

MINUTES OF THE NEW YORK COMMITTEE OF SAFETY <sup>1</sup>

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

Feb. 10th, 1776.

Benjamin Walker informed the Committee that Mr. Yates was informed that his ship was below; that he, Mr. Walker, went down in a pilot boat, expecting it was Mr. Yates' ship; that when the pilot boat came within a mile of the ship, they sent out a boat and pressed John Carleton to pilot the ship up; that he, Benj. Walker, was present and knows that they did press him as a pilot; that an officer on board informed him that they had 200 men on board, and were part of 7,000 men from England, and had been nine weeks at sea.

John Carleton examined, says, he frequently told the captain that there was not any person on board of his boat who could pilot the ship up; but that they insisted on it and obliged him to go on board; that Capt. Kennedy told him he was under the necessity to press him, and did press him to carry up the ship, and charged him on pain of death not to run her aground; that between the banks they saw a wood boat; that a jolly boat put off from her and rowed towards the ship and came within 20 yards; that they then ordered men into the main tops and on deck; that thereupon a pilot on board of the jolly boat, who said he had served his time with Fundran,<sup>2</sup> was taken on board; that near Staten island he got on board of his own boat; and that ship *Caty* is from Boston; that they said there were 200 men on board; that he saw between 40 and 50 men, as he thinks; that there were 8 or 9 officers on board; that he told them Genl. Lee was in New-York, and that he supposed there were 6,000 forces there; that he understood that ships in the whole had sailed with them; that Capt. Kennedy told him that the night before he got down they had 40 men on deck, and some men in the main tops. Carlton had a certificate in the words following, to wit:

I, Capt. Kennedy, of the 44th regiment, commanding his Majesty's troops on board of the *Kitty* transport, do certify that I pressed and by force obliged the bearer, John Carleton, to pilot the above mentioned ship from Sandy Hook to New-York. Given under my hand on board the *Kitty*, Feb. 9th, 1776.

Kennedy, Capt. 44th Regt.

We certify the above.

Lieut. Benson  
Lieut. John Campbell } 44th Regt.

Thereupon a certificate was given to the said John Carleton, in the words following, to wit:

In Committee of Safety,  
New-York Feb. 10th, 1776.

The case of John Carleton, as to his having piloted up the transport ship *Caty*, has, at his own request been heard by this Committee, and Benjn. Walker, of the city of New-York, merchant, who went down with him in his boat, was examined as a witness. The Committee of Safety are of opinion that the said John Carleton was innocently brought into such a situation as to be necessarily obliged to pilot the transport

ship *Caty* with troops; and from any evidence that has appeared to us, the said John Carleton ought not to be injured, or considered in a worse light or esteem by the public on that account.

1. *New York Provincial Congress*, I, 288–89.

2. Fundran's title was Branch Pilot. He was in charge of all New York pilots.

MEMOIRS OF WILLIAM SMITH <sup>1</sup>

[New York, February 10, 1776]

On Friday all was Tempest by the coming up of a Transport – The Fears of the Multitude made them forget the Mayor's Message concerning the expected Ship & conceiving that they were betrayed Mr. [Henry] Clinton & the Governor were calumniated as false Villains, Liars and Decievers – The River was full of Ice and the Cold intemperate and yet the Inhabitants flew into the Country with their Effects & Nothing could restrain them from escaping at every possible outlet – The opposite Shores were covered with Household Goods there being not a sufficient Number of Carriages to take them away – Immense Losses were sustained by the Fugitives and many weakly Constitutions will doubtless complain from this a rainy cold Day to the Hour of Death. – Their Frights were owing to a Report that Mr. [Charles] Lee would instantly begin to fortify & bring on an Attack from the Ships in the Harbour.

Mr. Tryon at this Juncture sent [Samuel] Bayard [Jr.] the Deputy Secretary to the Committee of Safety to let them know his Answer to Bayard's Question what he should do with the Records that they were safe in their present Repository if no Works were erected to annoy the Ships and the Artillery remained untouched. This was in Effect giving Leave to General Lee to raise works in the interior Parts of the Island But the Committee made no Use of this Hint to ease the Inhabitants chusing to urge their Flight that the empty Houses might be used as Barracks for the Soldiers they had sent for – Mr. Tryon also offered to take the Records into his own Care and be answerable for them & refused his consent to remove them – That Message was delivered on the 7 of Feby to the Committee and reduced to writing tho' delivered in words, and one Copy left with the Mayor & another with Mr. Axtel [William Axtell] to be shewn to the Members of the Council on Shore It gave Relief to but Few except my Family to whom (as my Wife lay in the Day before) Mr. Tryon (Saturday 10th) desired Mr. Axtel to declare in Confidence that Nothing would tempt the Ships to fire at that Season upon the Town. Vandeput at the same time with Tears in his Eyes besought the Refugees contending with the Ice in passing the River to Return to the City assuring them that the Ships would not begin the Assault but all was in Vain while the Leaders on Shore perswaded to the Flight, and were silent as to the Message from the Governor who was at the same [time] openly maligned as one of the worst of Mankind & unfortunately the Wind prevented General Clinton from sailing for several Days during which Time Reports were propogated of Mr. [William] Howe's actual Embarkation at Boston destined to this Place as well as of other Troops being on their Way from Great Britain and General Lee at the same Time declared that his Works might be delayed for a Month. . . .

1. Sabine, ed., *Memoirs of William Smith*, 263–64.

ROBERT OGDEN TO JOHN HANCOCK <sup>1</sup>

Sir

Elizabeth Town, Feby. 10th. 1776

I am ordered by the Committee of Elizabeth Town, to acquaint the Congress of the Capture and State of the Ship, *Blue Mountain Valley*, now lying at Elizabeth Town Point, and to desire particular Directions from the Congress, what is to be done with the said Ship, Cargo, Officers & Seamen.

On Monday, the 22d of January, between eleven & twelve oClock, Lord Stirling with about thirty Men of his Regiment (being near all that were then armed at this Place the rest being at Long Island) set out for Amboy on a secret Enterprise – In the Evening of the same Day, an Express arrived in this Town with a Letter directed to Lord Sterling, and in his Absence to the Chairman of the Committee of this Place, informing, that an armed Vessel with a Detachment of Marines & Seamen was sent off from New York that Day from the Ships of War in New York to the Transport Ship.

On the Chairman's Receipt of this Letter, he immediately called the Committee which met about six oClock in the Evening, and from the Letter & Express, collected & concluded that Lord Sterling left this Place with an Intention to procure a Vessel at Amboy and go in Quest of the Transport Ship which he then thought was in a defenceless Condition, not knowing of the Reinforcement sent from New York, and that if the Intelligence should reach him that Night, he would not be able to procure Vessels & Assistance in Season at Amboy to secure Success and might be repulsed with Loss. – On which the Committee resolved to send a Detachment of an 100 Volunteers in three or four Boats by the way of the Narrows to take, or assist Lord Sterling to take the armed Vessel or Transport of which they immeadiately notified Lord Sterling by an Express; And to encourage Volunteers to enter assured them they should share of the Prize or Prizes according to the Regulations that were or should be made by the Continental Congress. – Volunteers were soon procured, and furnished by the Committee with Ammunition, Provision, & what Arms were wanting. – Of the Townsmen about 80 and of the Continental Troops about 30. – The Committee also procured three Boats and fitted them in the best Manner the Night & Hurry would admit of. – Between twelve & one OClock at Night the Armament was ready to sail but on Account of the Tide & Ice they could not proceed by the way of the Narrows; they therefore set out with a fair wind by the way of Amboy, where they stopped & called upon Lord Sterling, who with a Boat by him procured for the Purpose & about forty of his Regiment set out with them in Quest of the Ship & armed Vessel. – At Sunrise from the Mast head they descried the Ship at Sea, stood for, met & boarded her without Opposition, at ten OClock in the Morning. – They found her to be a Transport from London with Coals, Porter, Potatoes, Hogs, & Horse Beans designed for the ministerial Troops at Boston commanded by John H. Dempster, Brother to George Dempster Member of Parliment for Dundee &c, in Scotland. – But the armed Vessel by great good Fortune saved herself by returning to New York not having discovered the Ship to the great Disappointment of our People. – Lord Sterling gave the Command of the Ship to Mr [William] Rogers a Sea-Captain, with Orders to proceed for this Place, but being detained

by Tide & contrary Winds, on Wednesday near Amboy, The Committee being Apprehensive of an attempt by the Man of War to retake her, on Wednesday Evening sent a Reinforcement of about 80 Men to secure her against any such Attempt and on Friday she arrived in Safety at Elizth Town Point, where she remained under the Care of Lord Sterling gaurded by some of the Troops under his Command untill Teusday Last, when he & his troops were ordered to New York; since which Time she hath been & now is under the Care of the Committee. – By Order of Lord Sterling & the Committee, the Porter & Beans are stored, the Sails & Rigging are taken on Shore; The Potatoes which are cheifly rotten & Coal remain on Board the Ship. – The Capt & Seamen remain Prisoners at large in this Town. – The Committee expected Lord Sterling would have, before this Time, procured the particular Dire[c]tions of the Congress for the Disposition of the Ship & Cargo, but in this they are disappointed and every Thing respecting the Ship is in Susp[en]se. The Hogs remaining being only seven (out of eighty) and the remaining Potatoes they have concluded to sell. – The Coal is in great Demand for making of Arms, and is liable to be destroyed with the Ship by an armed Force which may be despatched privately in the Night from New York, which is but about fourteen Miles distance. The Seamen who are boarded out by the Committee are uneasy & soliciting the Committee for their Wages, which, they say, were promised by Lord Sterling. – The Capt is anxious to know how long he is to be detained, and the Committee are desirous that he may be soon dismissed & be at Liberty to return Home & inform his Freinds & Countrymen of the Usage he has received from the Americans. –

This, Sir, is the State of Affairs relating to the Store Ship called the *Blue Mountain Valley* taken & brought to this Place. –

The Committe[e] earnestly request that the Congress will immeadiately take the same into Consideration & will fully determine in what Manner the said Ship & Cargo shall be disposed of, and that they will very speedily give Directions particularly, for the same. – That if the Congress shall determine that the Ship & Cargo or any Part thereof shall be distributed among the Captors that they will order very particularly the Manner & Proportion of such Distribution, for which Purpose a List of the Officers & Men as near as the Committee can find is [i]nclosed. – The Committee are also desirous that the Congress will determine what is to be done with the Captain, Officers & Seamen belonging to the said Ship & also respecting their private Property due. – A Bill of the Wages is inclosed. – The Committee are informed & beleive that Lord Sterling soon after taking the Ship assured the Captain & Men that their Property then on Board should be restored to them and that they should receive all their Wages that were then due. – The Captain's Adventure amounts to about one hundred & twenty Pounds sterling, Sixty Pounds of which are insured. The Committee do not know whether that Sum should be allowed him or whether he should be refered for the same to the Insurers in England. They desire Directions from the Congress.

Here is also enclosed a Copy of the Bill of Laden of the Ships Cargo, which among other Things proves the Ships Destination.

The Committee desire you will be pleased to lay this Matter before the Congress immediately & hasten an Answer as soon as possible. I am [&c.]

Robert Ogden Chairman of the Committee of Elizabeth Town P.S. Since writing the above, the Committee have received from Lord Sterling, a Copy of the Resolves of Congress of the 29th of Jany last, relating to the Ship *Blue Mountain Valley*, but as they then did not fully determine the Matter, they therefore beg the Congress will now resume the Consideration & send their particular Determinations on each Head, which will be chearfully submitted to & give full Satisfaction to all concerned.

A List of the Officers & Men Belonging to the Melitia of Elizabeth Town Who Entered on Board of three Different Shallops as Volunteers in Order to take the Ship *Blue Mountain Valley* Jany 22d 1776 Under the Command of Elias Dayton Coll

1	Elias Dayton Coll	33	Dall Craig
2	Edward Thomas Lieut Coll	34	Thos Lee
3	Oliver Spencer Captain	35	Stephen Wheeler
4	William Britten Captain	36	Farrington price
5	Francis Barber 1st Lieut	37	Elijah Woodruff
6	Aaron Hatfield 1st Lieut	38	Dall Woodruff
7	Thomas Morrel 2 Lieut	39	Aaron Ogden
8	George Everson Quartermaster	40	Edwd Jones
9	Smith H[at]field Capt Boat	41	Wm Clark
10	John Thomas Capt Boat	42	Jona: Clark
11	John Trail Capt Boat	43	Jona Nichols
12	William Barnet Surgeon	44	Sall Mann
13	William HigenS Sergt	45	Silas Freeman
14	David Ross Sergt	46	Wm Meeker
15	Henry Baker Sergt	47	Sall Ogden
16	Sall Smith	48	Gabriel Meeker
17	Lewis Blanchard	49	Jona: Piersons
18	Edmund Thomas	50	Ellihue Piersons
19	Thos Elstone	51	Dall Bo[ute]yt
20	Ephraim Marsh	52	Robt Spencer
21	Adam Lee	53	Wm Ramsden
22	Thomas Quigley	54	Sall Sealey
23	[blank] Macarty	55	Sall Lee
24	Henry M'Munagal	56	Thos Hoyt
25	Price pareel	57	Lewis Woodruff
26	Barny Ogden	58	Isaah Gray
27	Timy B. Stout	59	Willm Livingston Jnr
28	Jos: Meeker Jun[r]	60	Browst Livingston
29	Geo: Weeks	61	John Hendrix
30	Edwd Connet	62	Sall Morehouse
31	Azerrias Beaty	63	Jacob Carle
32	David Stewart	64	Benja Woodruff

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|---------------------|---------------------|
| 65 Jonathn Woodruff | 72 Moses Connet     |
| 66 Benjn Hinds      | 73 Godfrey Blackney |
| 67 John Gray        | 74 Timy B[a]rns     |
| 68 James Clenehey   | 75 Simon Simonson   |
| 69 John Miller      | 76 Richd Miller     |
| 70 John Runyon      | 77 John Miller 2d   |
| 71 Nicholas Deane   |                     |

The Above is a True List to the [best] of My Knowledge & Beliefs

Edw<sup>d</sup> Thomas

Elizth Town F[e]by 9 1776

1. Papers CC (New Jersey State Papers), 68, 81-89, NA.

“AN ACCOUNT OF WAGES DUE TO THE CAPTAIN, OFFICERS SEAMEN &C OF THE *Blue Mountain Valley* FROM THE TIME OF THEIR COMING ON BOARD IN THE RIVER THAMES UNTILL THE ARRIVAL OF THE SHIP AT ELIZABETH TOWN”<sup>1</sup>

	£	S	D
1 J.H.Demps[t]er @ the 1st of October untill the 25 Jany @ 8£ Sterling Pr Month	30	8	0
2 Chief Mate from 25 Septr untill Do [25th January] @ £3..5.0	13	0	0
3 Second Mate from 20th Septr to Do [25th of January] @ 40/	8	6	7
4 Third Do [Mate] from 1st of Octr to Do [25th of January] @ 31/	5	18	6
5 Carpenter from 25th Septr to Do [25th of January] @ £3..5..0	13	0	0
6 Boatswain 1st of Octr to Do [25th of January] @ 40/	7	12	0
7 Steward, from Do [1st of October] to Do [25th of January] @ 31/.	5	18	0
8th James McKinnon Seaman from 25th of Septr to 25th Jany @ 31/.	6	4	0
9 Alexr Watson for same Time	6	4	0
10 George Wilson for Do	6	4	0
11 James Brice Boy @ 21/. for 4 Months	4	4	0
12 Emanuel Paterson from 10th Octr to 25th Jany @ 31/.	5	8	0
13 Nicholas Eliat for same Time	5	8	0
14 Caligan Bastian for Do	5	8	0
	£123	3	7

The above Persons are all that did belong to the Ship *Blue Mountain Valley* two Prentices Excepted they drawing no wages from the Ship.

The Captn says that their has been paid to the Saylor's of the Above Amount. - 23 6 7

[Manifest of the Ship]

Shipped by the Grace of God in good Order & well conditioned by Mure, Son & Atkinson, by order of the Right Honourable the Lords Commissioners of his Majesty's Treasury, in & upon the Good Ship called the *Blue Mountain Valley*, whereof is Master, under God for this present Voyage John H. Dempster and now riding at anchor in the River Thomas, and by Gods Grace bound to Boston - One hundred & seven & a Quarter Chaldron of Coals One hundred

Butts of Porter branded CALVERT One hundred & twelve & a half Quarter of Beans Fifteen Tons, twelve hundred Weight of Potatoes Ten Casks of Sour Krout Eighty Hogs Thirty five Puncheons for water – Which are to be delivered in the like Good Order & Condition (the Danger of the Seas, Mortality of the [blank space] and Consumption of their Provender only excepted) unto the Commander in Chief of his Majestys Forces in America or to his Order, at the aforesaid Port of Boston, or at any other Port in America which he shall direct, free of Freight. In Witness whereof the Master or Purser of the said Ship hath affirmed to four Bills of Lading all of this teno[r] & Date one of which being accomplished the other three are to stand void. And so God send the good Ship to her desired Port in Safety. Amen.

Dated in London the 30th Day of Septr 1775 –

1. Papers CC (New Jersey State Papers), 68, 91–93, NA.

NORTH CAROLINA DELEGATES IN THE CONTINENTAL CONGRESS TO THE  
NORTH CAROLINA COUNCIL OF SAFETY <sup>1</sup>

Philadelphia 10th Febr'y 1776.

Honble Gentlemen We had the pleasure of writing to you some time ago by Mr. Goddard surveyor of the Post Office, we now send by the waggon that you directed us to procure (to the care of Saml. Johnston Esquire at Edenton) the Drums, Colours,<sup>2</sup> Fifes, Pamphlets and a quantity of Powder to make up the load, we hope you will receive them safe and doubt not you will cause them to be distributed in such manner as to make them most usefull, we have searched almost every Booksellers shop in this City for pamphlets but have made a poor Collection, few are Written, none read, since the appeal to Arms,

You will please to observe that 400 lb of the Powder is the property of Mr John Cooper with whom you are to account, the remainder, and all the other articles are to be placed to the Credit of the United Colonies and such of them as are expended in their service you will charge to their account, we obtained an order on the Commissary for one Ton of Powder which with the Cash we have received is charged to our Colony, the Waggon cannot carry the whole of it with the other articles, if no good opportunity should offer to send you what remains we shall take care that the Colony has credit for it, If the accounts and Vouchers for the several Articles we have purchased can be had in time they shall be sent herewith, if not, we shall transmit them by the first safe hand as also an account of the sums we may receive from the Public Treasury.

you have herewith sundry resolutions of Congress (part of which have been transmitted before) we beg leave to recommend them to your Serious attention,

The Third Regiment which you are raising and the Vessels of War you are Fitting out will enhance your expenses amazingly, the whole will be too much for your Strength to accomplish, we therefore take the liberty to request of you to forward to us as soon as may be an exact account of your expenditures