for the Half barrells. Ex. hardly 57½ for 30 day bills & Expected lower 60 day bills will not fetch more than 55 p we wish you could for your own sake allow us to draw at thirty days, when we find it difficult to Sell those of a longer Sight. we wish if possible [to] Avoid Drawing on you till the bills of Loading are Signd but if we should be under the Necessity of doing so, we hope it will meet Yr Approbation you will no doubt see that you Cannot Expect the Salt brought to yr Credit under the present Circumstances, but if we had got liberty to sell it here we should have sold it for Cash, tho it would not have left much proffet, as there is now great Quantitys on Hands in this place we have not as yet been able to get a Vessell for Yr other-Cargo of wheat & Flour.

1. Woolsey and Salmon Letter Book, LC.
2. Captain Henry Tickell of the brig *Henry & Joseph*.

## 20 Mar.

MINUTES OF THE COMMITTEE OF SAFETY OF WILMINGTON, NORTH CAROLINA <sup>1</sup>

[Wilmington] Monday, March 20th 1775

Resolved, That the Importers of negroes since the 1st of December last, be called upon at the next General meeting of this Committee on the 20th of April next, to produce Bills of Loading, or other sufficient proof to the Committee, that they have reshipped the said negroes agreeable to the resolve of the General Congress as directed by this Committee.

1. Saunders, comp., *Records of North Carolina*, IX, 1168. See also December 14 and 17, 1774.

*South Carolina Gazette*, MONDAY, MARCH 27, 1775

Charlestown, March 20.

Last Tuesday [March 14] Mr. Robert Smyth, Merchant, Master Smyth, his son, and Master Ward son of John Ward, Esq, returned here from London, in the snow *Proteus*, Capt. Papley, having touched at Falmouth and St. Christopher's by the Way.

The said Vessel having on board (besides 7 Cases of Merchandise, said to be Globes and mathematical Instruments consigned to Mr. Robert Wells, 1 hoghead, 1 Puncheon, 7 casks, 13 Cases, 5 Crates, and 1 Bottle, said to contain Drugs and Medicines, consigned to Mr. Edward Gunter) 2 Puncheons, 1 Box, 1 Tierce, 40 Bundles, 9 Cases, and 7 Hampers, said to contain Household Furniture, and 2 Horses, belonging to Mr. Smyth, all which he declared, were brought out by him on the Supposition that it was not meant, by the Continental Association, to prohibit the Importation of such Articles, and had been in Use in his Family in England; and the Committee of Observation requested the Sense of the General Committee respecting said Horses and Furniture. This matter accordingly came under the Consideration of the General Committee on Wednesday Evening, 33 Members present; when, after a long Debate, whether the landing the said Horses and Furniture, might not be construed a Violation of the Association, there appeared to be an equal Number for and against that Opinion, and the Question was put, Whether Mr. Smyth's Horses, under the Circumstances they had been represented, might be Landed, it was carried in the Affirmative by the Chairman's casting Vote. It was at the same Time resolved, without a Division upon the Question, that such Part of Mr. Smyth's Furniture as, upon inspection by the Committee of Observation, should appear to them, to have been in Use in his family (but no other) might also be landed. The next Morning a great Number of the Inhabitants appeared extremely uneasy, lest, from the Admission of the Horses, it should be suggested, that there was an Inclination in this Colony to depart from the Association; they feared, that the Conduct of the People, which had always been consistent, and who continued remarkable strict in their Adherence to the Resolves and Recommendations of the Congress, might in this Instance, be misrepresented abroad, their Zeal for the Reputation of their Country threw them into great Agitation; none meant the least Reflection on the Conduct of their Committee, but all wished that the two Horses might not be landed; yet they were then at a Loss what Measure might be most proper to pursue. On Friday Morning, however, a Petition was agreed on, and, after having 256 Names subscribed thereto, presented to the Chairman of the General Committee, in the following Words:

"We, a Number of the Inhabitants of Charles-town, conceive, that our Liberties at this Time depend on our Unanimity and Confidence in our Committee, who, we doubt not, in all things, will act according to the best of their Judgment for the Publick Good. But your Petitioners are informed that, by a Vote carried by a very small Majority, divers Horses and Furniture are permitted to be landed; which many persons, who have the liberty of America much at heart, think an infringement of the Association entered into by the General

Congress: In order, therefore, to quiet the Minds of the People, we pray that there may be a Reconsideration of the said Matter in a full Committee." In consequence of this Petition, the said Committee was summoned to meet that evening; but no more than 42 Members then attending, it was thought advisable to adjourn till Monday morning, 9 o'Clock, in order that, if it should be thought necessary to reconsider the Matter, it might be done at a very full Meeting. Accordingly this Morning a very full Committee met, not less than 70 members being present, when the above Petition was taken into Consideration – the Resolves of Wednesday, respecting the Horses, rescinded, by a majority of one vote; and a Resolution entered into, that they should be sent back, with the Merchandise and Furniture (if any) that should appear not to have been in Use. A general satisfaction was expressed upon this Occasion, and the Quiet of the community seems to be perfectly restored.<sup>1</sup>

1. A detailed account of this controversy may be found in John Drayton, *Memoirs of the American Revolution from its Commencement to the Year 1776, as related to South Carolina* (Charleston, 1821). Hereafter cited as Drayton, *American Revolution*.

**21 Mar.**

NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES<sup>1</sup>

[Boston] 21st [March, 1775]

The *Spinckes* [*Sphynx*] Sloop (formerly Tender to the *Canceaux* on the Survey) sailed for Piscataqua with the Admirals Order to Captain [Andrew] Barkley to send the *Canceaux* to Halifax to be hove down and have the damage she received by running aground repaired, and Lieut. [Henry] Mowat her Commander, had Orders, when the Ship should be compleated again to proceed on the Survey as usual under the direction of Captain [Samuel] Holland.

1. Graves's Conduct, I, 61, 62, MassHS Transcript.

MINUTES OF THE NORFOLK COMMITTEE OF OBSERVATION<sup>1</sup>

Committee Chamber, Norfolk, Va., March 21, 1775.

To the Publick.

We, the Committee for Norfolk Borough, find ourselves under the disagreeable necessity of publishing to the world the conduct of Captain Sampson, Master of the Snow *Elizabeth*, from Bristol. It is not in one instance alone that he has discovered his opposition to the measures adopted for the security of our rights and liberties, nor can he, on any account, justify his repeated prevarications. It is not our business to take notice of his passionate and disrespectful behaviour towards this Committee, nor his indiscreet conduct without doors. We shall confine ourselves to the relation of the following facts: On the 13th day of February he informed the Committee of his arrival with a quantity of Salt, that his Snow wanted repairs, and as he should find it necessary to heave her down here, he demanded the consent of this Committee to store the Salt till the Snow could be

refitted. The Committee, after careful inquiries, (some of his answers to which we find to be false,) did, at length, consent, upon condition the Salt should be taken on board again as soon as possible, which Captain Sampson promised to do. Thus matters rested till the 8th of March, when this Committee were surprised with information, that he had given bond at the Custom-House, and was taking in Lumber without the Salt. He was sent for, and after discovering a great degree of heat, did, at length, give his repeated promise to take the Salt on board as soon as possible, and that he would begin the next day. More than a week, however, has elapsed, and he has as yet complied with no part of his promise, nor taken any of the Salt on board again, but has actually applied for protection to the Ship-of-War now in this harbour, under whose stern the Snow lies, where it appears he intends to load with Grain.<sup>2</sup> We, the Committee, do therefore declare Captain Sampson a violator of the Association, and an enemy to American liberty; and we trust the Merchants, Planters, and Skippers of Vessels in this Colony, will make him feel their righteous indignation, by breaking off all kinds of dealings with him, and that they will, in no wise, be aiding or assisting in procuring a cargo for a man, who, from the whole tenour of his late conduct, has openly set the good people of this Country at defiance, and contributed his utmost endeavours to destroy their most essential interests.

Matthew Phripp

James Taylor

John Hutchings

John Lawrence

Thomas Ritson

John Boush

Robert Taylor

T. Claiborne

Samuel Inglis

Extract from the minutes:

William Davies, Secretary

N.B. The other Members of the Committee were out of Town at the time of signing.

1. Force, comp., *American Archives*, 4th, II, 174, 175.

2. See Purdie's *Virginia Gazette*, April 7, 1775, for the conclusion of this affair.

## 22 Mar.

VICE ADMIRAL SAMUEL GRAVES TO GENERAL THOMAS GAGE<sup>1</sup>

Sir

Boston 22 March 1775

As there appears to me a necessity for sending one of His Majesty's Ships to New York to protect the Persons and Property of His Majesty's trading Subjects, and to assist and co-operate with the Lieutenant Governor against the designs of those who are acting in open Violation of the Laws, I have appointed Captain [George] Vandeput of His Majesty's Ship *Asia* to this Service; but in the low state of his Ship's Company from the Mode of manning her at Home and from deaths and desertions since her arrival, I cannot venture to send her to New York without compleating the Marines, at least, to the War Complement I shall therefore be obliged to your Excellency to order a Detachment of fifty private Marines (if possible of the Portsmouth Division) together with a Captain, One Serjeant



and one Corporal, to embark on board the *Asia* any day this Week your Excellency pleases. I have the honor to be with great respect and regard Sir [&c.]

Sam<sup>l</sup> Graves

1. Gage Papers, CL.

WILLIAM GOOSLEY TO NEIL JAMIESON <sup>1</sup>

Dr sir/

York [Va.] 22d March 1775

Will you be so kind as put the two Letters now inclosed on board the first two Vessells that offer for the West Indies. The Craft that carries this has in a large part of the Corn for Harvey's Brig & I have taken the liberty of directing Him to apply to you a Fan to run it thro – I will pay the Hire of one if you'll please to procure it for Him.

To save trouble & expence, we have concluded to buy the Staves we want at Norfolk, & shall be much obliged to you if any offer, to engage us 7½ m White Oak staves & 2½ m of Heading which my Brother will pay Cash for next week when He will be down to ship them. I am Dr Sir [&c.]

W Goosley

1. Neil Jamieson Papers, vol. 20, LC.

JOURNAL OF HIS MAJESTY'S SLOOP *Cruizer*, FRANCIS PARRY, COMMANDING <sup>1</sup>

March 1775

Cape Fear River Snow Point NWBN 1 Mile.

Tuesday 22nd

Arriv'd at No Carolina, & took the Command of his Majesty's Sloop *Cruizer* from Capt [Tyringham] Howe who was promoted: . . .<sup>2</sup>

1. PRO, Admiralty 51/218.

2. Captain Parry, according to his journal, had received his commission from Vice Admiral Samuel Graves in Boston on January 12, 1775, and next day "Set out by land (there being no opportunity by water from the Port being shut) to join the *Cruizer* at No Carolina."

**23 Mar.**

GENERAL THOMAS GAGE TO VICE ADMIRAL SAMUEL GRAVES <sup>1</sup>

(Copy)

Boston March 23d 1775.

Sir, I received this Morning your Letter of Yesterday desiring that a Detachment consisting of a Captain, One Serjeant, One Corporal, and Fifty private Marines may be ordered on Board his Majesty's Ship *Asia*, which you propose sending to New York. I will beg to observe to you that by the Earl of Dartmouth's Letter to me on the Subject of the Marines sent out to reinforce his Majesty's Troops here, that his Lordship calculates them to Amount to about Six Hundred Men,<sup>2</sup> Whereas not quite four Hundred have been landed.

That the present Moment is a critical One, his Majesty's final Orders being daily expected, on all the Transactions of this Country, And the Faction now Assembled at Concord endeavoring to procure a vote to call out all their Forces into the Field, so that I may be in want immediately of every Man I shall be able to collect.

In such a Situation I cannot Answer the Weakning the Force I have by any means at present, and Judge it absolutely Necessary to Wait the King's Orders, before I venture such a Step,

I am, Sir, &ca,

1. Gage Papers, CL.

2. Dartmouth to Gage, 17 October, 1774; . . . "the only thing that we can do for the present, is to order three of the Guard Ships to proceed immediately to Boston – Vizt – the *Boyne* the *Somerset*, and the *Asia*; and to take with them over and above their compliment of Marines, as many men as can be spared from the different quarters, so that the number will probably not fall much short of 600 Men, and as there may possibly be occasion for their landing they will be commanded by a Field Officer not above the rank of Major." Gage Papers, CL.

THOMAS GILBERT TO CAPTAIN JAMES WALLACE, COMMANDING H.M.S. *Rose*,  
NEWPORT<sup>1</sup>

Per Mr. Phillips

Freetown 23d March 1775

Honoble. sr Since my Wrigting the Lines on the 21th. by Mr. Philips maney Insults and Thretts are and have ben made a gainst those Soldiers Which have Taken out arms and train and Exersize in the Kings name, and on monday next the Captns. muster at the South part of the Town, when we have Grate Reason to fear that thousands of the Rebels will attack me: and Take our Lives or the Kings arms or perhaps both – I Sr ask the favour of one of his Majestys Tenders, or Sum other Vessel of force might be at or Near Bowerses in order if any of our People Should be obligd. to Retreat they may be taken on bord, which nothing but the Last Extremity will oblige them to quit the Ground

I am your obedient Humbe. Servent

Sign'd Thos Gilbert

1. *Newport Mercury*, April 24, 1775; "The following we have received as an authentic copy of a letter lately discovered."

24 Mar.

*Salem Gazette*, FRIDAY, MARCH 24, 1775

Salem, March 24.

Wednesday last the Schooner —, commanded by Capt. Lee, lately arrived from Dominica, was seized at Cape-Ann, by his Majesty's Ship *Lively*, for Breach of the Acts of Trade.

DIARY OF DR. EZRA STILES<sup>1</sup>

[Newport] Mar. 24 [1775]

The two Murrays,<sup>2</sup> Owners of the Ship *Bealah*, had unladen a part of the cargo secretly & landed it at Elizabeth Town. The Committees detected the fraud & Imposition, as the public tho' the ship was sent back without breakg Bulk. The public Resentment and Vengeance rose against these eminent Merchants. They found themselves in a bad state – made a confession of the whole matter (before the Committees had really gotten the Goods) offered to send them back and give £200 to rebuilding the N. York Hospital, and any other Concessions to the public Acceptance.

1. Stiles, II, 25, LC.

2. Robert and John Murray

MINUTES OF THE COMMITTEE OF SAFETY OF WILMINGTON, NORTH CAROLINA <sup>1</sup>

[Wilmington] Tuesday, March, 24th, 1775

Messrs. George and Thos. Hooper, reported Sundry dry goods of[f] the *Peggy*, Graham, Commander, from Leith, shipped to their address which they desired the committee to take into consideration and direct what should be done with the dry goods.

Ordered, That the said Goods be not landed, but sent back to Great Britain, as directed by the 10th Article of the General Association, and Mr. John Robeson is desired (as a member of this committee) to go on board the said vessel, and take an account of the goods on board, with their marks and numbers, and on her being ready to sail for Great Britain to examine the said goods with his account before taken.

Captain Oldfield reported two negroes shipped to his address of[f] the Schooner *Bedford*, Capt. Benney, which were ordered to be re-shipped, and was complied with by Capt. Oldfield.

1. Loring, ed., *Safety Committee of Wilmington, N.C.*, 26-27.

**25 Mar.**

*Providence Gazette*, SATURDAY, MARCH 25, 1775

Providence, March 25.

The latter end of the week before last, 56 fireams, bayonets &c. with several casks of powder, were delivered out of a scooner, in our enemies service, to Thomas Gilbert, of Freetown, and his infamous associates, to counteract the measures adopted by the colonies for the preservation of their liberties.

DIARY OF THE SALEM MORAVIAN CONGREGATION OF NORTH CAROLINA <sup>1</sup>

March 25 [1775]. From the gathering at Richmondtown Court-House today we hear that Mr. James Clan <sup>2</sup> and Lanier <sup>3</sup> were elected Delegates to the [Provincial] Congress, and were given instructions not to mix in the matter of the Bostonians, but instead to bestir themselves to have wholesome laws made for the country.

1. Fries, ed., *Moravians in North Carolina*, II, 869.

2. James Glen, a Loyalist.

3. Robert Lanier, an active "Liberty Man."

**27 Mar.**

*Newport Mercury*, MONDAY, MARCH 27, 1775

Newport, March 27.

We have received an exact list of those deluded wretches, who have been prevailed on by Thomas Gilbert, of Freetown, to take up arms against their country; whose names we shall expose properly, in a short time, if they do not renounce their wicked principles and practices very soon: and it is hoped the good people of this town will carefully avoid trading with any of those *vile* enemies to American liberty.

DASHWOOD BACON TO THE PRINTER OF *Pennsylvania Packet*<sup>1</sup>

Sir, Seeing in your Paper of Monday, March 13th, a most scandalous, false and base representation of the conduct of a Gentleman and boat's crew belonging to the King's armed Schooner *Diana*, I must, as a lover of truth, and being privy to the whole matter respecting George Taylor, of Wilmington, beg leave to assure the public, that he was not struck or in any manner molested (though he used many provoking speeches) 'till he took hold of the Gentleman on duty by the collar, who then struck Taylor one blow, the matter there ending, as Taylor did not return it: neither was he taken along-side the Schooner, having produced the proper papers.

Dashwood Bacon.

We, whose names are here under mentioned, from our personal knowledge of Mr. Bacon, as a Gentleman and a Man of Honour, are convinced he would not sign to any thing that was not strictly true. And we do further aver on our Honor, that the shallop was not brought alongside, or detained longer than is usual in examining vessels.

John Dowson, Master.

John Birthwhistle, Surgeon.

1. *Pennsylvania Packet*, March 27, 1775.

**29 Mar.**JOHN BROWN TO THE MASSACHUSSETTS COMMITTEE OF CORRESPONDENCE<sup>1</sup>

[Extract]

Montreal March 29th 1775

Gentlemen Immediately after the Reception of your Letters & Pamphlets, I went to Albany to find the State of the Lakes . . . I found the Lakes impassable at that time – About a Fortnight after I set out for Canada and arrived at St Johns in 14 Days having undergone most inconceivable hardships the Lake Champlain being very high, the Small Streams Rivers, and a great Part of the Country for Twenty Miles each side of the Lake especially toward Canada under Water; the Lake Champlain was partly open & partly covered with Dangerous Ice, which breaking loose for Miles in length caught our Craft drove us agt an Island and frose us in for 2 Days after which we were glad to foot it on Land.

I deliver'd your Letters to Mss. Thos Walker & Blake and was very Kindly reced by the Committee of Correspondence at Montreal, from whom I received the following state of Affairs in the Province of Quebec. Govr [Guy] Carleton is no gt Pollition, a Man of a Sower morose Temper, a strong Friend to Administration, and the late Acts of the British Parliament, which respect America, perticularly the Quebec Bill, has restrained the Liberty of the Press that nothing can be printed witht examination & Licence. application has been made to him for printing the Address from the Continental Congress, and a refusal obtain'd. All the Troops in this Province are ordered to hold themselves in radiness for Boston on the shortest Notice, 4 or 5 hundred Snowshoes are prepared for what use they know not – Mr Walker has wrote you about three Weeks since, and has been very explicit he informs you that Two Regular Officers Lieuts have gone of[f] in disguise, sup-

posed to be gone to Boston, & to make what discovery they can through the Country – I have the pleasure and Satisfaction to inform you that through the industry and exertions of our Friends in Canada, our Enemies are not at present able to raise Ten Men for Administration. . . . Several French Gentlemen from Montreal have paid the Governor a Visit and offered him their Services as officers to raise a Canadian Army and join the Kings Troops, the Govr told them he could get Officers in plenty but the difficulty consisted in raising Soldiers.

There is no prospect of Canada sending Delegates to the Continental Congress; the Difficulty consists in this, Should the English Join in the non importation agreemt the French would immediately monop[o]lize the Indian Trade – The French in Canada are a set of People that know no other way of procuring Wealth and honour but by becoming Court Sycophants, and as the introduction of the French Law will make room for the French Gentry, they are very thick about the Governer – You may depend that should any movement be made among the French to join agt the Colonies your Friends here will give the shortest Notice possible, and the Indians on their part have ingaged to do the same, so that you have no reason to expect to be surprised witht Notice should the worst event take place . . .

One thing I must mention to be kept as a profound secret, the Fort at Tyconderoga must be seised as soon as possible should hostilities be committed by the Kings Troops. The People on N Hampshire grant have ingaged to do this Business and in my opinion they are the most proper Persons for this Jobb. This will effectually curb this Province, and all the Troops that may be sent here –

As the Messenger to carry this Letter has been waiting some time with Impatience must Conclude by Subscribing myself Gentlemen [&c.]

J Brown <sup>2</sup>

To Mess. Saml Adams, Doctr Jos Warren &c

Committee of Correspondence in Boston

I am this Minute informed that Mr Carleton has ordered that no Wheat go out of the River untill further order, the Design is Obvious –

1. Mass. Arch., 193.

2. Brown (1744–1780) was then an agent in Montreal for the Boston Committee of Correspondence.

DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Boston] 29th [March, 1775]

The Detachment under Capt Balfour of the 4th continues at Marshfield – Pay and Provisions are sent to them once a fortnight.

1. *Mackenzie*, I, 14.

*Maryland Journal*, WEDNESDAY, MARCH 29, 1775

Baltimore, March 29.

We can assure the Public, that the Salt imported in the Brig *Sally*, Capt. [William] Moat, was thrown overboard and destroyed, in Consequence of a Resolve of the Committee of the county, that it should not be landed but in Nova Scotia or Georgia <sup>1</sup>

1. See Minutes of the Baltimore Committee of Observation, March 6, 1775

30 Mar.

GENERAL THOMAS GAGE TO VICE ADMIRAL SAMUEL GRAVES <sup>1</sup>

(Copy)

Boston March 30th 1775.

Sir, When I had the Pleasure of seeing you Yesterday I mentioned the Disturbance at Falmouth on Account of a Sloop from Bristol with rigging for a Ship built there by Captain Thomas Courson [Coulson], and read you a Letter from the Sheriff, who wished that a Ship of War was sent there. As you have so many stations to guard I am no Judge how far you will be able to comply with his Request, but take the Liberty to lay the Matter before you, and am satisfied you will grant the Town of Falmouth all the Aid and Protection in your Power to give.

I am with regard and Esteem Sir, &ca.

1. Gage Papers, CL.

VICE ADMIRAL SAMUEL GRAVES TO GENERAL THOMAS GAGE <sup>1</sup>

Sir

Boston 30th of March 1775.

At present I can only endeavour to protect Captain [Thomas] Courson's Ship and the Vessel with Rigging from Bristol, about which Your Excellency is pleased to inform me there are great disturbances at Falmouth; The *Canceaux* is the only Ship I can spare, the rest in this Neighbourhood being employed at places where, I trust your Excellency is satisfied, their presence is indispensably necessary; And although the *Canceaux* is under Orders to go to Halifax, to repair some damage We suspect She received laying aground at Piscatagua last January, I have notwithstanding ordered Captain [Andrew] Barkley to send her away with all possible Expedition, and to direct Lieutenant [Henry] Mowat to assist the New Ship till she can go to Piscatagua, or Salem; at either of which Places She can fit and compleat under the Protection of the Kings Ship there. While the *Canceaux* remains at Falmouth I hope her presence will be some Check to the common disturbers, and I shall very readily station some other Vessel at that place whenever it is in my power. I am with great Respect, and Regard Sir [&c.]

Sam<sup>l</sup> Graves

1. Gage Papers, CL.

NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES <sup>1</sup>

[Boston] 30th [March, 1775]

The *Margueritta* hired Schooner was ordered to be manned armed and victualled from the *Preston* and sailed the 30th with the Admiral's Orders for Captain Barkley at Piscatagua.

1. Graves's Conduct, I, 62, MassHS Transcript.

DIARY OF DR. EZRA STILES <sup>1</sup>

[Newport] March 30 [1775]

Warm affairs with Col. [Thomas] Gilbert of Trenton [Freetown] who has procured from Gen. [Thomas] Gage 56 small Arms & Amunition and raised a

Compa of 102 men against our Liberties. Also at N York warm dealing with Messrs Murrays<sup>2</sup> for secretly landing Goods, imported in the Ship *Bealah*.

1. Stiles, II, 26, LC.
2. Robert and John Murray.

WILLIAM LEWIS, PURSER OF H.M.S. *Rose* TO CHRISTOPHER CHAMPLIN<sup>1</sup>

Dear Sir, I am greatly to apologize for my late Impoliteness at your House, and hope Mrs. Champlin and yourself will excuse it. I should be glad to know the Weight of the Bread return'd as the Steward cannot finish his weekly Accounts without it. the Weight of the Sugar and Price is wanted as our Mess settles every fortnight. Likewise the Weight of the Cheese, Price, and what I am charged in Cheshire, for I have lost that you gave me. I think the [way the] Captain's Steward talks the Captain will pay for it himself. We propose victualing next week, when I shall come on shore and talk with you myself. only some of the Rum must be in Casks of about 30 Gallons, 6 of them will do the rest as we propos'd. this Manoeuvre is a late Whim of the Captains. I have nothing peticular to add but remain, &c.

Wm. Lewis

Wesnesday afternoon [March 30, 1775]

I find by the Steward the Captain expects to be charged no more than the weight as Cheshire. [Alexander] Brymer<sup>2</sup> supplied so at Boston. you know best what ships have done here before. things are in the same disagreeable Situation. dont let this be seen.

1. Ford, ed., *Commerce of Rhode Island*, II, 14, 15.
2. Agent for victualling His Majesty's Ships in North America.

*New York Journal*, THURSDAY, MARCH 30, 1775

Philadelphia, *March 22* [1775]

Since our last, sailed from this port for Boston his Majesty's Cutter *Diana*, Capt. [Thomas] Graves, with a large quantity of Dollars, squeezed from the traders of this port, for the maintenance of a band of \_\_\_\_\_.

As every person that visits a place leaves a character behind him – A correspondent remarks, that the Captain and crew of the *Diana* have left that of men who rode at the top of their commission, and acted as if they thought it entitled them to abuse every man they found trading in this river, by word or actions, and destroying their property, though strictly obeying the laws, the observers of which, they pretend, they are sent to protect.

**31 Mar.**

VICE ADMIRAL SAMUEL GRAVES TO GENERAL THOMAS GAGE<sup>1</sup>

Sir

Boston 31 March 1775

There being a Necessity for taking out all the *Somerset's* Guns and, perhaps, the greatest part of her Stores, that by heeling her, when lightned, they may

caulk as much of her bottom as possible which is at present in a very leaky Condition. I shall be greatly obliged to your Excellency for one or Two Transports a few days to take in her Stores while this work is in hand. I have the Honor to be with great regard. Sir [&c.]

Sam<sup>l</sup> Graves.

1. Gage Papers, CL.

GENERAL THOMAS GAGE TO VICE ADMIRAL SAMUEL GRAVES<sup>1</sup>

Sir,

Boston 31st March 1775.

I have had the pleasure to receive your Letter of this Day, respecting your having Occasion for Two Transports to take in the *Somersets* Guns and Stores, which I shall order immediately to Attend and to give you every Assistance possible.

I have the honor Sir, &ca

1. Gage Papers, CL.

GENERAL THOMAS GAGE TO VICE ADMIRAL SAMUEL GRAVES<sup>1</sup>

Sir,

Boston 31st March 1775.

Having received Information of some Disturbance about Freetown Swansey and Dighton, I am to beg the Favor of you to write a Line to Captain [James] Wallace<sup>2</sup> to give them such Assistance as he is able; If the Captain can send up any vessel to make Enquiry into Matters, and inform the People he has sent it by my Application, and to acquaint me of the best Places to procure Quarters for Troops, I apprehend it would be Sufficient.

I am with great Regard, Sir, &ca.

1. Gage Papers, CL.

2. Commander of His Majesty's Ship *Rose*, at Newport.

VICE ADMIRAL SAMUEL GRAVES TO GENERAL THOMAS GAGE<sup>1</sup>

Sir

Boston 31 March 1775

I have sent Captain [James] Wallace A Copy of your Excellency's letter to me, of this Morning, with Orders to comply with your requests therein mentioned. I have the Honor to be with great regard Sir [&c.]

Sam<sup>l</sup> Graves.

1. Gage Papers, CL.

**1 Apr.**

*Providence Gazette*, SATURDAY, APRIL 1, 1775

Providence, April 1.

We hear a Number of Fire Arms, with a Quantity of Ammunition, have been sent from on board a Man of War at Newport, to Col. Thomas Gilbert, and his Tory-Adherents, at Freetown.