



Class E2.07

Book 673

PRESENTED BY

THE NEW-YORK HISTORICAL
SOCIETY

THE JOHN WATTS DEPEYSTER
PUBLICATION FUND

XLIX

COMMITTEE ON PUBLICATIONS

GERARD BEEKMAN
R. HORACE GALLATIN
ROBERT H. KELBY

COLLECTIONS

OF

THE NEW-YORK HISTORICAL SOCIETY

FOR THE YEAR

1916.

THE JOHN WATTS DEPEYSTER
PUBLICATION FUND SERIES

NEW YORK:
PRINTED FOR THE SOCIETY

MDCCCXVI

OFFICERS OF THE SOCIETY, 1916.

PRESIDENT,

JOHN ABEEL WEEKES.

FIRST VICE-PRESIDENT,

WILLIAM MILLIGAN SLOANE.

SECOND VICE-PRESIDENT,

WALTER LISPENARD SUYDAM.

THIRD VICE-PRESIDENT,

GERARD BEEKMAN.

FOURTH VICE-PRESIDENT,

FRANCIS ROBERT SCHELL.

FOREIGN CORRESPONDING SECRETARY,
ARCHER MILTON HUNTINGTON.

DOMESTIC CORRESPONDING SECRETARY,
JAMES BENEDICT.

RECORDING SECRETARY,

FANCHER NICOLL.

TREASURER,

FREDERIC DELANO WEEKES.

LIBRARIAN,

ROBERT HENDRE KELBY.

EXECUTIVE COMMITTEE.

FIRST CLASS—FOR ONE YEAR, ENDING 1917.

PAUL R. TOWNE, LANGDON GREENWOOD,
R. HORACE GALLATIN.

SECOND CLASS—FOR TWO YEARS, ENDING 1918,

JAMES BENEDICT, RICHARD HENRY GREENE,
ARCHER M. HUNTINGTON.

THIRD CLASS—FOR THREE YEARS, ENDING 1919.

J. ARCHIBALD MURRAY, B. W. B. BROWN,
EDWIN W. ORVIS.

FOURTH CLASS—FOR FOUR YEARS, ENDING 1920.

STANLEY W. DEXTER, HENRY F. DE PUY,
FREDERICK TREVOR HILL.

JAMES BENEDICT, *Chairman.*

ROBERT H. KELBY, *Secretary.*

[The President, Vice-Presidents, Recording Secretary,
Treasurer, and Librarian are members of the Executive
Committee.]

PREFACE

THIS volume contains the proceedings of a Board of General Officers of the British Army at New York, appointed by Sir Henry Clinton, August 7, 1781, to consider the expenditure of public money in the different departments established by him when he succeeded to the command of the British Army at New York.

The volume is of great local interest, and has among other items a return of men, women and children in the British Regiments victualled in New York, in the Civil Department and in Foreign Regiments, with Muster Roll of Assistants, Overseers, Coopers, Laborers, Artificers in various departments and where employed, and covers Brooklyn and this city; also list of vessels, giving names of masters, and a comparative view of the expenses in different departments of the Army from December 17, 1775, to December 5, 1781, under Sir William Howe and Sir Henry Clinton.

The original manuscript volume is in the Archives of the Society.

*Of the First Army. Board of general officers
New York, 1781*

PROCEEDINGS OF A
BOARD OF GENERAL OFFICERS
OF THE
BRITISH ARMY AT NEW YORK, 1781

New York 19th July, 1781

Major Drummond

to His Excell^y Sir Henry Clinton

SIR:

From the small investigation I have as yet been able to make into the Accounts and Expenditures in one or two Departments of this Army, there appears to me no other certain method of diminishing the very heavy Expences attending on them but that of immediately taking the Vessels, Batteaux and small Craft with the Horses and Waggons out of the hands of Departments and place them in those of Government, by which means the immense charge incurred at present for the hire of Vessels, Waggons and Horse Train will be in a great measure saved, as in that case Government cannot suffer any other charge but simply those for the pay of Drivers, and the hire of proper persons for the management of the Vessels, with some necessary Contingent Expences to replace such Horses as may die or be rendered unfit for service, to repair Waggons, and to refit the Vessels, &c.

Government I apprehend from this mode will be eased of very considerable Expences. For notwithstanding the present heavy charges incurred for the current Services of the various Departments, Government must still be considered as answerable for and at the risk of all losses under every head and of every kind.

I believe upon Calculation it will be found that all the Horses, Waggons, Vessels, &c which may be found necessary to be employed for the use of the Army under Your Excellency's Command, might be purchased considerably within one Year's hire of the present cost and Establishment.

I am extremely sensible that many objections will be thrown in the way to bar any proposal of this kind, setting forth the improbability that such a Scheme will ever answer should it be put into execution; I foresee that many obstacles may be framed to counteract such a design, but I have to assure Your Excellency, upon mature deliberation, that a plan might be

adopted in this respect, which I am persuaded would fully answer the purpose of reducing the present enormous charges; I may possibly be too sanguine, but I confess the feasibility of what I propose strikes me in the most sensible manner.

I should humbly propose that a Board of General Officers might assemble to enquire whether this proposal is practicable and should it appear to them that it would answer the end which I know Your Excellency has ever had so much at heart, that of diminishing the enormous expence of the Army, I should humbly propose that a Comptroller with two or three Officers of Rank should have the entire management of all those matters, under the stile or form of a Board of Works or whatever denomination may be thought most proper.

I have taken the liberty of submitting the above observations to your Excellency's perusal; the motives that have actuated me upon this occasion are solely the publick good, and in consequence of the very urgent orders that have been transmitted to me from the Right Honorable the Lords Commissioners of His Majesty's Treasury through Mr. Robinson their Secretary, which specify in so particular and forcible a manner, their confidence and trust that I would give Your Excellency every information in my power; and that I should follow all such Rules and directions as I might receive from Your Excellency from time to time; and that with the assistance of Your Excellency I should use every means in my power to curtail all improper charges to prevent unnecessary expences, and to see that the respective Services are carried on with due & proper Oeconomy.

I have the honor to be with the utmost respect

Your Excellency's most faithful & obedient H^ble Serv^t

DUN^N DRUMMOND.

Head Quarters New York 7th Aug^t 1781.

SIR:

I am directed by the Commander in Chief to lay before Your Excellency the enclosed paper and to request you will have the

goodness to let me know at what time and place the General Officers &c shall attend you.

I have the honor to be &c &c

OL DE LANCEY
Adj^t Gen^l

Lieut. Gen^l Robertson.

His Excellency the Commander In Chief is pleased to direct that a Board, to be composed of the following General Officers &c &c or as many of them as can conveniently attend.

His Excellency Lieut. General Robertson President
Lieut. General Campbell
Major General Paterson
Brig^r Gen^l The Earl of Lincoln
Brig^r General Birch
The Hon^{ble} Andrew Elliott and
The Hon^{ble} Henry White Esq^{rs}

do assemble at _____ on _____ and receive such information as Major Drummond Commissary of Accounts shall lay before them, touching the Expenditure of Publick Money in the different Departments, which the Commander in Chief found established in this Army, upon his succeeding to the Command of it. And His Excellency requests, that after the Board have duly Considered the same they will be pleased to report to him, in writing their opinion thereon.

Proceedings of a Board of General Officers Summoned by Order of His Excellency Sir Henry Clinton Commander in Chief &c &c

At New York 10th August 1781, Viz^t:

Present His Excellency Lieut Gen^l James Robertson, President
Lieutenant General Campbell
Major General Paterson
The Hon^{ble} Andrew Elliot }
The Hon^{ble} Henry White } Esq^{sr}

His Excellency General Robertson having read Sir Henry Clinton's Letter of 7th August, 1781 and Major Drummond having laid before them sundry Papers, agreed on writing the following Letter or Report to His Excellency the Commander in Chief Viz^t:

New York 10th August 1781.

SIR:

We have the honor to inform Your Excellency from the cursory view which we have taken of the papers laid before us by Major Drummond, it appears proper that an exact Muster be immediately taken of all persons employed in the Vessels and Boats belonging to the different Departments in Government pay, and that a Survey be taken of those Vessels.

That a Muster be likewise taken of all the Conductors, Waggoners, Labourers and Artificers belonging to the different Departments and a Survey to be made of the Waggoners charged to Government, and the state of them.

The Commissary General to give in a Return of the Rations drawn for the above persons, their Wives and Children.

I have the honor to be in the name of the Board,

Sir, &c &c

JAMES ROBERTSON

His Excell^y Sir Henry Clinton
Commander in Chief, &c &c &c

The Board adjourned till Tuesday.

Tuesday August 14th, 1781

The Board met at General Robertson's agreeable to their Adjournment last Friday.

Present His Excellency Lieut. General Robertson
Lieutenant General Campbell
Major General Paterson
Brigadier General Birch
The Hon^{ble} Andrew Elliot } Esq^{sr}
The Hon^{ble} Henry White }

His Excellency General Robertson read the Commander in Chief's Answer to the Report of the 10th instant as follows:

Head Quarters August 10th, 1781

SIR:

I am honored with Your Excellency's letter of this date, and in answer to it I am to request that the Board will be

pleased to do every thing they judge requisite, and issue to the different Department what directions they think necessary to come at every information they may require in the course of their Proceedings; and the Department shall have my Orders to pay every requisite obedience thereto a Copy of which is inclosed.

I have the honor to be &c &c

H. CLINTON

His Excellency
Lieut Gen^l Robertson.

The following is a Copy of the letter alluded to in the preceding which the Commander in Chief ordered to be wrote to the Heads of the different Departments Viz^t:

Head Quarters New York 10th August 1781

GENTLEMEN:

The Commander in Chief has thought proper to appoint a Board of General Officers &c of which His Excellency Lieutenant General Robertson is President, to receive from Major Drummond Commissary of Accounts such information as he may think most proper to give them, relative to the expendature of Publick Money by the different Departments, and as it may be necessary for the Board in the Course of their Proceedings to give directions, and to call upon the Principals of the several Departments for information in order to facilitate the Business they are sitting on, it is the Commander in Chief's desire that the Departments will be pleased to pay every requisite attention to such orders as the Board may think proper to give for this purpose.

By order of His Excellency

JOHN SMITH

Sec^{ry}

To the Principal Officers of the
Several Departments of the Army.

Upon a Review of the Papers laid before us by Major
No 1 Comparative View of Expences in different Depart-

SIR WILLIAM HOWE

Barrack Master's Department

1775 Dec 31st	}	Paid Brigad Gen ^l James Robertson.....			
to					
June 30th 1776	}	Paid George Clarke Esq.....			
1777 Mar 29					
to	}	Paid George Clarke Esq.....			
June 6th 1777					
1778 {10	}	Paid George Clarke Esq.....	40061- 6-7		
May {14			}	Captain Paine.....	16060- 6-0
{15					}	H. Robinson.....	1855- 0-6

For 2 Years and 5 Months.....

Commissary General of Stores and Provisions

1775				
Dec 31		Paid Daniel Chamier Esq.....		
1776				
June 4		Paid Ditto		
1777 {29	}	Paid Ditto		
March {30				
1778				
April 25		Paid Daniel Weir Esq.....	50805-	9-6
May 5		" Do	9245-	6-8
" 12		Do Do	85943-	17-8¼

For two years and 5 months.....

Quarter Master General's Department

1775 Dec 13th	}	Paid Colonel Sheriff at Sundry times.....	
to			
1776 Dec 31	}	Paid Colonel Sheriff & Sir Wm Erskine.....	
March 31st			
to	}		
Dec 31st 1777			

Drummond they are as follows:

ments from 31st December 1775 to 31st December 1780

24796- 3-6 $\frac{1}{4}$

21087- 7-9

57976-13-1

103860- 4-4 $\frac{1}{4}$

2228- 1-3 $\frac{1}{4}$

10317-12-3 $\frac{3}{4}$

71764- 3-6

145994-13-10 $\frac{1}{4}$

230304-10-11

161040-19-7

217645- 1-2 $\frac{1}{2}$

Jan 14th to	}	Paid Sir Wm Erskine & Colonel.....
to		
May 14 1778		
		Sherriff
		Two Years and five Months.....

Engineer's Department

1775 Dec 31	}	Paid Capt Montrezor & Capt Dixon.....
to		
Dec 31 1776		
Jan 1st to	}	Paid Ditto Ditto
Dec 31 1777		
1778 May 12		
14	}	Paid Capt Montrezor.....
16		
		Two Years and five Months.....

SIR HENRY CLINTON

Barrack Master's Department

1778 May 26	}	Paid Colo. Clarke.....
to Dec 31		
1779 Jan 1		
to Dec 31	}	Paid Ditto
1780 Jan 1		
to Dec 31		
		Paid Colo. Clarke..... 89569- 5-9½
		Paid Major Crosbie..... 75000
		For Two Years and 7 Months.....

Commissary General of Stores and Provisions

1778 May 25th	}	Paid Daniel Weir Esq at New York.....
to Decem 30		
		Do for Rhode Island & Halifax.....
1779 Jan 1st	}	Paid Daniel Weir Esq at New York.....
to Dec 31		
		Rhode Island.....
		Halifax.....

127212-11-0

505898-11-9 $\frac{3}{4}$

52387-19-0 $\frac{1}{2}$

40752-12-5 $\frac{3}{4}$

33577- 1-2 $\frac{1}{2}$

126717-12-8 $\frac{3}{4}$

18025- 0-7

219640-11-6 $\frac{3}{4}$

164569- 5-9 $\frac{1}{2}$

402234-17-11 $\frac{1}{4}$

210000

12000

222000-

360000

30000

17521-18-3

407521-18-3

1780 Jan 1st	}	Paid Ditto at New York....	480000
to Dec 31		Ditto for So. Carolina....	95000
		Ditto for Halifax.....	20200

Deduct for Rum bought and paid for here, which was not done before, suppose 5000 Puncheons a year at a Dollar pr Gallon on an average is about.....

Deduct further for Provisions bought here and increase of Forage suppose.....

For 2 Years and 7 Months.....

Quarter Master General's Department

1778 May 26	}	Paid Sir William Erskine.....
to Dec 31st 1778		
Jan 1 to Dec 31st 1779	}	Paid Sir William Erskine.....
Jan 1st to Dec 31st 1780		Lord Cathcart.....
		Gen Dalrymple.....
		Capt Savage at Rd Island.....

For Two Years and Seven Months.....

Engineer's Department

May 26th to Dec 31st 1778	}	Paid Major Montrezor.....
1778 Oct 1st to 31st Dec 1779		
Jan 1st to Dec 31st 1780	}	Paid Capt Alex Mercer.....
		Paid Ditto

Two Years and Seven Months.....

No 2 State of the Difference in Sundry Departments in Sir

Sir Henry Clinton	{	Amount of Barr ^k M ^r Gen ^l 's Depart. from 26th May 1778 to 31st Decemb ^r 1780 2 years & 7 Months.....
Sir William Howe	}	Amount of Ditto from 1st Jan ^{ry} 1776 to 26th May 1780 2 Years & 5 Months.....

Amount of Commiss ^y Gen ^l of Stores & Pro- vis ^{ns} from 26th May 1778 to 31st Decemb 1780 2 Years and 7 Months.....	}
Amount of Ditto from 1st Jan ^{ry} 1776 to 26th May 1778 2 Years & 5 Months.....	}

Amount of Quart M ^r Gen ^l 's Depart from 26th May 1778 to 31st Dec 1780 2 years & 7 Months.....	}
Amount of D ^o from 1st Jan 1776 to 26th May 1778 2 years & 5 Months.....	}

Deduct $\frac{1}{3}$ to bring Sir Henry Clinton's time and Sir William
Howe's upon the same footing.....

On the above three Departments there is an encrease of
£847097-2-9 $\frac{1}{4}$ in two Years & seven Months

Amount of Engineers Department from 26 May 1778 to 31 Dec 1780 2 years & 7 Months.....	}
Amount of Ditto from 1st Jan 1776 to 26th May 1778 2 years & 5 Months.....	}

GROSS AMOUNT OF WARRANTS as taken from the Secretary's
From 26th May to 31st Dec 1778.....
From 1st Jan to 31st Dec 1779.....

William Howe and Sir Henry Clinton's Command

402234-17-4½

103860- 4-4½

Increase

298374-13-7

884721-18-3

230304-10-11

654417- 7-4

823752- 5-0

505898-11-9¾

317853-13-2¼

£1270645-14-1¼

423584-11-4

£847097- 2-9¼

137902- 4-0½

126717-12-8¾

11184-11-3½

Office

£580043- 3-8

1375054-12-1¼

Seven Months

Twelve Months

From 1st Jan to 31st Dec 1780.....

Sir Henry Clinton's time.....

From Decemb 1775 to May 1778.....

Encrease in.....

No 3 Sketch of the Quart^r Mast^r Generals Departm^t at

VESSEL HIRE

34 Sloops Schooners & Brigs q^t 3784 Tons being 111 Tons on }
 an average with Seamen..... }
 Deduct 3 losses by Capture &c.....

14 Small Vessels of about 30 Tons each at 6^d per Ton with }
 4 men each at 4/ pr day..... }

8 Armed Vessels.....

4 Dispatch Boats at £50 Sterl^g pr Month.....

29 Extra Hands for the Dispatch Boats.....

620 Drivers 1973 Horses 617 Waggons.....

a Quarter

N. B. Besides the above there is a charge for hire of the Command^r in Chief as pr Capt Chad's Contingnt Bill.....

N. B. 76 Seamen employed in Sundry small Craft, Bat-Workmen Viz^t Carpenters, Sawyers, Wheelrights, Blacksmiths and Labourers.....

<u>1323331- 9-5$\frac{3}{4}$</u>	Twelve Months
£3278429- 5-3	for 2 Years & 7 Months
<u>1079412- 7-7$\frac{1}{4}$</u>	Sir W ^m Howe's time
<u>£2199016-17-7$\frac{3}{4}$</u>	2 Years & 7 Months

New York for 3 Months from 1st January to 31st March 1781.

New York Curr ^{cy}	
16729- 2-5	
3978- 5-4	12750-17-1
<hr/>	
	1911-15-3
Sterling	
4131-18-0	
600	8111-17-0
<hr/>	
	522-
	<hr/>
	23296- 9-4
	46609-10-0
	<hr/>
	69383-19-4
	4
	<hr/>
	£279623-17-4

Twenty Vessels at Staten Island in February by an Order from
 Currency
 654- 0-6

teaux, Scows and Boats

5977-14-8

Chief Waggon Master, Conductors, Clerks, Storekeepers and
 Inspectors of Ferrys.....
 Different Materials charged for repairing & Building Flat Boats,
 Batteaux, Row Galleys, Armed Brigs & Sloops with fitting
 up Births in Transports &c upon an average about £4000
 per Quarter.....

Suppose you keep in Governments hands 34 Sloops & Schooners q ^t 3784 Tons at 7 Men pr 100 Tons is.....	265 Men
8 Armed Vessels at 30 Men each.....	240
14 Small Vessels with 4 men each.....	56
4 Dispatch Boats 6 Men each.....	24
	585

No 4 Account of Charges for Vessels, Carts, Waggons
 1st January to 31st March 1781.

At Burling Slip paid for hire 17 Sloops & Schoon^s 1258 Tons..

N. B. Besides the above 4 Sloops are kept up on Governm^t
 Waggon hire paid for 6 Waggons w^t 2 Horses & 15 carts w^t
 One Horse.....
 And for Extra Cartage.....

2599-15-8

4000- 0-0

£12577-10-4

	Sterling	
at £5 Ster ^s per Man } is per Quarter	8775- 0-0	
620 Drivers at 1/6 Sterling } pr day is pr Quarter	4278-	
	<hr/>	Currency
A Quarter	£13053- 0-0 } is at par	23205- 6-8
		4
		<hr/>
	A Year.....	92821- 6-8
Ballance in Government's favor.....		186802-10-8
		<hr/>
		£279623-17-4

and Labourers hire in the Commis^y Gen^{ls} Department from

4455-10-8

Acc^t

1242- 0-0

307- 9-0

Forage Office, Cartage, Waggon hire & other Expences.
 7 Sloops and Schooners 92 days.
 Brewery 2 Carts £108 Extra Cartage £43-8.
 Brooklyn Store 1 Cart 90 days at 12/.
 Horse Hire for Cattle Drivers.
 Waggon Hire at Haerlem hights.

For a Year

Clerks, Assistants and Labourers Wages for the same period
 supposed the same as in 1779.

N. B. The Whole Expence of this Department for the above
 Quarter as per Account given in by Commiss^y General.

If in Government's Hands

17 Sloops & Schooners q ^t 1258 Tons at 7 Men for 100 Ton is.	87 Men
7 Sloops &c at the Forrage office with 4 Men each	28
4 Sloops at present kept up on Government Account.	16
	131
Men	

26 Drivers for the Carts & Waggons at 1/6 Sterling per day }
 90 days. }

A Quarter

3876- 1-3

1276- 9-4

151- 8-0

54

18

108

11488-18-3

4

£45955-13-0

11781- 5-0 $\frac{3}{4}$

95643-11-8 $\frac{2}{7}$

at £5 Sterling }
per Month }

Sterling

1965- 0-0

179- 8-0

2144- 8-0

Currency

3812- 5-4

4

A Year.....

15249- 1-4

Ballance in favor of Government.....

30706-11-8

£45955-13-0

No. 5—

Account of Charges in the Barr^k M^r General's Department
hire

Cart hire at Long Island.....
Ditto on York Island taking the average of two Quarters.....
Ditto in the City.....
Hire of 21 Sloops and Schooners taking the Medium of the
Quarter before & this.....

A Quarter

Wages paid in the above time for Labourers, Carpent. Masons,
Assistants, Clerks, Attendants at Wood-Yards for Long
Island, Staten Island & City and Paulus Hook.....

N. B. The whole Expence of this Department for the above
Quarter as per account given in by the Barrack Master General
including £2500 for House Rent which was not ascertained.

If in Government's Hands

21 Sloops and Schooners q^t 1825 Tons at 7 Men per 100 Ton }
is 128 Men at £5 per Month..... }
20 Drivers for 20 Waggons which is supposed about the number }
in use is 20 Men at 1/6 per day for 92 days..... }

Sterling

For a Year

Ballance in favor of Governm^t.....

from 1st Oct to 31st Decemb 1780 for Cart, Waggon & Vessel

Currency
 439- 4-0
 1083
 2581

5881-17-0

9985- 1-0
 4

A Year

39940- 4-0

5998- 7-7

53020- 0-0

1920 per Quarter

138

2058 is

Currency
 3658-13-4
 4

14633-13-4

25306-10-8

£39940- 4-0

No 6—

Account of Charges in the Engineer's Department for Vessel,

3 Sloops and 1 Schooner q^t 280 Tons at 13/ Sterling per Ton per
 Month.....
 6 Waggons and 3 Carts.....

A Quarter

equal to

A Year

Workmen's Wages for the above period Viz^t Carpenters,
 Labourers, Masons, Blacksmiths &c.....

N. B. The whole Expen^ce of this Departm^t for the above
 Quarter.....

4 Sloops and Schooners q^t 280 Tons at 7 Men for 100 Tons 21
 Men at £5 Ster^s per month.....
 9 Drivers for the Carts & Waggons is 9 Men at 1/6 Sterling
 per day.....

A Quarter Sterling.....

A Year

Ballance in favor of Government.....

Cart and Waggon hire from 1st Jan to 31st March 1781

Sterling

544-19-6

267-15-0

£812-14-6

Currency

1444-16-10

4

£5779- 7-4

6465- 1-4½

Sterling

10176-14-8½

Sterling

315— 0—0

Sterling

62- 2-0

377- 2-0 is

Currency

670- 8-0

4

2681-12-0

3097-15-4

£5779- 7-4

No 7—

Amount of Expenditures in different Departments for one

	Vessels
Quarter Master General's Department from 1st January to 31st March 1781.....	23296- 9-4
Barrack Master Generals Department from 1st October to 31st December 1780.....	5881-17-0
Commissary General's Department from 1st January to 31st March 1781.....	6732- 0-0
Engineer Department from 1st January to 31st March 1781.....	972- 6-8
	£36882-13-0

No 8.—

Vessels employed in different Departments:

1781

Commissary General's Depart- ment 1st January to 31 March	Tons	Extra Seamen	Wages per month
Sloop Brompton.....	30		
Schooner Polly Armed...	68½	20	£6
“ Cato.....	65		
“ Brooklyn.....	75½		
Sloop Howe Arm'd.....	81¾	8	£6
“ Kent.....	47½		
“ Swan.....	52½		
Brig Peter.....	109¼		
“ Patsey.....	180⅓		
Sloop Recovery.....	30		
Ship Charming Sally.....	141½		

N. B. Besides the above there appears to be 4 or 5 Vessels Government

Quarter in 1780 and 1781

Horses and Waggon's	Assistants Clerks and Workmen	Provisions Materials Fire Wood &c	TOTAL N. Y. Curr ^y
46609-10-0	8577-10-4	22969-15-1	101453- 4-9
4103- 4-0	5998- 7-7	37036-11-5	53020- 0-0
2670- 0-0	11781- 5-0	74460- 6-8	95643-11-8
476- 0-0	11493- 9-0	5150- 3-9	18091-19-5
53858-14-0	37850-11-11	139616-16-11	268208-15-10

Commissary General's Department 1st January to 31 March	Tons	Extra Seamen	Wages per month
Sloop Speedwell.....	89 $\frac{1}{3}$		
FORAGE OFFICE			
Sloop Chester.....	29 $\frac{1}{2}$		
“ Deborah.....	64 $\frac{3}{4}$		
“ Ranger.....	61 $\frac{3}{4}$		
“ Betsey.....	50		
“ Thomas.....	45 $\frac{1}{2}$		
“ Industry.....	28		
Schooner Perfect.....	88		
in all.....19 Vessels			

employed for Temporary Periods and 4 Vessels that belong to

No 8 Continued

Quarter Master General's Department 1st January to 31st March 1781	Tons	Extra Men	
Schooner Rachael.....	144		
Brigantine Peggy.....	145		
“ Mary Ann....	144		
Sloop Caeser.....	110		
Schooner Christopher.....	81 $\frac{3}{4}$		
Sloop Albany.....	111		
“ Sally.....	126		
“ Alexander.....	130		
“ Betsey.....	45 $\frac{1}{2}$		
“ Kitty.....	73		
“ Diana.....	137 $\frac{2}{3}$		
“ Britannia.....	50 $\frac{3}{4}$		
“ Lucy.....	59		
“ Barrington.....	69 $\frac{3}{4}$		
“ Sally.....	60 $\frac{1}{2}$		
Brig ^{tine} North.....	130		
Ship Falmouth a Prison			
Ship.....	221		
Sloop Eagle.....	45 $\frac{2}{3}$		
“ Harlequin.....	40		
		Extra Seamen	Wages pr Mo £6
“ Neptune [Armed]..	129 $\frac{1}{2}$	21	
“ Hercules.....	129 $\frac{1}{2}$		
Brig ^{tine} Duncan.....	125		
Schooner Friendship....	90		
Brigan ^e Ranger.....	117 $\frac{1}{4}$		
Sloop Gigg.....	56		
Brig ^{tine} Arnold.....	126 $\frac{1}{2}$		
Sloop John.....	106 $\frac{2}{3}$		
“ Appollo.....	114		
“ Peggy [Armed]....	102 $\frac{1}{3}$	8	
Cutter Greyhound [not armed].....	57 $\frac{2}{3}$	5	£6 Sterg

Quarter Master General's Department From 1st January to 31st March 1781	Tons	Extra Men	
Ship General Reidesel . . .	150		
Sloop Mary	122		
“ Jupiter	135		
Brig ^{ne} Joseph	124 $\frac{1}{3}$		
Sloop Nancy	29 $\frac{3}{4}$	4	At 4/ Currency per day & Rations
“ Byron	30	4	“
Schooner Poole	30	4	“
Sloop Diligence	30	4	“
“ Black Joke	28 $\frac{1}{2}$	4	“
“ Maria	30	4	“
Schooner Betsey	30	4	“
Sloop Rachael	26	3	“
“ Dove	30	4	“
“ Reprisal	30	4	“
Schooner Baltimore	30	4	“
Sloop Sir James Wallace . .	30	4	“
“ Mary Ann	30	4	“
Pettiaugre Beaver	“	“	“
ARMED VESSELS Viz			
Sloop Formidable	156	17	At £6 Ster per month
Brig Defiance	149 $\frac{1}{3}$	19	“
Sloop Ranger	150	17	“
Brig Spitfire	120	15	“
“ Rambler	128 $\frac{2}{3}$	19	“
“ Lurcher	130	17	“
Sloop Nancy	50 $\frac{1}{2}$	9	“
“ Maria	45	7	“
Schooner May Flower £50 Ster ^s per Month	“	& 7	“
“ Lapwing . . . Do	“	7	“
“ Swallow Do	“	8	“
“ Mercury Do	“	7	“

Barrack Master General's Department In December 1780	Tons	Men
Brig Three Friends.....	103	
Sloop Friendship.....	90	
“ Governor Provost..	55	
“ Peggy.....	96 $\frac{3}{4}$	
“ Beggars Bennison..	119	
“ Happy Couple.....	75	
“ Mary.....	83	
“ Mohawk.....	50	
Schooner Hope.....	100 $\frac{1}{2}$	
“ Lord Howe....	102 $\frac{1}{2}$	
“ Lady Howe....	66	

Engineer Department	Tons	Men
Sloop Freelove.....	280	
Theodosia.....		

No 9—

Return of Drivers, Horses and Waggons furnished by of the Army in North America in the District of New York by and Staff Officers and several Corps of the Army between 1st

Distribution

Command ^r in Chief	7 large Waggons with 4 horses to each Waggon.....
	Lately attached to Lt Gen ^l Earl Cornwallis now attending on Major Gen ^l Phillips & Reidesel 3 large Do.....
	Lieut General Robertson.....
Brigad ^r Generals	{ Paterson.....
	{ Stirling.....
	{ Leland.....
	{ Birch.....

Barrack Master General's Department In December 1780	Tons	Men
Schooner George.....	95	
“ Betsy.....	69	
“ St Andrews....	97 $\frac{2}{3}$	
“ Friends.....	65 $\frac{1}{3}$	
“ Free Mason....	87 $\frac{1}{4}$	
“ Mary.....	74	
“ Vigilant.....	103	
“ Escape.....	85	
“ General Phillips	132	
“ William.....	76 $\frac{1}{4}$	

Engineer Department	Tons	Men
Sloop Harriet.....	280	
Schooner Betsey.....		

Brigad^r-General William Dalrymple, Quarter Master General order of His Excellency the Commander in Chief for the General January & 31st March 1781 inclusive being 90 days.

Drivers	Horses	Waggons	Commenc ^s		Ending	Days	per Day	New York Currency
			Jan	Mar				
7	28	7	1	31	90	147/	661-10-0	
3	12	3	“	“	“	63/	283-10-0	
2	4	2	“	“	“	24/	108	
2	4	2	“	“	“	“	108	
1	2	1	“	“	“	12/	54	
2	4	2	“	“	“	24/	108	
1	2	1	“	“	“	12/	54	

 Distribution

Adjutant General's Department.....
 Quarter Master General & Deputy's.....
 Commissary General.....
 Hospital for the Army & Navy.....
 Provost Martial.....

BRITISH CORPS

17th Light Dragoons.....
 Ditto for their dismounted.....
 Corps of Light Infantry.....
 Ditto for their Mounted.....
 Corps of Grenadiers.....
 17th Regiment of Foot.....
 22d Do
 37th Do
 38th Do
 42d Do 2 Battalions.....

Carried forward.....

No 9—Continued

Brought forward.....

43d Regiment.....
 54th Do These Waggon's now attached to the Drafts and
 Recruits under the Comm^d of Major Cuffe.....
 57th Regiment.....
 76th Ditto
 80th Ditto

PROVINCIAL STAFF CORPS

Brigad^r Generals { DeLancey.....
 Skinner.....
 Arnold.....

Drivers	Horses	Waggons	Commenc ^s	Ending	Days	per Day	New York Currency
3	6	3	"	"	"	36/	162
3	6	3	"	"	"	"	162
2	4	2	"	"	"	24/	108
12	24	12	"	"	"	144/	648
1	2	1	"	"	"	12	54
7	14	7	"	"	"	84/	378
2	4	2	"	"	"	24/	108
20	40	20	"	"	"	240/	1080
1	2	1	"	"	"	12/	54
20	40	20	"	"	"	240	1080
5	10	5	"	"	"	60	270
5	10	5	"	"	"	"	270
5	10	5	"	"	"	"	270
5	10	5	"	"	"	"	270
10	20	10	"	"	"	120	540
119	258	119	"	"	"	"	£6831
119	258	119	"	"	"	"	£6831
5	10	5	Jan	Mar	90	60/	270
5	10	5	"	"	"	"	270
5	10	5	"	"	"	"	270
10	20	10	"	"	"	120/	540
10	20	10	"	"	"	"	540
1	2	1	"	"	"	12/	54
1	2	1	"	"	"	"	54
1	2	1	"	"	"	"	54

 Distribution

Inspector General for Stores &c.....	
Queens Rangers Mounted & Dismounted.....	
3d Battal ⁿ of DeLancey's Brigade.....	
1st Battalion.....	
2d Do	} Skinner's Brigade.....
4th Do	
Loyal American Regiment Colonel Robinson.....	
Garrison Battalion.....	
Staten Island Troop Light Horse.....	
Captain Diemars Troop of Hussars.....	
Detachment at the Light House.....	
Loyal New Englanders.....	
Governor Wentworths Vol. Troop.....	
Guides and Pioneers.....	

HESSIAN STAFF

General Knyphausen Staff and suit.....		
Major Generals	{	
DeLosberg.....		
De Gasen.....		
De Kospoth.....		
De Hackenburg.....		
De Wurmb.....		

Carried forward.....

Brought forward.....

Artillery Staff & Train of Reserve under the Commd of Lt Col Pittel [Eitell].....	
Ditto, Ditto, for Stores & Tools.....	
Ditto for a Field Forge Amunition lost & Spare Wheel Carriages.....	
Hessian Hospit ^l for Medicine Chest, Bag &c.....	

Drivers	Horses	Waggons	Commenc ^g	Ending	Days	per Day	New York Currency
2	4	2	"	"	"	24/	108
9	18	9	"	"	"	108/	486
4	8	4	"	"	"	48/	216
3	6	3	"	"	"	36/	162
}	3	6	"	"	"	"	162
	3	6	"	"	"	"	162
	3	6	"	"	"	"	162
	2	4	"	"	"	24/	108
	1	2	1	"	"	12/	54
1	2	1	"	"	"	"	54
1	2	1	"	"	"	"	54
1	2	1	"	"	"	"	54
1	2	1	"	"	"	"	54
1	2	1	"	"	"	"	54
12	26	12	"	"	"	"	688 10
2	4	2	"	"	"	24/	108
2	4	2	"	"	"	"	108
2	4	2	"	"	"	"	108
2	4	2	"	"	"	"	108
2	4	2	"	"	"	"	108
214	540	214	"	"	"	"	£11941 10
214	540	214	"	"	"	"	11941 10
			Jan	Mar			
3	8	3	1	31	90	42/	189
1	2	1	"	"	"	12/	54
"	13	"	"	"	"	39	175 10
4	8	4	"	"	"	48/	216

 Distribution

HESSIAN CORPS

 for Transporting Artillery Ammunitⁿ & Baggage

Grena ^{dr} Batt. Linsing—for Baggage.....	
Cannon & Ammun ⁿ	
Gren ^{dr} Batt. Lingriek	
for Baggage.....	
Cannon & Ammun ⁿ	
Gren ^{dr} Batt. Lowenstein	
for Baggage.....	
Cannon & Ammun ⁿ	
Gren ^{dr} Batt. Graff	
for Baggage.....	
Cannon & Ammun ⁿ	
Regt du Corps	
For Baggage.....	
Cannon & Ammun ⁿ	
Regt Landgrave	
For Baggage.....	
Cannon & Ammun ⁿ	
Regt Prince Heredity	
For Baggage.....	
Cannon & Ammun ⁿ	
Regt Prince Charles	
For Baggage.....	
Cannon & Ammun ⁿ	
Regt Donop	
For Baggage.....	
Cannon & Ammun ⁿ	
Regt Mirbach now Young Losberg	
For Baggage.....	
Cannon & Ammun ⁿ	
Regt Bunnau	
For Baggage.....	
Cannon & Ammun ⁿ	

Drivers	Horses	Waggons	Commenc ^e	Ending	Days	per Day	New York Currency
6	12	6	"	"	"	72/	324
1	17	1	"	"	"	57/	256 10
6	12	6	"	"	"	72/	324
1	13	1	"	"	"	45/	202 10
6	12	6	"	"	"	72/	324
1	13	1	"	"	"	45/	202 10
6	12	6	"	"	"	72/	324
1	13	1	"	"	"	45/	202 10
6	12	6	"	"	"	72/	324
1	17	1	"	"	"	57/	256 10
6	12	6	"	"	"	72/	324
1	13	1	"	"	"	45/	202 10
6	12	6	"	"	"	72/	324
1	13	1	"	"	"	45/	202 10
6	12	6	"	"	"	72/	324
1	13	1	"	"	"	45/	202 10
6	12	6	"	"	"	72/	324
1	13	1	"	"	"	45/	202 10
6	12	6	"	"	"	72/	324
1	13	1	"	"	"	45/	202 10

 Distribution

Hussars Mounted & dismounted	
For Baggage.....	
Cannon & Ammun.....	
Combined Batt. Baggage.....	
Carried forward.....	
No 9—Continued	
Brought forward.....	
REGIMENT OF ANSPACH	
1st Regim ^t	
For Baggage.....	
Cannon & Ammunition.....	
2d Regim ^t	
For Baggage.....	
Cannon & Ammunition.....	
Anspach Yagers for Baggage.....	
EXTRA Waggon with 4 horses for each Waggon as Provision	
Train and for the supply of the Engineer, Barrack Master &	
Commissary General's Departments in the transportation &	
Collecting of Stores, Provisions, Forage, Fuel &c for the	
Troops and Materials for the Construction of Fortifications,	
Barracks, & Hutts for the Troops Cantoned, the supply of	
the King's Ship Yards and other Publick Works.....	
Extra Ditto Carts and Drays for Do Do and Extra duties for	
the Army.....	
Drivers, Horses and Waggon attached to the Bridge Master	
for transporting of Pontoon Boats and Materials for the	
building of Bridges 36 large Waggon with 4 horses each	
Waggon 2 Do with 2 horses each.....	
Horses for the mounting of Guides & Expresses as also for the	
Waggon Masters & Conductors and the transportation of	
Field Forges.....	

Drivers	Horses	Waggons	Commenc ^d	Ending	Days	per Day	New York Currency
8	16	8	"	"	"	96/	432
4	10	1	"	"	"	45/	202 10
5	10	5	"	"	"	60/	270
316	805	313	"	"	"	"	£19447 10
316	805	313	"	"	"	"	19447 10
			Jan	Mar			
7	14	7	1	31	90	84/	378
"	12	"	"	"	"	36/	162
7	14	7	"	"	"	84/	378
"	12	"	"	"	"	36/	162
2	4	2	"	"	"	24/	108
200	800	200	"	"	"	4200/	18900
50	100	50	"	"	"	600/	2700
38	148	38	"	"	"	"	3510
64	..	..	"	"	"	192/	864
620	1973	617	"	"	"	"	£46609 10

No 10—

Comparative View to purchase or to hire Vessels, Horses
from 1st January to 31st March 1781.

Quarter Master General's Department

34 Sloops and Schooners.....	£500	each
14 Small Vessels.....	100	
8 Armed Vessels.....	1000	
4 Dispatch Boats.....	250	

1973 Horses at £16.....		
250 large Waggons 40.....	10000	
367 Small Ditto 20.....	7340	

Barrack Master General's Department

21 Sloops at 500 each.....		
50 Waggons 20.....		
100 Horses 16.....		

Commissary General's Department

24 Sloops and Schooners £500 each.....		
25 Waggons.....	20	
50 Horses	16	

Carried forward.....

No 10—Continued Brought over.....

Engineer Department

4 Sloops £500 each.....		
6 Waggons 20.....		
15 Horses 16.....		

at 4/8 per Dollar equal to £180116-11-5 Currency

and Waggons employed at present in the different Departments

	Sterling
1700	
1400	
8000	
1000	
<hr/>	
27400	
31568	
17340	76308
<hr/>	
10500	
1000	
1600	13100
<hr/>	
12000	
500	
800	13300- 0- 0
	<hr/>
	£102708- 0- 0
	£102708- 0- 0
2000	
120	
240	2360
<hr/>	<hr/>
	£105068- 0- 0 Sterling

Quarter Master General's Department

The present Vessel hire for one Quarter from 1st January to 31st
 March 1781.....
 Horses and Waggon hire for Ditto.....

Barrack Master General's Department

Vessel hire for one Quarter October to December 1780.....
 Cart and Waggon hire for Ditto.....

Commissary General's Department

Vessel hire from 1st January to 31st March 1781.....
 Do for the Forage Office & other incidental expences.....
 Cart & Waggon Hire..... £1880-17-0
 Ditto in the Forage Office..... 1000

Carried forward.....

Brought over.....

Engineer Department

Vessel Hire from 1st January to 31st March 1781.....
 Waggon hire from Ditto Do

at par

Six Months Hire of the above £180897 8 4 Currency

Currency

23296 9 4
 46609 10 0

69905 19 4

5881 17 0
 4103 0 0

9985 1 0

5732
 500

2880 17 0

9112 17

£89003 17 4

Currency

£89003 17 4

Sterling

544 19 6
 267 15 0

812 14 6 is

1444 16 10

£90448 14 2

No 11—

Amount of Savings to Government upon the largest Scale from a Comparison of one Quarter from 1st January to 31st March 1781.

Ballance from Commissary General's Department.....		£30706	11	8
Ditto	Engineer's Department.....	3097	7	4
Ditto	Barrack Master General's.....	25306	10	8
Ditto	Quarter Master Generals.....	186802	10	8
		<hr/>		
		£245913	0	4

		Currency		
Allow for repair of 120 Vessels employed in the different Departments in addition to the present Establishment of workmen and Materials.....		10000		
For Repairs of 672 Waggons	Ditto	1000		
	Ballance.....	234913	0	4
		<hr/>		
		£245913	0	4

		New York Currency		
In the Quart ^r Master General's Department				
The Horses employed by the Q ^r Master General cost for yearly hire.....		200000	0	0
The Forage for 2000 horses at £90 a head...		180000		
Rations for the Drivers, their Wives & Children may suppose at least 1000 at 3/6 Currency pr day.....		63875		
		<hr/>		
		443875		
Charges for Wages to Black Smiths, Collar Makers Wheelwrights, Sawyers &c. with Iron for shoeing the Horses and keeping the waggons in repair.....		20000		
For Waggon Master and Conductors &c....		8000		

Besides the expence of Stables & Work shops about.....	5000		
		£476875	0 0
The hire of Vessels amounts to about.....	100000		
Provisions for the Men in small Vessels and Extra armed Men about 80 at 3/6.....}	5110		
Contingent Bill per Quarter 1216 19 5			

This account arises from a supposition that the whole Army is to take the Field the first of January, and to be provided with every Horse and Carriage that possibly may be in demand for the whole Year, and that the Country can afford no resource which might occasionally be called into use.

No 12—

Vide Major Drummond's letter to Sir Henry Clinton
19th July 1781.
See page 1st of this Book.

No 13—

Sketch of a Plan of a Board of Works to be appointed to Controul and direct upon general Principles the Various Departments of the Army; to include all the Contingencies, charges and works as may be denominated EXTRA leaving the particular detail of each Department to its own Government.

The Board to be composed of the following Officers under the immediate direction and Superintendency of a General Officer.

A Comptroller with the Agents of Transports & Assistants
Paymaster

The Commissary of Accounts from his present Commission being entitled to examine and Certify the Expenditure of all Monies; it will therefore be necessary that the Board before they enter into any engagements or contracts in behalf of Government, do lay the same before the Commissary of Accounts, who will present it to His Excellency the Commander in Chief for his approbation.

It is proposed that the Board should inspect into all purchases and Contracts for the Various Articles wanting for the

Service and direct the payments of all Monies incurred under those Heads as well as the payment of the Extra Artificers and of the various Branches under its Cognizance and that it should have the entire management and direction of all the armed Vessels, Gun Boats, Batteaux, Flat Bottom Boats, Sloops and small Craft that may be necessary and expedient for carrying on of the publick service with the reparations also requisite for the whole and authority to order all the necessary transportation and conveyance of Stores &c by land or Water for these several objects; having first reported their opinion to the Commander in Chief, and having his permission and Sanction for such Plans being finally carried into execution.

This arrangement to include likewise the Establishment of a Ship Yard with a Master Carpenter for inspecting into the state of all the Army Vessels which by this proposed arrangement will of course be collected under one head from the several departments and for keeping them in constant repair. All these Officers are already in a great measure established.

In order that the King's Service may not be retarded, and that the Establishments, when they may be finally fixed upon, may be constantly compleat in every part. The Board to

No. 1—

Return of Vessels employed in His Majesty's Service in the Captⁿ Henry Chads, Agent.

No.	Vessels Name	Sort
1	Peggy.....	Brig
	Caesar.....	Sloop
	Sally.....	"
	Mary Ann.....	Brig
5	Ranger.....	"
	Arnold.....	"
	Appollo.....	Sloop
	Dianna.....	"
10	Agness.....	Schooner
	John.....	Sloop

direct the construction of all Workshops, storehouses and Buildings to be inclosed in proper Yards for the purpose of Repairs; and for refitting whatever may be lost or damaged in the unavoidable exigencies of the Service; as it will tend much to the benefit of the Service to have Storehouses immediately erected to serve as deposits for Provisions, with buildings to contain all the requisite Articles for the Equipment of the different Vessels &c.

The Board to finally determine upon all such matters, and to order their being carried into execution if they appear upon the Examination of the Board to be useful and right to be done. The Position of these Yards, Storehouses &c to be fixed in such Situations as their Expediency and propriety may point out.

The Board to order all Surveys and Musters of every Department in the Army, whenever it may be judged proper & fitting to take them, and all Estimates attending the publick Works to be laid before it; which they will immediately lay before the Commander in Chief.

Major Bruin being sent for delivered into the Board sundry Returns of Vessels, Drivers, Horses and Waggon furnished by the Quart^r Master Generals, Viz^t:—

Quart. Master General's Department under the direction of

Master's Names	Tons	Remarks
Sam ^l Nesbitt	145	Horse Vessel at Cape Fear
Balfour	110	Horse Vessels now in Virginia
Luttill	126 $\frac{2}{3}$	" " "
Alex ^r Morrison	144	" " "
Michael Neal	117 $\frac{1}{4}$	" " "
Wm Young	126 $\frac{1}{2}$	" " "
Jas Camplien	114	" " "
Edw ^d Ross	137 $\frac{2}{3}$	" " "
Nath ^l Proctor	110	" " "
Edw ^d Welchford	106 $\frac{2}{3}$	" " "

Return brought forward and Continued—

No.	Vessels Name	Sort
	Gen ^l Reidesel.....	Ship
	North.....	Brig
	Jupiter.....	Sloop
	Mary.....	"
15	Escape.....	Schoon ^r
	Neptune (arm'd).....	Sloop
	Peggy (arm'd).....	"
	Gigg.....	"
	Lucy.....	"
20	Mary Anne.....	"
	Betsey.....	Schooner
	Rachael.....	Brig
	Falmouth.....	Ship
	Duncan.....	Brig
25	Betsey.....	Sloop
	Alexander.....	Sloop
	Albany.....	"
	Eagle.....	"
29	Christopher.....	Schooner
30	Sally.....	Sloop
	Pool.....	Schoon ^r
	Harlequin.....	Sloop
	Sr Jas Wallace.....	"
	Reprizal.....	"
35	Baltimore.....	Schoon ^r
	Brittania.....	Sloop
	Byron.....	Sloop
	Black Joke.....	"

Master's Names	Tons	Remarks
Wm Boyers	150	Gone with a Flag to Virginia
John Potty	130	Horse Vessels at New York ready for Sea
Eph ^m Harvey	135	" "
Thos Smith	122	" "
Smith	85	" "
Stewart Ross	129½	Stationed at Harlem
George Elvine	102⅓	} Attending His Excellency The Commander in Chief
Wm Weatherspoon	56	
Thos Brown	59	Attending the Light House
Wm Griffin	30	Attending the Post at Staten Island
Jas Ballingtine	30	" "
Rich ^d Brady	144	Ship yard to hold Stores &c belonging to Batteaux &c
John Christie	221	Prison Ship
Dun ^{on} Nichol	125	Attend ^g the Guard at the Wallabought
Mich ^l Grant	45½	" "
Christ Coggel	130	Bringing Timber &c to the Qr Master General's Ship Yard
Chas Bidder	111	" "
Fras Crawford	45⅔	" "
Frans Beevin	81¼	" "
Wm Murray	60½	Bringing Wood for the use of the Troops in Camp
Jacob Louzada	30	" "
Thos Glentworth	40	" "
Roger Shannon	30	" "
Chas Lyon	30	" "
Luke Dixon	30	Express Boat
Wm Smith	50¾	Carrying Baggage &c to the different posts
Dun ⁿ White	30	" "
Rich ^d Powdril	28½	" "

No.	Vessels Name	Sort
40	Diligence.....	Sloop
	Rachael.....	"
	Dove.....	"
	Nancy.....	"
	Beaver.....	Petteaugre

No 2—

List of armed Vessels and Dispatch Boats in His Majesty's inspection of Captain Tonkin Agent

How Rigged	Names of	
	Vessels	Masters
Brig	Defiance	Jos Nash.....
Sloop	Formidable	Nat ^l Horton.....
"	Ranger	Alex Cairns.....
Brig	Spitfire	Roger Pye.....
"	Rambler	Wm Austin.....
"	Lurcher	Jas Taylor.....
	DISPATCH BOATS	
Schooner	Swallow	Jas Watson.....
"	Mercury	Geo Galton.....
Sloop	Maria	Peter Stark.....
"	Nancy	Roger Pert.....
"	Swift	Jas Ridley.....

Master's Names	Tons	Remarks
Jos Beatty	30	Carrying Baggage &c to the different posts
Martin Taylor	26	" "
John Adams	30	" "
Vin ^t Wynants	29 ³ / ₄	" "
Corn. Van Voorst	"	Attending Paulus Hook

New York 1st August 1781

H. CHADS Agent

Service in the Quarter Master General's Department under the

No of Guns & W ^t of Metal Ponders							
18	12	9	6	4	3	Swivels	
14	"	2	"	"	"	"	Virginia
12	2	"	"	"	"	"	ditto
2	12	"	"	"	"	"	Huntington Bay
"	8	"	4	"	"	"	Virginia
"	"	"	16	"	"	"	do
"	"	"	12	"	"	"	Hampstead Harbour
"	"	"	"	"	2	4	
"	"	"	"	"	2	6	
"	"	2	"	"	4	2	
"	"	"	"	"	6	2	
"	"	"	"	2	"	4	Virginia

THOS TONKIN

No 3—

A List of Ship Carpenters, Joiners, Caulkers & Sawyers & building and Repairing Gallies, Small Craft, Flat bottomed 1st July 1781.

Maurice Salt—
Thomas Dodge—

SHIP CARPENTERS

Robert Baker Sen
Robert Baker Junr
William Baker
Alexand^r Ogilvie
John Degroat
Isaac Dodge
John Ogden
Rufus Handy
William Sneedan
Jonathan Lawrence
Thomas Drake
Samuel Sneedan

CAULKERS

John De Baptist
Peter Noe
Benjamin Dodge

No 4—

Return of Carpenters, Wheelwrights, Sawyers, Blacksmiths Department in the District of New York, Commencing 1st July

William Hannay,

CARPENTERS AND SAWYERS

John McKenley
Joseph Thomas
John Wilson 1st
Aenos Roberts
Dougal Campbell
John McGowen Sen
George Harp

employed in the Quarter Master General's Department in Boats, Batteaux Boats & Scows in the District of New York

Master Carpenter
Foreman

JOINERS

John Ansley
John Wheaten

SAWYERS

Patrick Coil
John Hicker
Gilbert McKinny
Jesse Armstrong
Samuel McCormick
William Snyder

BLACK SMITHS

Thomas Jennings, Master Black Smith
John Saunders
Richard Brooks
Israel Pell

and Harness makers, employed in the Quarter Master General's 1781.

Master Carpenter

John Gomez
George Johnson
John Wilson 2d
Thomas Cussans
John Martin
John McGowen Junr
Stephen Goldsmith
James Bowens

William Paterson
Dennis Slaughter
Zacheus Curl
Alexander Elms
Laban Waters
Geo Wilkerson
Francis Moore
John King
Charles Parlet
Josiah Martin
William McLeod
Francis Graham
John Leatch
Charles Dixon
William Owen
John McKenna
Peter Duck
Henry Arrosmith
Peter Paterson
John Goldin
Josiah Davis
Charles Maxwell
Rich^d Hollinsby
Robert Trumbull
John Dean
Henry Seamon
Justice Werdright

BLACK SMITHS

Joseph Fox, Master Blacksmith
John Fox
Isaac Roop
Jonathan Jones
Benjamin Skinner
Jeremiah Hays
William Bailliff
Skelyan Rhodes
Bastian Niel
James Pasehall

Mich^l Van Sucklin
 James Humphreys
 James Dougherty
 Titus Fritts
 Sam^l Wilson
 Sam^l Douling
 Peter Wallace
 Philip Shepherd
 George Weir
 Peter Young
 Nicholas Prickle
 Roger Dickison
 Patrick Duffy
 Fredk Seaburn
 Henry Banta
 Charles Ferguson
 Benj^m Busby
 Robt Clark
 Jacob Howard
 Sipp Jordan
 John Howard
 Rob^t Conday
 Jacob Chryst
 William Ford

HARNESSE MAKERS

Martin Shaffer
 John Ure
 James Day
 William Butler
 Robert Carr
 John Marr
 David Jones

RECAPITULATION

Carpenters & Sawyers	43
Black Smiths	34
Harness Makers	7

No 5—

Return of Clerks, Storekeepers, Waggon Masters, Con-
partment in the District of New York Commencing the 1st

CLERKS

Samuel Bayard
Hugh Cairns
States Morris Dykman
George West

Abh^m Tradell, Storekeeper
John J. Cluett, Assist Do
James Molloy
Richard Newton

Oliver Bourdett Waggon Mast. Gen^l.
John Stewart Waggon Master

CONDUCTORS

James Henderson
Jehu Hollingsworth
Daniel Hammill
Rich^d Cochran
Will^m Moncrieff
Hugh Hugh
Thomas Willett
James Davidson
George Browne
William Aireton
John Lynch
Robert McAllister
Nicholas Brown
Henry Jones
Henry Hayes
Walter Agnus
Samuel Engle
James French
Joshua Roberts
Samuel Grant

ductors & Labourers employed in the Qr. Mast. General's De-
July 1781.

John Campbell
Bazellia Dodge
Daniel Burtnell
Robert Buttock
James Read
William Foster
James Guffy
George Shriver
William Clarke
James Littlewood
Francis Erwine
Joseph Gale
John Stillwell
James Jones
Robert Lowry
Thomas Dolton
Benj^m Sterns
John Granger
James Morsett
Thomas McManus
Robert Payne
And^w Smith
David White
John Stump
Duncan Grant Overseer
William Allen Asst Do

LABOURERS

Wm Sutherland
John Powl
Joseph Lovell
John Baine
John Watkins
John Smith
Wm McIntosh

Thomas Brown
John Potter
Joseph Ford
John Butler
John Shaw
Thomas Nowland
John Nowlan
John McLeland
Jeremiah Hallett
Joseph Black
John Fraser
Joseph Coats
William Stepney
William Sampson
William Stepney
Caeser Moore
John Smith
Isaac Murray
Frank Summons
Joseph Smith
Glasco Woolsey
Abraham Smith
Anthony Gilmore
Michael McGill

The Board agreed on writing to the Heads of the four

SIR:—

On examining some papers laid before us it appears that to the different Departments amounts to £1079412

And that the Warrants granted by Sir Henry Clinton for

We are at a loss to conjecture the cause of the great Excess ideas on the cause of increase of Expence as far as relates to

Mingo Lesly
 Isaac Simon
 George Wakefall
 Joseph Bartley
 Samuel Van Ryper
 Pompey Colt
 Gilbert Lafforts
 Claus Henning
 Reuben Lewis
 Peter Van Laun or Saun
 David Hall
 Jacob Larnerson
 John Thomas
 John Ferrill
 John McKenna
 Charles Jenkins

RECAPITULATION

Clerks	4
Storekeepers	4
Wagon Masters and Conductors	46
Labourers	49

principal Departments a letter as follows:—

New York, 14th August 1781

from the 13th December 1775 to 14th May 1778, the Warrants nearly an equal space of time amounts to £3278429 in the last period, and will be obliged to you to give as your your Department

I have the honor to be &c &c

A. STEWART, Secy

To the Board of Gen^l Officers

Copy of the above sent to the
 Quarter Master General, Barrack
 Master General, Commissary General
 Command^r Engineer.

Then the Board adjourned till tomorrow at 10 o'clock in
 the forenoon.

Wednesday 15th August 1781.

The Board met agreeable to Adjournment last night.

Present

His Excellency Lieutenant General James Robertson
 Lieutenant General Campbell
 Brigadier General Birch
 The Honorable Andrew Elliot
 &
 The Honorable Henry White } Esq^{rs}

Agreed to write the Commissary General the following
 Letter:—

SIR:—

The Board has desired me to inform you that they will be
 obliged to you for a Return of Rations issued to the Men
 employed in the different Departments by Land and Water,
 also for their Wives and Children:—

Likewise a Return of the Rations of Forage issued for the
 Horses employed in the different Departments. And that you
 will have the goodness to furnish them with an Estimate of the
 expence of Forage for 100 or any Number of Horses to Govern-
 ment for a year.

A STEWART, Secy
 to the Board of Gen^l Officers

DANIEL WIER, Esq^r
 Comm^r General

Received Colonel Crosby's answer to the Circular Letter of
 yesterday as follows:—

New York August 15th 1781

Gentlemen:—

Late last night I received a letter of yesterday's date under
the Signature of Adam Stewart, who subscribes himself Secretary
to the Board of General Officers, acquainting me that On exam-

ining "some papers laid before them it appears that from the 13th of December 1775 to the 14th of May 1778 the Warrants of the different Departments amounts to £1079412 and that the Warrants granted By Sir Henry Clinton for nearly an equal space of time amounts to £3278429." He likewise informs me "that they are at a loss to conjecture the cause of the great excess in the last period," and the Board "requests my ideas on the cause of encrease of expence as far as relates to my Department."

Having no knowledge of the expences of the Department prior to my appointment, on the 1st July 1780 I am totally incompetent to an opinion on a question of such importance and therefore cannot presume to venture an idea upon a subject which retrospects transactions I am entire stranger to; I would be happy could I throw any degree of light upon so interesting an enquiry; but the reasons I have given will I am persuaded convince you that it is impossible for me to assign any cause for the encrease of the publick expence so far as relates to my Department in a period antecedent to my appointment.

Whatever falls within my own knowledge and respects my own Accounts, I shall at all times be ready to give you the most explicit information.

I have the honor to be
Gentlemen &c &c

WM CROSBIE
B.M.G.

His Excellency
Lieut General Robertson
President &c &c &c

They next agreed to write Capt Chads the following letter.

SIR:—

I am directed by the Board of General Officers to inform you that they will be obliged to you for a General Return of all Vessels of whatever denomination in Government Employ; for which you grant Certificates with the Tonnage, number of Men in each and their Charter Partys.

I have the honor to be Sir &c &c

A. STEWART Secy
to the Board of General Officers.

Capt Chads Agent
of Army Transports

Copy of the same to Capt Tonkin Agent for Armed Vessels.

Then the Board Adjourned themselves to Friday next at 10 o'clock.

Friday New York 17th August 1781

The Board met agreeable to Adjournment last Wednesday.

Present

His Excellency Lieut General Robertson

Lieut General Campbell

Brigadier General the Earl of Lincoln

Brigadier General Birch

The Hon^{ble} Andrew Elliot }
and } Esq^{rs}
The Hon^{ble} Henry White }

Read Captain Alexander Mercer's Answer to the Circular Letter of the 14th of August as follows:—

15th August 1781

SIR:—

In answer to your letter of yesterday's date, I beg you will be pleased to inform the Board of General Officers that, from the extent & nature of the Service of the Engineer Department, the sums expended have been unavoidably very considerable; nor am I conscious of having incurred any unnecessary expence. On the contrary I have endeavored to observe the strictest Oeconomy, by discharging from time to time all useless hands, and by avoiding the purchase of Materials, unless absolutely wanted.

It will be allowed I hope that the works which have been, and are still carrying on, under my direction, are upon a much larger scale than anything hitherto done for the defence of this place and its Dependencies. These have necessarily required the constant labour of a number of artificers, as well as the purchase of lumber, Plank and materials of all kinds to a very considerable amount.

I must here observe that from the care I have taken to keep the Men usefully employed in cutting and collecting all kinds of

materials &c &c there has been a saving to Government I firmly believe, nearly equal to the whole expence of the Department.

The expence of Entrenching and cutting Tools, nails and other materials in Hutting the Troops upon the three Islands was very considerable.

The Board will allow that the fitting out the Expeditions from General Grants time to this, must have been attended with a very great Expence.

I beg to observe for the information of the Board that the prices of all kinds of Materials are advanced many hundreds per Cent to what they formerly were. Lumber in particular is at a very high price, and no wonder as I am well informed that the Retailers of this Town sell Common Boards at the rate of £100 per Thousand feet. The Wages of Artificers and Labourers are advanced in proportion, and it is constant employment only, that prevents our Artificers from quitting the service.

The General payment of working parties was not only expensive but unattended with any good consequence, I therefore took the liberty of discontinuing that Channel of expence.

The few Sloops and Schooners attached to the Department have been usefully employed.

I have mentioned I think all the material points of Expence, but as I wish to give the Board every information, I must beg of you, Sir, to inform me if I have omitted any thing necessary for that purpose.

I have the honor to be
Sir, &c

ALEX MERCER
Comm^e Engineer.

Adam Stewart, Esq
Secretary to the Board
of General Officers

Received and read Captain Tonkin's Answer to the letter wrote him the 15th Instant as follows:—

17th August 1781

SIR:—

I herewith transmit you (agreeable to Mr Stewart's request) a Return of armed Vessels and Dispatch Boats, which the

Commander in Chief particularly desired I might see fitted properly, and as they were Charter let by the Quarter Master General, and not by me, I am to beg leave to refer you to his Office for that information.

The Dispatch Boats from their being so small are Chartered

List of Armed Vessels and Dispatch Boats in His Majesty's inspection of Captain Tonkin Agent for Transports.

How Rigged	Vessels	Name of Masters
Brig	Defiance	Jos Nash.....
Sloop	Formidable	Nath Horton.....
"	Ranger	Alex Cairns.....
Brig	Spitfire	Rich ^d Pendar.....
"	Rambler	Wm Austin.....
"	Lurcher	Jas Taylor.....
DISPATCH BOATS		
Schooner	Swallow	James Watson.....
"	Mercury	George Galton.....
Sloop	Maria	Peter Stark.....
"	Nancy	Rogert Pert.....
"	Swift	Jas Ridley.....

Received and read Captain Chad's Answer to the letter sent

SIR:—

Agreeable to Mr Stewart's letter of the 15th instant, I here-
whatever denomination in Government Employ for which I
each, and the Charter Partys for those Vessels which I have

by the Month at £50 each, without regard to Tonnage, as I found the owners would be losers by any other means.

I have the honor to be

Sir &c &c

THOMAS TONKIN

Agent for Transports

His Excellency

Lieut Gen^l Robertson

&c &c &c

Service in the Quarter Master General's Department under the

No of Guns & w ^t of Metal							N ^o of Men	Tons	By whom Armed
Pounders						Swivels			
18	12	9	6	4	3				
14	"	2	"	"	"	"	28	149- $\frac{2}{3}$	Crown
12	2	"	"	"	"	"	26	156	"
2	12	"	"	"	"	"	26	156	"
"	8	"	4	"	"	"	22	120	"
"	"	"	16	"	"	"	26	128- $\frac{2}{3}$	Owners
"	"	"	12	"	"	"	24	130	"
"	"	"	"	"	2	4	11	"	Owners
"	"	"	"	"	2	6	10	"	"
"	"	2	"	"	4	2	10	"	"
"	"	"	"	"	6	2	12	"	"
"	"	"	"	2	"	4	10	"	"

THOS TONKIN

him of the 15th Instant as follows:—

17th August 1781

with transmit your Excellency a Return of all the Vessels of grant certificates with their Tonnage and number of men in chartered since I have been Agent, excepting a few of small

Tonnage which have not been usually Chartered. All the Papers home with him leaving with His Excellency the Com-myself Copies of the same.

His Excellency
 Lt Genl Robertson

Enclosure.

Return of Vessels employed in His Majesty's Service in the Captain Henry Chads Agent.

No.	Vessels Names	Sort
1	Three Friends.....	Brig
	Hope.....	Schoon ^r
	Betty.....	"
	St Andrew.....	"
5	Mary.....	"
	Free Mason.....	"
	Friends.....	"
	William.....	"
	Friendship.....	Sloop
10	Mohawk.....	"
	Happy Couple.....	"
	Peggy.....	"
	Susannah.....	"
	Defiance.....	"
15	Generous Friends.....	"
	York.....	Schoon ^r
17	Clinton.....	"

Enclosure

Return of Vessels employed in His Majesty's Service in of Captain Henry Chads Agent.

others were Chartered by Captain Laird who carried the official
 mander in Chief Returns of the Vessels then in Service and

I have the honor to be
 SIR &c

H. CHADS, Agent

Barrack Master General's Department under the direction of

Masters Names	Tons	No of Men	Remarks
Fran ^s Kirk	103	6	Employed bringing Wood for the use of His Majesty's Garrison at New York.
Lemuel Douglas	100 $\frac{1}{2}$	6	
Wm Wallace	69	4	
Geo Jefferson	97 $\frac{3}{4}$	5	
Gardner	74	4	
Sam ^l Eldrid	87 $\frac{1}{4}$	4	" " " " " " " " " " " " " " "
Peter Anderson	65 $\frac{1}{3}$	3	
Wm Johnston	76	4	
Ward	90	5	
Wm Adams	50	3	
John Stanton Sen	75	4	
Will ^m May	96 $\frac{3}{4}$	5	
Peter Parker	119	7	
Silas Perry	56	3	
Giles Stanton	101	6	
Sam ^l Parry	124	7	
Phil Ackling	30	4	

New York 17th August 1781

H. CHADS Agent.

the Quarter Master General's Department under the direction

No	Vessels Names	Sort
1	Peggy.....	Brig
	Caesar.....	Sloop
	Sally.....	“
	Mary Anne.....	Brig
5	Ranger.....	“
	Arnold.....	“
	Apollo.....	Sloop
	Dianna.....	“
	Agnes.....	Schoon ^r
10	John.....	Sloop
	Gen ^l Reidesel.....	Ship
	North.....	Brig
	Jupiter.....	Sloop
	Mary.....	Sloop
15	Escape.....	Schoon ^r .
	Neptune (Armed).....	Sloop
	Peggy (Armed).....	“
	Gigg.....	“
	Mary Anne.....	“
20	Dove.....	“
	Rachael.....	Brig
	Falmouth.....	Ship
	Duncan.....	Brig
	Betsey.....	Sloop
25	Christopher.....	Schoon ^r .
	Eagle.....	Sloop
	Sally.....	“
	Pool.....	Schoon ^r .
	Harlequin.....	Sloop
30	Sr Jas Wallace.....	“
	Reprisal.....	“
	Baltimore.....	Schoon ^r .
	Brittannia.....	Sloop
	Byron.....	“
35	Black Joke.....	“

Master's Names	Tons	No. of Men	Remarks
Samuel Nesbitt	145	8	Horse Vessel Cape Fear
Balfour	110	6	Horse Vessel in Virginia
Lattitt	126 $\frac{2}{3}$	7	" " "
Alex Morrison	144	8	" " "
Neal	117 $\frac{1}{4}$	7	" " "
William Young	126 $\frac{1}{2}$	7	" " "
Jas Camplin	114	7	" " "
Edward Ross	137 $\frac{2}{3}$	8	" " "
Nath ^l Proctor	110	6	" " "
Edw Welchford	106 $\frac{2}{3}$	6	" " "
William Boyes	150	9	Gone to Virginia w th a Flag
John Potty	130	7	} Horse Vessel at New York
Ephraim Harvey	135	8	
Thomas Smith	122	7	
Hugh Smith	85	5	" "
Stewart Ross	129 $\frac{1}{2}$	28	Stationed at Haerlem
George Elvine	102 $\frac{1}{3}$	12	} Attending His Excellency the Command ^r in Chief
Wm Weatherspoon	56	5	
	30	4	
John Adams	30	4	} Attend ^r the Post at Staten Island
Rich ^d Brady	144	8	
			Ship yard attending the Bat- teaux & holding their stores
John Christie	221	3	Prison Ship
Dunc ⁿ Nichol	125	7	} Attend ^r the Guard at the Wallabought
Mich ^l Grant	45 $\frac{1}{2}$	3	
Fran ^s Beevin	81 $\frac{3}{4}$	4	} Bringing Wood for the use of the Troops in Camp
Fran ^s Crawford	45 $\frac{2}{3}$	3	
Will ^m Murray	60 $\frac{1}{2}$	3	"
Jacob Louzada	30	4	"
Thos Glentworth	40	4	"
Roger Shannon	30	4	"
Charles Lyon	30	4	"
Luke Dixon	30	4	Express Boat
William Smith	50 $\frac{3}{4}$	3	} Employed carrying Baggage &c to the different Posts
Duncan White	30	4	
Richd Powdrill	28 $\frac{1}{2}$	4	"

No	Vessels Names	Sort
	Diligence.....	Sloop
	Rachael.....	"
	Nancy.....	"
	Betsey.....	Schoon ^r .
	Beaver.....	Pettiaugre
	Greyhound.....	Schoon ^r .
	Deligate.....	"

Enclosure

Return of Vessels employed in His Majesty's Service in
Captain Henry Chads Agent.

No.	Vessels Names	Sort
1	Speedwell.....	Sloop
	Howe (Armed).....	"
	Polly (Armed).....	Schoon ^r
	Sally.....	Sloop
5	Swan.....	"
	Brompton.....	"
	Betsey.....	"
	Thomas.....	"
	Industry.....	"
10	Ranger.....	"
	Kent.....	"
	Cato.....	Schoon ^r .
	Refugee.....	"
	Brooklyn.....	"
15	William.....	"
	Nixon.....	"
	Perfect.....	"

Master's Names	Tons	No of Men	Remarks
Joseph Beattley	30	4	"
Peter Ternand	26	3	"
Winant Wynants	29 $\frac{3}{4}$	4	"
Jas Ballingtine	30	4	"
Corn. Van Voorst		2	Attending Paulus Hook
John Smith		6	Belonging to Government
James Lilly		4	" "

New York 17th August 1781

H. CHADS

Agent

the Commissary General's Department under the direction of

Master's Names	Tons	No of Men	Remarks
John Johnston	89 $\frac{1}{3}$	5	At Cape Fear
Wm Blewitt	81 $\frac{3}{4}$	13	Refitting at N. Y.
Henry Innes	68 $\frac{1}{2}$	24	Stationed at E. Chester
Rich ^d Chambers	57	3	Carrying Provisions to the
Samuel Marsh	60	3	different Posts & bringing
Joseph Marsh	30	4	Forage for the use of the
Nich ^s Guignard	52	3	Garrison.
Jon ^s Hutchins	46	3	"
Thos Clarke	28	3	"
Elishua Davis	55	3	"
Wm Inkister	60	3	"
John Wilson	50	3	"
John Saily	25	3	"
Alex Innes	60	3	"
John Paterson	60	3	"
Rich ^d Bayley	29 $\frac{3}{4}$	4	"
Wm White	60	3	"

No.	Vessels Names	Sort
	Dianna.....	"
	Dove.....	"
20	Elk.....	Sloop
21	Three Sisters.....	"

Proceeded to examine the Accounts and Papers &c and no answer having been sent by Mr Wier, Commissary General. The Board Adjourned 'till Monday 10 o'clock.

Monday 20th August 1781.

The Board met agreeable to Adjournment last Friday.

Present.

His Excellency Lieut General Robertson

Lieut General Campbell

Brigadier General the Earl of Lincoln

Brigadier General Birch

The Hon^{b^{le}} Andrew Elliot

&

The Hon^{b^{le}} Henry White

} Esq^{rs}

Read Major Bruen and Major Robertson's answer to the letter of 14th instant as follows:—

New York 16th of August 1781.

SIR:—

We have had the honor of receiving a letter dated 14th inst from the Board of General Officers to which your Excellency is President, directed to the Quarter Master General as follows, "On examining some Papers laid before us it appears that from 13th December 1775 to the 14th May 1778 the warrants of the different Departments amounts to £1079412.

And that the warrants granted by Sir Henry Clinton for nearly an equal space of time amounts to £3278429.

Master's Names	Tons	No. of Men	Remarks
John Howland	56	3	"
Moses Bears	85	5	"
Benj ^a Alder	"		Belonging to Government
Jno Tyrrell	"		"

New York 17th August 1781

H. CHADS

Agent.

We are at a loss to conjecture the cause of the great Excess in the last periods and will be obliged to you to give us your ideas on the cause of encrease of expence as far as relates to your Department."

In answer to what relates to the Quarter Master General's Department, we as acting for him in his absence shall endeavour to give our ideas as Circumstantially as the distance of the time will admit of, and as far as come within our knowledge, both before and since our appointments to the Department.

From 13th December 1775 to the 17 March the Troops under Sir William Howe remained in Boston and Charles Town Heights without any movement to occasion any great expence. From 17th March to the Month of June following this small Army went to Halifax where they remained for some time, and from thence went to Staten Island, where they remained for the reinforcement from Europe.

After the landing upon Long Island the Troops were never at such a distance from the water as to admit of the necessity of many Waggons being employed to supply them with Provisions &c, during the remaining part of the campaign towards the White Plains Provisions were always conveyed by water to a few miles distance from the Army. The great exertions and readiness of the Navy to supply whatever was demanded by the General made Land Carriage very easy.

In November a Detachment of the Army under the command of Sir Henry Clinton embarked at New York to go to Rhode Island. A part of the Army returned to New York and another

went to the Jerseys under Lord Cornwallis; who was enabled to live mostly upon the Country, which at that time was plentifully stocked & the Inhabitants so much panic struck that Cattle &c could be collected without risk & continued so all the March to Trenton where the inhabitants seemed very willing (in order to show their zeal) to draw in whatever was wanted; by this means the Land Carriage was had upon reasonable terms.

As this zeal was but of very short duration it became absolutely necessary to draw a supply of Salt Provisions &c to the different Cantonments allotted to the Troops in the Jerseys from New York, and for this purpose a number of small Craft fit for the Navigation of the Rivers &c were ordered to be taken into the Service, and an Agent appointed who had the sole management and direction of them, and by his Certificates only they were paid by the Quarter Master General. Before this period the Quarter Master General had the sole direction of the water as well as Land Carriage.

Thus we have endeavoured to account for the smallness of the Expenditures in the Department for upwards of twelve Months of the Periods mentioned, commencing the 13th of December 1775 occasioned by the particular Situation of the Army.

During the winter 1776 and 1777 no further supply's of provisions were received from the Country in the Jerseys on the contrary every kind of inveteracy was shown by the very Inhabitants that had so short a time before taken the Oaths of Allegiance, so that no dependence was to be placed upon them, this naturally caused an encrease of both Land and Water Carriage.

His Excellency Sir William Howe during this Winter ordered Sir William Erskine to provide Waggon and Horses to form a Provision Train sufficient to supply the Army on an intended forward move, which Sir William Erskine saved no pains to execute.

In the Month of June following a great number of small Craft and Horse Vessels were employed to carry the Horses and Waggon, belonging to the Provision Train, Staff Officers and different Corps, upon the Expedition from New York up the Chesapeake to the head of Elk.

After the arrival of the Troops at Philadelphia, the Provision Train was further compleated to answer the exigencies of the Army for the opening of the next Campaign, which was in every respect in good order at the time His Excellency Sir Henry Clinton took the Command.

It therefore appears that the heavy expences attending a large Provision Train &c &c and the encrease of small Craft were only incurred for about twelve Months during the period mentioned while His Excellency Sir William Howe commanded the Army. Likewise that the expenditure of the Departments were higher at the period when His Excellency Sir Henry Clinton took the Command than they had been from the Commencement of the War. The expences from the 1st April 1778 were likewise defrayed by Warrants granted by His Excellency Sir Henry Clinton besides Bat and Forage Money granted to the Troops at New York for 1777 which could not be brought into account before Sir William Howe left the Command.

We are therefore convinced that a very large sum of money was paid by Warrants granted by His Excellency Sir Henry Clinton for expences incurred, not only in this Department but in several Departments of the Army during Sir William Howe's Command.

Several extraordinary expences were since that time incurred which has caused a considerable encrease such as building Gun Boats and Batteaux to replace the English Flat bottomed Boats worn out in the service the Navy not being able to furnish a sufficiency of Armed Vessels & Express Vessels, a number have been fitted out and taken into the service which caused a very heavy expence; Guns and other Articles furnished for Armed Boats.

The extraordinary expence incurred in fitting out the several Expeditions, occasions an encrease of Craft and Armed Vessels. The purchasing Stores to be sent with them, also the pay of Clerks, Storekeepers and Artificers retained for these extraordinary Services, and the great additional expence always attending the taking possession of every Post.

The purchasing Horses for the mounted Light Infantry, Hessian Yagers & Provincial Cavalry also sadlery and Accoutrements for the mounted Light Infantry and Jagers, the building

and repairing of Hutts for the Troops Cantooned, the supply of Waggons & Horses &c for the British Regiments that arrived in 1779 from Europe, as well as the Garrison from Rhode Island. The Flank Companies from Halifax; and the supply of those Articles for Provincial Corps raised within the last three Years.

The Quarter Master General having been always upon the spot until the 26th August 1780 he of course communicated with his Excellency the Commander in Chief relating to the affairs of the Department.

Your Excellency has before you a Copy of Instructions left us by Brigadier General Dalrymple when he left this to go to Europe, which with other papers laid before you from time to time relative to the Department we beg leave to refer you to.

We have punctually adhered to these instructions without presuming to deviate in the smallest degree from them, and have not added or retrenched any article of supply but as ordered.

We have the honor to be &c &c &c

HENRY BRUEN

ARCH^d ROBERTON

His Excellency

Lieut Gen^l Robertson

&c &c &c

Also read Major Bruen and Major Robertson's letter of 17th instant as follows:—

New York 17th August 1781.

SIR:—

In consequence of the conversation Major Bruen had the honor to be a witness to on the 14th instant before the Board of General Officers of which your Excellency is president which he communicated to Major Robertson, they have the honor to lay before you and the other Gentlemen of that Board the following account of the Quarter Master General's Department as far as is consistent with their knowledge both before and since they have had the honor of serving in it.

With respect to the mode pursued for the supply of the Waggons & Horses contracted for the use of the Army we understand that Lieut Colonel Sherriff who was the principal in

the Department in 1775 and the greatest part of 1776 was ordered by the then Commanders in Chief to supply those Articles for the Army as circumstances required by hiring them at a daily hire according to the usual prices of the Country they were had in.

Sir William Erskine was appointed Qu^r M^r General in September 1776 but did not enter into this part of the business of his Department 'till 1st Janu^r 1777 when having received the Commander in Chief's Instructions to pursue the same mode as was customary by hiring what Horses and Waggons &c he should find necessary for the transportation of the Army's Provisions, Stores, Baggage, Artillery, Ammunition, &c which he was to procure from the Country at a daily hire as Lieut Colonel Sheriff his Predecessor had done.

Sir William Erskine did employ a number accordingly, which with, a few Horses and Waggons of a Provision train sent from England under the Inspection of Mr Francis R. Clarke, he endeavored to carry on the business of the Army. But when it was in contemplation to make a forward move in March following the Train as it then stood was found insufficient by reason of the Country people not chusing to follow the Army, and their unwillingness to serve Government.

The Waggons sent from England were found to be totally unfit for the Country being too heavy and made of bad materials, the Horses were reduced (what with those taken by the Enemy and those lost by Disorders contracted during their passage from England which they never recovered of) to a small number, these circumstances obliged Sir William Erskine to lay their state before the Commander in Chief, proposing a plan same time for the better establishing a Train that would be equal to the exigencies of the service by purchasing Waggons and Horses on Government Account, which His Excellency did not think proper to agree to, by reason of the recent example given of those under Mr Clarke which cost Government upwards of £100000 Sterling without performing hardly a days duty. He said that that mode would lead to such expences as never could be ascertained.

His Excellency was therefore pleased to order Sir Will^m Erskine to take that Branch under the immediate care and

management of his own Department, and directed him to pursue the same plan as was customary for all Qr Master Generals in this Country to do, by taking, Drivers, Horses and Waggons into the Service at a daily hire according to the rates that were then established, indemnifying the Proprietors for their Horses and Waggons in case of their being lost at Sea or taken or destroyed by the Enemy according to their Value, should he find the same inconvenience continue by the backwardness of the Country People to serve, he should fall upon every method possible, by contracting with one or more men to furnish the number required.

Sir William Erskine accordingly set about establishing a Train which was done so effectually as not to cause any disappointment to the movement of the Troops, as we humbly conceive will be acknowledged by the Army at large.

And this we chiefly ascribe to those who were employed to purchase the best Horses and the best kind of Carriages that could be had in the Country. There was no expence spared to effect this. And by the uncommon pains labour and attention paid to those particulars, and by their having an interest in the property of those Horses & Waggons they naturally took every care of them, they have been in constant readiness to attend the movements and duty of the Army, besides giving assistance to the several Departments Viz^t. to the Engineer's in hawling materials for the construction of Fortifications and Works in those Islands, the transportation and collecting of Provisions, Forage and Fuel for the Commissary and Barrack Master General's Magazines and the Carriage of those Provisions, Forage and Fuel to the different Quarters, Cantonments & Encampments of the Army. Likewise the hawling of Materials for the Building of Barracks and Hutts. The Various duties attending on the Hospitals of the Army and Navy. The Pontoon Train for the Carriage of Boats and Materials for constructing of Bridges. The supply of the Ship Yard in hawling of Lumber from distant places for the building and repairing of armed Brigs, Sloops, Row Gallies, Flat Boats, Batteaux, Whaleboats, Barges, Scows and Flats the fitting of Births in Transports and Horse Vessels.

Add to these that there are a Number of Horses constantly attached to the German Artillery as also a number employed carrying Expresses the mounting of Guides and Conductors and the transportation of Field Forges.

We presume to say there never was a supply of such magnitude better or more effectually complied with or better arranged than the Train of this Army, nor can we conceive a more Oeconomical plan could have been adopted on the part of Government.

And tho' the exigencies of the service in this District did not require so large a Train constantly in the Field, they have been at all times usefully employed.

To refer to one instance, we beg to call to mind the situation of this Garrison in point of Fuel in the Winter 1779 and 80, when not only the lives of the soldiery but also a number of the Inhabitants were saved, by the exertions of this Train in the Collecting and transporting of Fuel under Major Savage D^y Q^d M^t General who conducted it.

We now beg leave to say a few words respecting a paper laid before the Board of General Officers, which they were pleased to show Major Bruen; stating the Hire of Vessels, Horses and Waggons in our Department, drawing a comparison between the first cost of those articles and the Hire, in which it is asserted that a saving to an amazing amount might be made for Government. We cannot help saying that, on a full consideration of the contents of that paper, we believe the Author to be greatly misinformed, and that we shall be able to show that his calculations are not grounded upon deliberate or solid principles.

We find ourselves exceedingly hurt by the insinuations and inuendoes so thrown out, as well on account of our own Characters as of the Gentlemen from whom we received the charge of the Q^d M^t General's Department, whom we conceive had digested every matter with propriety & consistent with that duty they owe their Country and their own honor. We have not deviated in the smallest degree from the Instructions given in writing from time to time for the rule of our conduct, in the great & important trust reposed in us. On the contrary have invariably pursued every measure as originally laid down &

always practised in the Department which we conceive to be upon the most oeconomical plan for Government & the good of the service.

From the experience we have had we are certain that upon a candid, clear and circumspect enquiry into the Business at large, it will be found it is carried on with uprightness and Zeal, and that there is not any measure pursued that can lead to such superfluous expences as is insinuated.

We understand that it is supposed a number of Horses, Waggons and Materials for Repairs are charged to Government exclusive of their hire, which is not the case as the publick accounts of the Department can ascertain; the only charges found for Horses and Waggons were to replace those lost on the Expedition in 1777 to the Southward, amounting to about £6000 Sterling. There has not been a shilling charged otherwise for the Train but the daily hire.

We are conversant in the Accounts of the Contractors for Vessels, Seamen, Drivers, Horses and Waggons, which are the great Articles of expence. We can prove to demonstration that in many instances there is a loss on the difference of the hire and outfits. And that if the Contractors had not an indulgence in some particulars it would not be worth their while to undertake so arduous and laborious a business or run the risk of so great a sum of money as they have engaged.

The expences incurred by the loss of Horses & purchasing materials for the repairs of the Train Yearly are immense, and can be ascertained by Certificates of the death of Horses, the Vouchers of those bought to replace them, and for the lumber, Plank, Iron, Cordage, Harness and Collar maker's Bills, and other materials which have been purchased by the Contractors from time to time from different Merchants in England, this Town and Neighbourhood.

However as we do not pretend to infalibility and as we may be mistaken, we are ready to submit to better judgment and adopt any mode pointed out for the Interest of Government. And we beg leave to assure your Excellency and the Gentlemen composing the Board, that there are no Men will more chearfully submit in taking up and pursuing such ideas as may be

pointed out for the entrenching of publick expences & whatever else may tend to the good of the service.

Should it be thought best that those Articles of supply be purchased for Government in preference to the present mode of hiring them. We are authorized to say that the greater part of the Contractors will be glad to dispose of their property upon a fair and reasonable valuation.

Whatever plan may be found most consistent and eligible for the good of the Service shall be attended to with diligence & fidelity. And whenever we are commanded there shall be no time lost in carrying it into execution.

We have the honor to be &c &c

HENRY BRUEN
ARCH.^d ROBERTSON

His Excellency
Lieut General Robertson.

Then proceed to examine the Papers laid before us by Major Drummond.

Agreed to order a Muster of all Vessels and Men in the several Military Departments in Government Pay & that Colonel George Turnbull and Captain Chads be appointed with the assistance of one of the Gentlemen of the Navy Yard to be named by the Commodore to execute the same; in order thereto the following Letters wrote Colo Turnbull and Captain Chads.

New York 20th August 1781

SIR:—

The Board are directed by the Commander in Chief to enquire into the state of publick Expenditures and to apply to any Officer in the King's Service for information and assistance in this examination. It appearing necessary that an exact State of all Vessels employed in Military service be laid before them. The Board desires that you with Colonel Turnbull and Mr Provo Wallis of the Navy Yard do make this Examination taking an exact account of the state and condition of the Vessels and of the number of Men on board of each, signifying how long they have been employed; and that you will be so

good as make a Return of the whole as soon as possible for which purpose you will please call at His Excellency General Robertsons on Friday next at 12 o'clock to receive such further instructions as may be thought necessary.

By order of the Board

A. STEWART

Secy to the Board.

Agreed to write the different Departments as follows:—

New York 20th August 1781.

SIR:—

The Board have desired me to inform you that it is their wish to have a Muster taken on Sunday next of all Vessels, Drivers, Horses and Waggons employed in your Department, also all Labourers and artificers & that you will be so good as give in a Return by Friday next of the places where they may be seen without calling them off from Duty where the Muster Masters will attend.

By order of the Board

I have the Honor to be &c &c

A. STEWART Secy

to the Board.

Q^r M^r Genl^s Departm^t.

Barr^k M^r Genl^s Departm^t.

Comm^y Genl^s Departm^t.

Engineer Departm^t.

Then the Board Adjourned 'till Friday at 10 o'clock.

Friday 24th August 1781.

The Board met agreeable to Adjournment last Monday.

Present

His Excellency Lieut General Robertson

Lieut. General Campbell

Brig^d General the Earl of Lincoln

Brigard.^r General Birch

The Hon^{ble} Andrew Elliot

&

The Hon^{ble} Henry White

} Esq^{rs}

Read Captain Mercer's Return of the places where the Vessels, Horses, Waggon, Carts, Artificers, Labourers &c of the Engineer's Department are to be seen, Vizt.

(Half page blank in the original return not given.)

Received and read Mr Wier's letter of the 22nd instant in answer to that of the 14th instant as follows:

New York 22nd of August 1781

SIR:—

My ill health has 'till now prevented my acknowledging the Receipt of a letter of the 14th instant wrote by the order of the Board of General Officers, of which your Excellency is president, and so far as relates to the encrease of expence in the Department which I have the honor to superintend since the 14th of May 1778, I have to offer the following reasons. From the 13th December 1775 to August 1776 the Army consisted of about 6000 men only, and during that time little or no provisions were purchased in this Country, and till June 1776 the time the Army sailed from Halifax for New York there was no regular allowance of Rum to the soldiers and for two years after this indulgence was granted this Article which has since become the most considerable expence, was furnished by Contracts made and paid in England, and which as the money was not received from the Military Chest here, does not appear among the expences of the army; that from the arrival of the Troops at Staten Island 1776 to their return from Philadelphia in July 1778 our supplies were regularly sent from Europe and no provisions were procured here except fresh Meat, that since that time our supplies have been very irregular and our stores reduced to the lowest ebb so that we have several times been obliged to purchase very large quantities of all kinds of Provisions at an advanced price, and to a very large amount and without which the Army must absolutely have starved, an account also of which, for the better information of the Board, I have now the honor to inclose. For the fresh provisions also we have for these three years past been obliged to pay at least three times the price it cost before that time. The much more extended situation of the Army for more than two years past has likewise required an encreased number of persons, in the Lines of Assistants, Clerks, Labourers &c and whenever a new

Post has been taken, has ever become an additional expence to Government. I am also to mention the additional number of Horses now foraged and the encreased price (nearly double) paid for Forage since 1778 as well as the encrease of expence in bringing it to the Magazines by Land Carriage for more than one hundred Miles, as since the evacuation of Rhode Island it has been impossible to send vessels any distance up the sound. I am also not to pass unnoticed the expence of Vessel hire which was very considerable, and till the year 1777 paid by the

Enclosure

Account of Extraordinaries paid for in the Commissary

1778		Rum	
June 1st to Dec 31st.....		170119	Gallons
1779.....		569109	
1780.....		643828	
1781 to June 30.....		211719	
		<hr/>	
		1595775	

1778		Bread & Flour	Wheat
May 25 to Dec 31.....	7335	C ^t	W ^t
1779.....	266		2029 Bushells
1780.....	35047		
		<hr/>	
		42648	2029

1778		Rice	
September.....	11066	C ^t	W ^t
1779.....	1147		
1780.....	8747		
		<hr/>	
		20960	

1778		Beef and Pork	
October.....	300	bbs	1949
1779.....	514		3035

Qu^t Master General all which considered with the building New Stores and Warehouses, the encreased price of Lumber & repairing of old ones will point out to the Board the reason of the encrease of expence in my Department since the 14th of May 1778.

I have the honor to be &c &c

DANIEL WIER.

His Excellency

Lieut. General Robertson.

General's Departm^t since 14th May 1778 Dollars at 4/8

Ster ^t Doll ^s at 4/8	Amount		
£31707	19	6	
133266	9	5	
152878	3	3	
41720	14	0	
<hr/>			
	359573	6	2
£9281	3	1	
1471	5	8	
57087	17	9	
<hr/>			
	67840	6	6
£9055	14	5	
844	10	6	
4993	7	10	
<hr/>			
	14893	12	9
£19567	13	2	
22604	9	6	

1780.....	3150	491
	<hr/>	<hr/>
	3964	5475

1778	Butter
Decemb 31.....	344 Firkins
1779.....	1702
1780.....	2297
	<hr/>
	4343

1778 May to July Paid by Peter Paumier for Rum, Beef, Pork, Rice, Butter &c.....	}	Paid by Gillam Butler for Provisions &c for use of His Majesty's Army in the Provinces of Georgia and South Carolina.....
1778 Dec to Nov 6th 1779		
1779 May 25 to 31st July 1780	}	Paid by Peter Paumier for Provisions, &c for use of His Majesty's Army in the Provinces of Georgia and South Carolina.....

N. B.—The Extra Expences (for Provisions & Rum) included in the above.

Enclosure

Return of the Number of Men, Women and Children of the
ments, Victualled at New York and the Out Posts the 20th

No		Men	Women	Children
1	Royal Artillery.....	515	133	120
2	1st Battalion Grenadiers.....	558	68	41
3	2d Ditto	542	64	44
4	17th Regiment Dragoons.....	389	103	67
5	22d Regiment.....	472	78	80
6	37th "	499	61	40
7	38th "	504	86	82
8	42d "	701	110	67

15276 7 7

57448 10 3

£1187 13 1
 4551 6 3
 6568 18 2

12307 17 6

26806 10 0

29524 19 11 $\frac{3}{4}$

81622 15 1 10/12

£650017 18 3 7/12

curred in Carolina, since the surrender of Charlestown, not

British and Foreign Regiments, New Levies and Civil Depart-
 August 1781.

No		Men	Women	Children
9	54th "	509	74	54
10	57 "	503	79	58
11	Pensacola Garrison (British and Provincials).....	396	54	46
12	British Recruits.....	251	26	22
13	Detachments of absent British Regiments.....	312	380	218
14	Jersey Volunteers.....	582	179	257

No		Men	Women	Children
15	De Lancey's 3d Battalion.....	333	68	134
16	Governor Wentworth's Volun- teers.....	24	4	4
17	King's American Dragoons....	157	15	14
18	Loyal American Regiment.....	236	66	127
19	American Legion.....	170	9	11
20	Volunteers of New England...	21	6	12
21	Guides and Pioneers.....	182	74	73
22	Garrison Battalion.....	155	27	13
23	Associated Loyalists.....	305		
24	Loyal Forresters.....	16	3	2
25	Colonel De Lancey's Refugees.	490	145	440
26	Major Ward's Ditto	344	..	..
27	King and Queen's County Militia	70	..	..
28	Seconded Officers.....	48	29	61
29	Detachment of absent Provin- cial Regiment.....	402	232	443
		9686	2173	2530

CIVIL DEPARTMENTS

No		Men	Women	Children
1	General Hospitals.....	888	20	37
2	Horse Department of Artillery.	107	27	25
3	Civil Branch of Ordnance....	164	96	138
4	Engineer's Department.....	379	157	265
5	Bridge Master's Ditto.....	25	..	..
6	Adjutant General's "	30	7	10
7	Qur Masters " "	524	132	105
8	Barrack " "	238	72	106
9	Commissary "	205	24	32
10	Forage "	130	4	10
11	Inspectors "	19	5	5

No		Men	Women	Children
12	Rebel Prisoners.....	251	..	..
13	Provost Martial and British Prisoners.....	103	5	10
14	Batteaux and Boatmen.....	139	..	..
15	Refugees.....	166	196	390
16	Pay Office.....	8	3	11
17	Secretary's Office.....	10	..	..
18	Muster Master.....	4	..	..
19	Agent's Office.....	6	..	..
20	General Officers &c &c &c....	156	15	18
		3512	763	1162

FOREIGN REGIMENTS

No		Men	Women	Children
1	Hessian Artillery.....	92	7	4
2	Hessian Yager Corps.....	831	88	88
3	Anspach ".....	245	33	21
4	1st Battalion Grenadiers.....	488	45	18
5	2d ".....	522	42	..
6	3d ".....	545	28	14
7	4th ".....	499	30	8
8	Regiment Du Corps.....	651	34	32
9	Landgrave Regiment.....	682	29	21
10	Prince Charles ".....	648	23	19
11	Donop's ".....	653	26	21
12	De Losberg's ".....	665	24	17
13	Bunau's ".....	712	24	20
14	Brunswick Troops.....	121	10	1
15	Combined Battalion.....	459	20	9
16	3d Regiment of Waldeck.....	385	24	19
17	Hessian Hanau Volunteers.....	755	65	20
18	" Chasseurs.....	38	1	..

No		Men	Women	Children
19	Regiment Anhalt Zerbst.....	369	20	8
20	Hospital and Staff.....	482	23	34
21	Detachments of absent Regi- ments.....	280	71	53
22	General Officers &c &c &c....	124	11	8
23	Commissariat.....	5	1	..
		10251	679	435
	British.....	9686	2173	2530
	Civil.....	3552	763	1162
	Total.....	23489	3615	4127

Received and read Mr Wier's letter of the 22nd instant with Returns of the Extraordinaries paid for in the Commissary General's Department, with the Returns of the places where the Vessels, Horses, Waggons, Carts, Artificers, Labourers, &c belonging to the Commissary General's Department are to be seen; also an Estimate of the expence of 100 Horses for one year to Government as follows:—

New York 22d August 1781.

SIR:—

In compliance with the requisition of the Board of General Officers expressed in their letter of the 15th instant, I have the honor to inclose to your Excellency a Return of the Rations issued to the Men employed in the different Departments by Land and Water, also to their Wives and Children; Your Excellency will also at this time receive a Return of the Number of Horses belonging to the several Departments Foraged from His Majesty's Magazines, and likewise an Estimate of the Expence to Government for one hundred Horses for a Year.

I have the honor to be &c, &c

DANIEL WIER

His Excellency
Lt Gen^l Robertson.

Return of the Number of Men, Women and Children belonging to the Civil Departments, Victualled at New York and the Out Posts—20th August 1781.

	By Land	Women	Children	By Water
	Men			Men
1 Quarter Master General's Depart.....	524	132	105	81
2 Ditto Drivers attached to Corps.....	131	..	..	..
3 Commissary General's Department.....	335	28	42	16
4 Engineer Department...	379	157	265	..
5 Barrack Department....	238	72	106	7
Total.....	1607	389	518	104

New York 20th August 1781.

Return of Horses foraged at New York and Posts dependant the 19th August 1781 Viz^t;—

No		Horses
1	His Excellency the Command ^r in Chief's Guards and Family.....	59
2	Lieutenant General Knyphausen and Family....	30
3	Lieutenant General Robertson & "	7
4	Lieutenant General Campbell & "	6
5	Lieutenant General De Losberg & "	10
6	Major General Paterson & "	8
7	Major General Sterling.....	4
8	Late Major General Phillips and Aid de Camp..	5
9	Major General De Gosen & "	6
10	Major General Hackenberg & "	5
11	Major General Kospoth & "	6

No		Horses
12	Major General Bischausen & Aid de Camp.....	4
13	Major General Wurmb.....	3
14	Colonel Cockenhausen.....	4
15	Brigadier General Birch.....	8
16	Brigad ^r General the Earl of Lincoln.....	5
17	Brigadier General Arnold.....	6
18	Brigadier General De Lancey.....	6
19	Brigadier General Skinner.....	6
20	Adjutant General's Department.....	14
21	Secretary to the Commander in Chief.....	2
22	Surveyors to Ditto.....	4
23	Chaplain to the Staff.....	2
24	Major Brigade Phillips.....	2
25	Major Brigade Metzner (Cavalry).....	4
26	Major Brigade Moncrieff.....	2
27	Major Brigade Wallop.....	2
28	Town Major.....	2
29	Inspector General's Department.....	6
30	Muster Master General's ".....	4
	Carried forward.....	232
	Brought forward.....	232
31	Major Drummond.....	1
32	Pay Master General.....	1
33	Pay Master General (Northern Army).....	2
34	Secretary to ".....	1
35	Commissary General of Prisoners.....	3
36	Provost Martial and Deputy.....	4
37	Ordnance Storekeeper.....	1
38	Superintend ^t Gen ^l Physicians & Surgeons of the Hospital.....	21
39	Deputy Judge Advocate.....	3
40	Commissary of Musters.....	1
41	Hessian Hospital.....	1
42	Lieut Colonel Cockran.....	2
43	Captain Ottendorff.....	1

No		Horses
44	Lieutenant Miller.....	1
45	Lieut Colonel Emmerick.....	3
46	Captain Diemar.....	4
47	Royal Artillery.....	18
48	1st Battalion of Grenadiers.....	19
49	2d " ".....	15
50	1st and 2nd Battalion of Light Infantry.....	24
51	Mounted Light Infantry.....	41
52	7th Regiment.....	1
53	17th Dragoons.....	324
54	22d Regiment.....	12
55	37th Regiment.....	11
56	38th ".....	8
57	42d ".....	11
58	54th ".....	10
59	57th ".....	10
60	60th ".....	1
61	82d ".....	4
62	84th ".....	1
63	Guards.....	2
	Carried forward.....	794
	Brought forward.....	794
64	Hessian Artillery.....	6
65	Mounted Jagers.....	126
66	Dismounted ".....	14
67	1st Batt ⁿ Hessian Grenadiers.....	12
68	2d ".....	10
69	3d ".....	8
70	4th ".....	6
71	Regiment DuCorps.....	7
72	Landgrave's Regiment.....	13
73	Prince Charles' ".....	8
74	Donop's ".....	11
75	Losberg's ".....	10
76	Bunau's ".....	18

No		Horses
77	Combined Battalion.....	6
78	Waldeck Regiment.....	7
79	1st Regiment of Anspach.....	3
80	2d " ".....	2
81	American Legion.....	65
82	King's American Dragoons.....	84
83	Queen's Rangers.....	60
84	West Chester Refugees.....	116
85	New Jersey Volunteers.....	21
86	Loyal American Regiment.....	9
87	Colonel Turnbull.....	1
88	DeLancey's Brigade.....	18
89	Major Hanger.....	4
90	Guides and Pioneers.....	3
91	Lieutenant Colonel De Lancey.....	2
92	British Recruits.....	3
93	Governor Wentworth's Volunteers.....	8
94	Colonel Axtell & King's County Militia.....	6
95	Colonel Hamilton and Queen's County Militia.....	4
96	Garrison Battalion.....	1
	Carried forward.....	1466
	Brought forward.....	1466
97	Governor Franklin.....	3
98	Lieutenant Governor Elliot.....	3
99	Chief Justice of New York.....	3
100	Chief Justice of New Jersey.....	3
101	Attorney General.....	2
102	The Mayor.....	2
103	Mr Cox.....	1
104	Commodore Affleck.....	3
105	Colonel Philipse.....	2
106	Gordon & Biddulph.....	4
107	Inspector of Refugees.....	1
108	Naval Hospital.....	8
109	Mr Thurzton.....	1

No		Horses
110	Major Fraser D ^y Qur Master General.....	3
111	Bridge Master.....	4
112	Quarter Master General's Department.... 1216	1819
113	“ Attached to Gen ^l Officers & Corps. 603	
114	Commissary General's Department including himself Deputies, Assistants, Collectors of Forage &c.....	75
115	Engineer Department.....	35
116	Barrack Master's Do	158
	Total.....	3596

N. B.—Since the above Return was finished the Officers of the two Provincial Regiments for Pensacola, have obtained an Order to draw Forage; the 40th Regiment also has since arrived from the West Indies.

ESTIMATE of the Expencc of 100 Horses to Government for one Year.

100 Horses

365 Days

36500 Rations at 14 lbs Hay and 8 lbs Oats pr Ration is 511000
or 228 Tons 2 C^t 2 Q^{rs} Hay and 292000 lbs or (at 32 lbs
pr Bushel) 9125 Bushels Oats.

Tons	C ^t	Q ^{rs}		
228	2	2	Hay at £8 pr Ton (the estab- lished price).....	£1825
9125	Bushels	Oats	7s pr Bushel (the estab- lished price).....	3193 15 0
				5018 15 0
Expences of Collecting Freight, Cartage, Issuing, Wastage &c			at 50s pr C ^t	2509 7 6
			New York Currency....	£7528 2 6
			or £75 5 7½ pr Horse.	

Gentlemen:—

In conformity to your Request of the 20th inst, I send you a Waggon, Labourers and Artificers employed in my Depart-

The Board of General
Officers &c of which
L^t Gen^l Robertson is
President.

Return of the places where the Drivers, Horses and Waggon,
General's Department may be seen.

	New York
Horses & Waggon.....	Bridewell Yard
Drivers & Labourers.....	“
Artificers.....	“

N. B.—Labourers and Artificers are increased or Diminished

New York 23d August 1781.

Return of Transports employed in the Barrack Master

Vessels Names		Tonage	Where they are at present
Brig	Three Friends.....	103	Lloyd's Neck
Schooner	St Andrew.....	97 $\frac{3}{4}$	“
	William.....	76	“
	York.....	124	“
Sloop	Happy Couple.....	75	“
	Peggy.....	96 $\frac{3}{4}$	“
	Friendship.....	90	Haerlem
	Susannah.....	119	“
	Generous Friends..	101	“

New York August 23d 1781

Return of the places where the Vessels, Drivers, Horses, ment may be seen on Sunday next.

I have the honor to be

Gent^m

Your most Obedient

Humble Servant

WM CROSBIE

B.M.G.

also Labourers and Artificers, employed in the Barrack Master

New York Island

Long Island

Haerlem

Lloyd's Neck

"

Do & Brooklyn

"

occasionally as the Service requires.

W^m CROSBIE,

B. M. G.

General's Department.

Vessels Names	Tonage	Where they are at present
Schooner Hope.....	100½	"
Betsey.....	69	"
Mary.....	74	"
Free Mason.....	87¼	New York North River
Friends.....	65½	"
Clinton.....	30	" East River
Sloop Mohawk.....	50	Narrows Long Island
Defiance.....	56	"

W^m CROSBIE

New York August 23d 1781.

B. M. Gen.

Received and read Major Bruen's Answer to the letter of the 20th instant, as follows:—

New York 24th August 1781

SIR:—

I have the honor of receiving a letter from the Board of which your Excellency is President, dated the 20th instant, but not received at my Office 'till seven o'clock the following Evening as follows:—

(N. B.—a repition of the letter)
(sent him 20th instant)

In consequence of the above, notwithstanding of the shortness of the notice, I have the honor to acquaint you, that I have been enabled to make out Muster Rolls ascertaining the names of each Man, the Number of Horses, Waggons, Carts, &c employed in the Qur Master General's Department, which will be produced agreeable to the desire of the Board on Sunday next at the following places Viz:—

At the Waggon Yard belonging to the Quarter Master General
New York

At the Six Mile Stone on the Road to King's Bridge

At the Qu^r M^r General's Waggon Yard near Fort Knyphausen

At the Qu^r M^r General's Waggon Yard, Brooklyn Long Island

At a Field near the half Way House to Jamaica Long Island

At Lloyd's Neck Long Island

At Paulus Hook

At the Flag staff Staten Island & Light House Sandy Hook

In order to prevent any possibilities of mistake you will be pleased to direct the Muster Masters to attend at one and the same hour at each given place, when Officers will attend from the Department with proper Muster Rolls.

I take it for granted that tho' the above Letter mentions the Vessels are also to be Mustered, that the Gentlemen of the Board are well informed that business remains totally with the Agent for small Craft.

I have the honor &c

HENRY BRUEN.

His Excellency
Lieut General Robertson.

Received and read Colonel Crosbie's letter of the 24th instant, as follows

New York 24th August 1781

Gentlemen:—

In the letter I did myself the honor to write you on the 15th instant, in answer to yours of the 14th requesting my ideas on the cause of encrease of Expence, so far as related to my Department from December 1775 I observed that I had no knowledge of the expence of the Department, prior to my appointment on the 1st July 1780, and was totally incompetent to an opinion on a question of such importance; But as I am solicitous to give you every possible information, I have since been endeavouring to possess myself of such facts as may serve to elucidate so interesting and necessary an enquiry; and I am exceedingly sorry that after all my researches, I am not able to obtain such a knowledge of this matter as will authorize me to give you an opinion, so circumstantially decisive as I could wish.

My Predecessor being in England leaves me without that information which would lead to a more perfect understanding of many Circumstances necessary to be known in order to form a adequate idea of the causes which have gradually led to the encrease of Expences of the Department within the period you allude to.

In my enquiries I find the Troops were in Boston from the 13th December 1775 to the 17th March 1776 under the Command of Sir William Howe, and tho' fuel was high at that time, from the supplies being principally cut off by the Rebels, the charge to Government must, notwithstanding have been small, not only from the shortness of the time but from the number of Houses, Stores, Wharves, and Vessels, the property of persons in Rebellion, which were taken and given to the Troops for Fuel that Winter. This Army left Boston in March and went to Halifax, where they remained some short time, and from thence proceeded to Staten Island, where they waited the arrival of the reinforcement from England until the Month of August, when the troops took possession of Long Island, and

afterwards of York Island, both abounding with Wood, and which was obtained upon such moderate Terms that the Expence incurred for Fuel was in the Winter of 1776 and 77 must have been very inconsiderable, and which was also greatly lessened by the large supply of Coals received from Great Britain & Spanish River. The principal part of the Army was also that winter in the Jerseys under Lord Cornwallis; who were supplied with Fuel by the Inhabitants, at an easy expence; a Detachment was likewise sent the same Winter to Rhode Island, from whence a part of the Transports that carried the Troops to that place were immediately dispatched to the East end of Long Island for Wood, which with the quantity standing on the Island, and cut by the Troops, were sufficient for the exigencies of the Winter of 76 and 77.

In the Month of June 1777 supplies of Candles were received from England which prevented any considerable expence for that article, and the greatest part of the Army being in the Winter of 77 and 78 in the City of Philadelphia they were supplied with Fuel upon moderate Terms, and without incurring any material charge for the expense of Barrack repairs. The Island of New York also affording a sufficiency of Fuel for the Troops at Fort Knyphausen and its Dependencies in 77 and 78 and which being obtained with Facility & cheapness, the expence for that District was then comparatively small to what has been since experienced.

To the year 1778 fuel for the Troops in New York and on York Island was obtained at the average price of about 35/ a Cord, and the repairs of Barracks and Officers Quarters was also inconsiderable, as the houses occupied by the Troops were principally in tolerable order, and required but a small expence to make them suitable for the reception of the Troops when in Winter Quarters.

Barrack Bedding was also principally had from Great Britain to the year 1778 as well as large quantities of Coal and Candles, all which contributed very essentially to lessen the grants of Publick Money to that period.

From the best information which I have been able to procure upon a subject of such consequence, you have my ideas of the general causes that have contributed to render the expences

of the Department to the Year 1778 much less than they have been since that time; and I must also observe that the accounts of the different Departments not being closed, Nor the expences to May 1778 collected and ascertained particularly a very large proportion of the Barrack Department in Philadelphia, they could not possibly be brought into any account to that period, and were therefore defrayed out of the Monies granted by Sir Henry Clinton, and which contributed very materially to the apparent smallness of the expenditure of the public Monies prior to his Command.

I will now attempt to throw some light upon the other part of your question "the encrease of the publick Expence since May 1778." Here I find myself labouring under the same difficulties, the want of a competent knowledge of the transactions prior to my appointment however as it is my inclination that you should derive from me every information I will offer you my opinion upon that subject with as much precision as is in my power.

The wood on Rhode Island being all cut down & the means of supplying the Garrison with Fuel exceedingly difficult it became necessary for the Barrack Master there to hire a number of small Vessels into the service of Government, and send them to the East end of Long Island, and even as far as Lloyd's Neck within 50 Miles of New York for Wood, which, with the repairs of Barracks and other Houses occupied by the Troops two Winters, and fallen into a ruinous state, enhanced the publick expence to a very considerable sum.

In 1779 similar efforts were made by the Barrack Master of that Garrison to obtain Fuel, which with one thousand chaldrons of Coals, equal to three thousand Cords of Wood, sent that summer from England and New York, and a large quantity of Wood and Peat, collected and formed into Magazines, at an enormous expence fell into the Rebels hands, thro' the want of Transports upon the evacuation of that Island. This Army came to New York & the publick expence was thereby encreased in a proportion much greater than the Value of the Fuel left at Rhode Island; and the Vessels that had been hired into the service of Government there, were also necessarily retained in the pay of the Crown for the purpose of bringing Wood to this

City from the different parts of Long Island; but the Winter commenced so uncommonly early, and the weather was so intensely severe that these with others in the Department, were soon froze up, loaded with Wood, and continued in that situation for upwards of three Months, at the expence of Government.

In the same Year neither Barrack Bedding nor Candles were received from England for the Troops, which contributed to encrease the publick Expence, as the service from this omission made it necessary to purchase very large quantities of both these articles at an advanced price in New York.

The Barracks, Regimental Hospital, Store houses, Guard houses, and other Buildings in New York having from being occupied two Winters, fallen into ruin, very large and extensive repairs were absolutely necessary for the Accommodation of the Troops; which from the encreased price of Lumber, Carpenter's Wages, &c has occasioned a very heavy and additional expence to Government; and, enormous as it may appear, I am concerned to observe from the Ruin and Waste committed by the soldiers upon the Barracks, when in Winter Quarters, that expensive repairs are constantly necessary.

Since the Army evacuated Philadelphia & Rhode Island, the issues of Fuel in New York from an additional number of Refugees and other distressed Loyalists accompanying the Army, has encreased near one half; and consequently from the advanced price of Fuel in New York is one of the principal causes that the publick expence appears much higher than in the early period of the Rebellion.

The taking possession of New Posts is also another reason of the encrease of the publick Expence of my Department. In the Year 1778, we had only New York and its Vicinity, Rhode Island, and to the Month of May the City of Philadelphia; since that time Garrisons have been established in St. John's Island, Penobscot, Savannah, Augusta, Bermuda, Charles Town, Cambden, Portsmouth, &c all which occasions an additional expence in my, as well as the other Departments, for a variety of charges, not incurred, when the Army is in a more compact State.

I have already observed that to the Winter of 77 & 78 Wood was purchased at a moderate price, and with the quantities

procured from Rebel Estates, I believe did not cost Government, upon an average above 35/ pr Cord. Since that time from its being all cut down on York Island, and great part of that on Long Island contiguous to the landings in the same situation the price to Government encreased so rapidly that in July 1780, I found upon my appointment the price from 75/ to 80/ pr Cord. Upon Long Island and Staten Island, the rise of Fuel has been nearly in the same proportion. This circumstance alone will reconcile in a great measure the difference that appears in the publick Expence, between the periods you mention; and when I inform you that 48000 Cords of Wood have been issued to the Troop, Refugees and Loyalists in New York and its Dependencies in the course of twelve Months, it will account for the largeness of the sums granted by the Comm^r in Chief to defray the expence of the Barrack Departm^t. But when the facts I have suggested, respecting the Extraordinary repairs of the Barracks, purchasing of Bedding, Furniture and Candles in New York, the encrease of Posts & the appropriation of very large sums, granted by Sir Henry Clinton to defray the arrearages of the Department during Sir William Howe's Command, are taken into consideration without attending to many other Circumstances of less consequence to Government, I cannot but flatter my self that the great excess of the Warrants in the last period you mention will in some measure be accounted for, and the encrease of expences, so far as relates to my Department, satisfactorily explained; and if my ideas upon this occasion should appear well founded, and throw any light upon the very interesting enquiry you are engaged in I shall feel myself exceedingly happy in having this opportunity of assisting you in so complicated and difficult a Business.

I will now beg leave to enter upon my own transactions from July 1780, and which may serve to explain the largeness of the grants that have been made by the Commander in Chief in my favour. I have already observed that 48000 Cords of wood are expended in New York and its Dependencies in the course of 12 Months. This purchased at double the price that was formerly paid, amounts to a very serious sum, and amply proves, that the encreased expence of the Department, is founded on absolute necessity. The Article of Fuel now Constitutes a principal

part of the expence of my Department, which from the encreasing scarcity on Long Island, as well as the other places from whence it is obtained, is almost daily enhancing in its value,—and for the approaching Winter 50/ a Cord will be paid at Jamaica, Flushing &c, where the last Year the price was only 36/. On Staten Island it is also encreased from 42/ to 60/ a Cord.

Colo Clerk, my predecessor, not having received for several years before he retired, either Blankets, Candles or any other Articles from Great Britain, the quantity of Bedding and Barrack furniture, transferred by him, and fit for service, was very inconsiderable. From this circumstance, I was under the necessity of representing to the Commander in Chief the situation of the Barrack Stores, and to request a survey, upon which 11700 Blankets and Rugs, with other Articles were condemned as worn out and unfit to be issued to the Troops. To supply this deficiency was difficult, however, I was so fortunate to purchase such a quantity that with 4000 I borrowed of the Inspector General, and which I still owe him, as to furnish the Troops, not only in New York, but in the Southern District, a sufficiency for the Winter.

The Ruinous situation of the Barracks, and every other Building held by Government for that purpose, demanded my particular attention. I foresaw the difficulty as well as the greatness of the Expence that would attend the business, and in order to have the clearest information of what was necessary to be done for the Accommodation of the Troops, I caused a survey to be made by Persons acquainted with such matters, who reported that very large repairs were absolutely wanted to make them barely tenantable thro' the winter; and that from the encreasing price of Lumber, and every other Material, it was scarcely possible to ascertain the expence. These Buildings have been held by Government from 1776, and from the length of time they have been occupied, the carelessness of the Soldiers, and the too little attention paid to their preservation, require frequent repairs, and make a number of Carpenters and other Artificers constantly necessary to prevent them from falling into total decay.

Alarmed at the greatness of the Expence, attending the purchase of Candles and Barrack Bedding in this City, I have

made a requisition for Blankets, Candles, &c to be sent from Great Britain for re-supplying the Army the ensuing Winter; and it will not be improper upon this occasion to observe that a heavy annual charge is brought upon the Crown from the great number of Blankets not returned by the Regiments when they take the Field, and also from the ruined and useless state of a considerable part of those they do Return.

It gives me real concern that the exigencies of the King's Service has made such large Disbursements necessary, and which so far as respects the Article of Fuel will unavoidably continue to encrease, unless a supply of Coals can be procured to diminish the consumption of Wood; and here permit me to assure you, were it not for the exertions of the Refugees under Major Ward and Captain Harding at Bergen Point, who have received from the Commander in Chief, every encouragement to persevere in this business, and to whom I pay ten Dollars a Cord, I could not, from any other resource, that I have knowledge of, carry the Army thro' half the approaching Winter Weeks.

As I shall feel myself happy in explaining any matters falling within my own knowledge, you may be assured, I will readily contribute as far as in my power, to facilitate the arduous business you are engaged in, and to adopt any Oeconomical plan which upon mature consideration may be devised and will not in its consequences prove injurious & detrimental by impeding the service, and thereby bring on a greater Evil than it is intended to remedy.

With the greatest respect I have the honor to be
Gentlemen &c &c

WM CROSBIE

B. M. G.

To the Board of General
Officers &c to which his
Excellency Lieut General
Robertson is President.

The Board adjourned 'till Wednesday next at 10 o'clock.

Wednesday 29th August 1781.

Agreeable to Adjournment last Friday, attended for the meeting of the Board.

His Excellency General Robertson reported that the principal part of the Board being engaged on the King's Service no business could be entered upon. But on Friday next the Board will meet.

Friday 31st August 1781.

The Board met agreeable to adjournment last Wednesday.

Present—

- His Excellency Lieut General Robertson
- Lieutenant General Campbell
- Brigadier General the Earl of Lincoln
- Brigadier General Birch
- The Honorable Henry White Esquire.

The Papers of Musters which were ordered to be taken of the different Departments not being yet come in, the Board

Return of Drivers, Horses and Waggon belonging to the and Staff Officers and Several Corps of Hessians in the District

Drivers Names

Jacob Saur.....	}
John Saur.....	
Conrad Fenner.....	
John Gunderlach.....	
Theodorus Dorstenburg.....	
John Nolte.....	
John Gabriel.....	
Nicholas Brown.....	
John Morgan.....	
George Gandelach.....	
George Charles.....	
John Rhibein.....	
Martin Demme.....	
Jacob Rehres.....	
Conradt Schrader.....	
Lorentz Stiefell.....	

adjourned themselves to Monday next the 3d of September.

Monday 3d September 1781.

The Board met agreeable to adjournment last Wednesday.

Present

His Excellency Lieut General Robertson
 Brigadier General the Earl of Lincoln
 Brigadier General Birch
 The Honorable Andrew Elliot }
 & } Esq^{rs}
 The Honourable Henry White }

Examined the Returns which had been taken of the Quarter Master General's Waggon, Horses, Drivers, Artificers &c as follows:—

Quart. Master General's Department attached to the General of New York.—26th August 1781.

To whom attached	Drivers	Horses	Waggon
Lieut General Kuphuysen Staff and Suite	12	26	12
Major General Kospoth.....			
" 	2	4	2
Major General DeHackenberg....			
" 	2	4	2

 Drivers Names

George Olerwein.....
 Conradt Keiche.....
 George Schneider.....
 Jacob Summimin.....
 Johannis Hupfeld.....
 Adam Moller.....
 Christ. Haubauld.....
 Johannis Wierning.....
 Melchier Zeugh.....
 Jost. Osthewm.....
 Justus Krug.....
 Philip Fisher.....
 Johanis Schreiner.....
 Christoph Schmidt.....
 John Graff.....
 Anton Frederick.....
 Henrich Fredler.....
 Christoph Bete.....
 Adam Braun.....
 Henry Graling.....
 Henry Shultz.....
 John Henning.....

George Kebabig.....
 George Spaun.....
 George Schebrumsit.....
 John Sumberger.....
 Adam Otto.....
 John Florey.....
 Dederick Siebalt.....
 George Shultz.....
 Daniel Groskurl.....
 John Jost Hesse.....

To whom attached	Drivers	Horses	Waggons
Major General DeWurmb.....	} 2	4	2
“			
Major General DeBischausen....	} 2	4	2
“			
Lt Colo Eitell’s Artillery.....	} 4	23	4
“			
“			
Regt Du Corps for Baggage....	} 6	12	6
“			
“			
“			
Ditto for their Artillery.....	1	16	1
Regt Landgrave for Baggage....	} 6	12	7
“			
“			
“			
Ditto for their Artillery.....	1	13	1
Carried forward.....	38	118	39
Brought forward.....	38	118	39
Regt Prince Charles & Baggage..	} 6	12	6
“			
“			
“			
Ditto for their Artillery.....	1	15	1
Regt Bunau for Baggage.....	} 1		
“			
“			

 Drivers Names

Conradt Pfur.....
 Caspur Zohrbeich.....
 Nicholas Farnbach.....
 Casper Ursprung.....
 John Jeckell.....
 David Mohr.....
 Christoph Hill.....
 Adam Schabacker.....
 Peter Saur.....
 Christoph Hasselhuyn.....
 John Mohr.....

I do certify that the above named fifty nine Drivers per-
 ber of Horses & Waggon's amounting to one hundred and eighty
 and were Mustered by me this day at New York as above
 Chief's Orders, and that the said Number of Horses appear to
 are to the best of my judgment in good and serviceable order.

Return of Waggon Masters, Conductors, Clerks, Store-
 ers in the Quart^r Master General's Department in the District

Oliver Bourdett Waggon Master General

CONDUCTORS

Hugh Hugh
 Benjamin Sterns
 John Granger
 Thomas McManus
 Daniel Hammel
 Richard Cockran
 William Moncrief

To whom attached	Drivers	Horses	Waggons
"	} 6	12	6
"			
"			
Ditto for their Artillery.....	} 1	13	1
Combined Battalion.....			
"	} 5	10	5
"			
"			
Hessian Hospital.....	} 2	4	2
"			
Total.....	59	184	60

OLIVER BOURDETT
Waggon M^r General

sonally appeared before me this day, and that the above num-
four Horses and Sixty Waggons have also appeared before me,
mentioned, Pursuant to His Excellency the Commander In
be perfectly serviceable and the Waggons with their Harness

J. WELCH Qu^r M^r 17th Dragoons
Acting as Comm^r of Muster.

keepers, Carpenters, Blacksmiths, Harness Makers and Labour-
of New York 26th August 1781.

CLERKS

Hugh Cairns
Samuel Bayard
States M. Dyckman
George West

STOREKEEPERS

Abraham Fridell, Storekeeper
John J. Cluett, Asst
James Molloy
Richard Newton

CARPENTERS

Jos. Martin, Foreman
 William McLeod
 John Leach
 Encas Roberts
 Charles Dixon
 David Jones

BLACKSMITHS

John Fox, Foreman
 Patrick Duffy
 Frederick Seaburn
 Henry Bonta
 Charles Ferguson
 Alexander Sinclair

I do certify that the within mentioned Waggon Master
 Six Carpenters, twelve Blacksmiths, two Harness Makers, and
 and were Mustered by me at New York as within mentioned

Return of Conductors, Carpenters, Blacksmiths, Drivers,
 partment in the District of Staten Island.

26th August 1781.

Men's Names	To Whom Attached
Henry Hay	Carpenters.....
Samuel Ingle.....	
Peter Paterson.....	
John Goldin.....	
Peter Young.....	
Nicholas Prickle.....	Blacksmiths.....

William Ford
 Robert Clarke
 Jacob Howard
 Sipp Jordan
 John Howard
 Robert Conday

HARNESS MAKERS

Robert Carr
 David Jones

LABOURERS

John Nowland
 Thomas Nowland
 William Stepney

OLIVER BOURDETT, W M^r Gen^l

General, Seven Conductors, four clerks, four Storekeepers, three Labourers, have personally appeared before me this day pursuant to His Excellency the Commander in Chief's orders.

J. WELCH, Qu^r M^r 17th Dragoons
 Acting as Comm^r of Muster.

Horses, Waggon &c in the Quarter Master General's De-

Conductors	Carpenters	Blacksmiths	Drivers	Horses	Large Waggon	Small Waggon
2	..	..	..	..	..	..
..	2	..	..	..	..	..
..	..	2	..	..	..	..

Men's Names	To Whom Attached
Solomon Brogan.....	Drivers.....
Henry Herb.....	
Peter George.....	
Richard Marpole.....	
George Ward.....	
William Morris.....	
David Overdorf.....	
William Dixon.....	
Sippio Conyer.....	
King Fair.....	
Pompey Wilson.....	Brigadier General Skinner.....
John Lutkins.....	
John Moulder.....	1st Batt New Jersey Volunteers.
John Sprowles.....	
Richard Myers.....	
Stephen Stigby.....	4th Batt Ditto
James Appleby.....	
Luke Appleby.....	
James Myers.....	Stewart's Troop of Guides & Expresses mounted by the Quarter Master General.....
Cuffe a Negro.....	
John Cronk.....	Loyal American Regiment.....
William Neilson.....	
John Prince.....	
William Kennedy.....	Attending the post at Sandy Hook
Total.....	

I do Certify that the above named two Conductors, two sonally appeared before me this day and that the above Number large Waggons and fourteen small waggons have also appeared as above mentioned, pursuant to His Excellency the Commander

Conductors	Carpenters	Blacksmiths	Drivers	Horses	Large Waggon	Small Waggon
..	12	48	10	2
..	1	2	..	1
..	3	6	..	3
..	3	6	..	3
..	1	15	..	1
..	3	6	..	3
..	1	2	..	1
2	2	2	24	85	10	14

Carpenters, two Blacksmiths and twenty four Drivers per- of Horses and Waggon amounting to Eighty five Horses, ten before me and were Mustered by me this day at Staten Island in Chief's Orders, and that the said Number of Drivers, Horses

& Waggon (allowing one Driver two Horses & one Waggon on missing with the Loy^l Am. Regt one Horse at Grass, and one perfectly ^{of}serviceable, and that the Waggon &c with their Order.

Return of Drivers, Horses and Waggon attached to the August 1781.

Drivers Names

Lewis Pamerer.....	}
Thomas Brown.....	
Richard Hallum.....	
Isaac Morgan.....	
Thomas Hockaday.....	
John Hunter.....	
James Pierson.....	
James Mitchel.....	
Alexander Mackenzie.....	
John Hanover.....	
Donald McLeod.....	
Thomas Cameron.....	
George Peebles.....	
William Arnot.....	
Alexander Smith.....	
William Turnbull.....	
Daniel McKoy.....	
Henry McKoy.....	
Murdock McLeod.....	
John Hutchinson.....	
William Edinton.....	

Duty at Sandy Hook, one Driver two Horses & one Waggon on duty belonging to Captain Stewart's Troop) appear to be Harness are to the best of my judgment in good and serviceable

J. WELCH, Qu^r M^r 17th Dragoons,
Acting as Comm^y of Musters.

several British Regiments in the District of New York 26th

To Whom Attached	Drivers	Horses	Waggons
22d Regiment Foot.....	5	10	5
37th Regiment Foot.....	5	10	5
42d Regiment Foot.....	10	20	10
Detachment of the Northern Army	1	2	1
TOTAL.....	21	42	21

OLIVER BOURDETT

W. Master General

I do certify that the above named twenty one Drivers number of Horses and Waggons amounting to forty two Horses were Mustered by me this day at New York as above mentioned and that the said Number of Horses appear to be perfectly best of my judgment in good and serviceable Order.

Return of Drivers, Horses, Waggons, Carts, Drays, Timber
York 26th August 1781.

Drivers Names

William Hinton.....
 William Goodman.....
 Jacob Mute.....
 George Honesty.....
 Adam Mintus.....
 Edward Moore.....
 Richard More.....
 John Stamper.....
 John Henry.....
 James Black.....
 Abraham Miller.....
 Caesar Skillman.....
 Hery Bourdett.....
 Andrew Kinkade.....
 William Kiddy.....
 Daniel Quin.....
 Patrick Allen.....
 Wanney Van Saun.....
 Wanney Savage.....
 Martin Cox.....
 Peter Durham.....

personally appeared before me this day and that the above and twenty one Waggon's have also appeared before me, and pursuant to His Excellency the Commander in Chief's Orders, serviceable and that the Waggon's with their Harness are to the

J. WELCH, Q^r M^r 17th Dragoons
Acting as Comm^y of Muster.

wheels, &c in the Quart^r Master General's Department at New

To Whom Attached	Drivers	Horses	Large Waggon's	Small Waggon's Carts, Drays, Timber Wheels, &c
To the supply of the General and Staff Officers, Hospitals, the mounting of Guides and Expresses, and for the moving of Field Forges, Timber Wheels, Transporting of Stores, Baggage &c of the Army.				
“				
“				
“				
“				
“				
“				
“				
“				
“				
“				
“				
“				
“				
“				

Drivers Names

George Wingfall.....
John Barwell.....
John F. Drayer.....
Quash, a Negro.....
Jack, a Negro.....
James Hornwist.....
William Hawkins.....
John Ochart.....
Abraham Smith.....
Soloman Sizland.....
York, a Negro.....
James Black.....

John Harvey.....
John Logan.....
Hugh McDowell.....
John Green.....
Dennis O Dair.....
Caesar, a Negro.....
John Fritz.....
Robert Logan.....
Pompey, a Negro.....
William Sampson.....
Joseph Russell.....
Joseph Black.....
John Frazer.....

To Whom Attached	Drivers	Horses	Large Waggons	Small Waggons Carts, Drays, Timber Wheels, &c
"				
"				
"				
"				
"				
"				
"				
"				
"				
"				
"	33	126	3	41
Carried forward.....	33	126	3	41
Brought forward.....	33	126	3	41
	14	...	..	..
TOTAL.....	47	126	3	41

Drivers Names

John Farrell.....	}
Joseph Thompson.....	
John McKenney.....	
Charles Jenkins.....	

I do certify that the above named forty seven Drivers have number of Horses, Waggons, Carts, Drays, Trucks, &c amount- forty one small waggons, Carts, Drays, Trucks, Timber Wheels day at New York; also the above named four drivers appeared by me at Paulus Hook as above specified pursuant to His Number of Horses (three sick and lame excepted) appear to be Harness are to the best of my Judgement in good and serviceable

Examined the Returns which had been taken of the Com- follows:—

MUSTER ROLL of Artificers, Labourers &c employed in the

Names	Where Employed
Carpenters	
John Kelly.....	} New York
John Leonard.....	
William Lorton.....	
Lewis Lorton.....	
Thomas Ridding.....	
Joshua Browne.....	
Cornelius Kingsland.....	

To Whom Attached	Drivers	Horses	Large Waggon	Small Waggon Carts, Drays, Timber Wheels, &c
Employed with the Engineer's at Paulus Hook.....	4	8	..	4

OLIVER BOURDETT
Wagⁿ Master General

personally appeared before me this day and that the above ing to One hundred and twenty six horses, three large Waggon, &c have also appeared before me and were Mustered by me this personally with eight Horses and four Carts and were Mustered Excell^y the Commander in Chief's Orders, and that the said perfectly serviceable and that the Waggon &c with their Order.

J. WELCH, Q^f M^f 17th Dragoons
Acting as Comm^y of Muster.

missary General's Waggon, Horses, Drivers, Artificers, &c as
Commissary General's Provision Department.

Names	Where Employed
James Grant.....	} New York
William Gleaves.....	
Richard Wenman.....	
Gilbert Pell.....	
Coopers	} New York
Richard Smy.....	
Mathew Melvin.....	

Names	Where Employed
Patrick Ferguson.....	New York
John McMinn.....	
Robert McGwillam.....	
Tom Richards.....	
Eneas Graham.....	
Daniel Stilwell.....	
Butchers	
Peter Ball.....	New York
George Ciker.....	
John Nicholls.....	
James Rote.....	
Labourers	
Negro Orestus.....	New York
John Algee.....	
James Jordan.....	
Edward Morrison.....	
Isaac Pake.....	
Philip Adams.....	
Negro George.....	
William Murchee.....	
Michael McCann.....	
Nicholas Butler.....	
James Cashan.....	
John Boscow.....	
John Muldoon.....	
Cornelius Van Horne.....	
William Homes.....	
Frederick Sholts.....	
Richard Minifee.....	
Robert Stokes.....	
John Faulk.....	
Frederick Margeson.....	
John Lverage.....	
Hugh Crawford.....	

Names	Where Employed
Patrick Fleming.....	New York
Michael Laderick.....	
John McDonald.....	
Isaac Brower.....	
Michael Jordan.....	
John McLachlan.....	
Patrick Nevan.....	
Isaac Hedges.....	
John McGear.....	
John Bigger.....	
Negro Toney.....	
Negro Antrim.....	
Isaac Demitt.....	
Negro Supio.....	
Thomas Murphy.....	
John Russell.....	
James Quigley.....	
Baker Brasher sick.....	
John Newstead.....	
Joseph Goodwin.....	
Samuel Lillick.....	
Robert Scott.....	
Edward Waleing.....	
Negroe Ben.....	
John Reid Senr.....	
John Reid Junr.....	
James Parker.....	
David Finney.....	
Michael Slidell.....	
John Armstrong.....	
Abraham Laverge.....	
Orick King.....	
Martin Heman.....	
Negroe Sampson.....	
Jacob Van Hook.....	
William Hern.....	

Names	Where Employed
Edmund Sweeney.....	New York
John Hagathee.....	
Joseph Nutten.....	
Christopher Ternyea.....	
William Cockery.....	
John Farrall.....	
Joseph Bedson.....	
William Smith.....	
Michael Stagg.....	
John Jackson.....	
Negroe Harry.....	
James McArath.....	
William Jennings.....	
James Degay.....	
Arch ^d Thompson.....	
Thomas Rowett.....	
George Ross Sick.....	
Edw ^d Smallridge Sick.....	
John Greenwood Sick.....	
Edmund Dwyer.....	
James King.....	
Thomas Johnston.....	
Jacob Miller.....	
Alex ^r Gilmore.....	
Jeremiah Driscoll.....	
John Cameron.....	
William Anderson.....	
John Armstrong.....	
Thom ^s Stratford.....	
Benj Van Winkel Sick.....	
William Jarvis.....	
John Stewart.....	

Names	Where Employed	
Murdach Mackenzie.....	New York	
Patrick Brady.....		
Alexander Dobbin.....		
Obed. Cook.....		
Peter Langsbraith.....		
John Cook.....		
Richard Edwards.....		
William Powell.....		
Joseph Miller.....		
Robert Belcher.....	Staten Island Employed only to build a store	
Negroe Peter.....		
Carpenters		
George Hemain.....		
Samuel Van Gesen.....		
John Van Iderstine.....		
Stephen Arnold.....		
Joseph Hays.....		
Walter Flynn.....		
Masons		
Joseph Thorn.....	Staten Island Employed only to build a store	
Henderick Lutkins.....		
Labourers		
John Lutkins.....	Paulus Hook	
Patrick Walch.....		
McIntosh.....		
Butchers		
John Tournay.....	Paulus Hook	
James Eager.....		
Labourers		
Negroe Jerry.....	Paulus Hook	
Jacob.....		

Sixteen Carts & Horses

NEW YORK

G. TOWNSHEND
Ass Com Gen^l

I do hereby Certify I have Mustered in the Commissary and Paulus Hook Eighteen Carpenters, Eight Coopers, Sixteen Horses & Sixteen Carts, by allowing five Men sick.

This 26th Day of August 1781.

MUSTER ROLL of the Assistants Overseers, Coopers, Labour-Department, at the different Provision Magazines on this

Where Mustered	Names
Brooklyn.....	{ <ul style="list-style-type: none"> Greggs Farish..... William Maffett..... William White..... Jacob Walden..... Cato..... Jacob Wilkinson..... Casar Miller.....
Yellow Hook....	{ <ul style="list-style-type: none"> William Palmer..... John Miller..... James French.....
Hallet's Cove....	{ <ul style="list-style-type: none"> James Foster..... Benj Rappillee..... Thos Howell Smith..... Jas. Fosters Negro.....
New Town.....	{ <ul style="list-style-type: none"> Gillam Tailer..... Thomas White Smith..... James Grumbly..... John Jackson..... Daniel Way.....

General's Provision Department in New York, Staten Island
Butchers, two Masons, one hundred and six Labourers & Six-

J. WELCH, Q^r M^r 17th Dragoons
Acting as Comm^y of Muster

Brooklyn, Long Island 23d August 1781

ers and Waggoners, Employed in the Commissary General's
Island.

	Remarks
Assistant	
Overseer	
Cooper	
Labourer	
"	
"	
Waggoner	Two Horses & 1 Waggon
Assistant	
Cooper	
Labourer	
Assistant	
Overseer	
Cooper	
Labourer	
Assistant	
Cooper	
Labourer	
"	
"	Occasional Labourer

Where Mustered	Names
Jamaica.....	{ Richd Wm Parkin..... Joseph W Coddington..... Hugh Martin..... Patrick Wieurgan..... Nathan Nelson..... Negro Lewy..... Negro James.....
Lloyd's Neck....	{ James G. Johnson..... William McDonald.....

I do Certify that the above named assistants, Overseers, Waggon) personally appeared before me and were Mustered by His Excellency the Commander in Chief's Orders.

Given under my Hand at Brooklyn this 31st day of August

MUSTER ROLL of Artificers, Labourers, &c Employed in the Marston's wharf.

Names	Where Employed
Carpenters Alexander Leslie..... David Bane.....	} Haerlem Heights
Cooper Miles Post.....	
Labourers Dennis Post..... John Baalman.....	

	Remarks
Assist.	Late at Hampstead
Assist.	
Labourer.	Occasional Labourer
“	
“	
“	
“	
Assist.	
Labourer.	

ROGER JOHNSON
Assist Comm^y General.

Coopers, Labourers and Waggoner (with two Horses and one
me at the different places as above mentioned, pursuant to

1781.

BENJ^N RIX,
Q^r M^r 17th Lt. Dragoons.

Commissary General's Department at Haerlem Heights and

Names	Where Employed
Thomas McKie.....	} Haerlem Heights
William Beaton.....	
Joseph Nodine.....	
David Post.....	
William Anderson.....	
Henry McMurdy.....	
Jere Beekman.....	
William Sibiston.....	
Thomas Slade.....	
Negro Daniel.....	

Names	Where Employed
Negro William Richd Jacobs Two Waggon, One Cart, Six Wagg ⁿ Horses	} Haerlem Heights
Cooper Philip Young	Marston's Wharf
Labourers John Conrad Demas	

I do hereby Certify I have Mustered in the Commissary Wharf, two Carpenters, two Coopers, twenty two Labourers, this 26th day of August 1781.

MUSTER ROLL of Artificers, Labourers, Carts, Waggon, Department.

No	Name
1	John Lashore
2	Christ. Whart
3	James Rhob
4	Michael Leary
5	Richard Heffeman
6	Jack Myers
7	Peter Loshe
8	Charles Ackerman
9	Dennis Dowling
10	Hugh Duncan

Names	Where Employed
Charles Hinxman.....	
Robert Cook.....	
Henry Hemion.....	
William Hanselbaker.....	
Augustine Van Donk.....	
Thomas Johnston.....	
Negro Cyprus.....	
One Waggon, two Horses, two Carts, One Horse & two Oxen..	

G. TOWNSHEND

Ass^t C^r. Gen^l.

General's Departmt at Haerlem Heights and Marston's
three Waggons, three Carts, two Oxen & Nine Waggon Horses

JOS GARDNER, Qu^r M^r 17th Dragoons
Acting as Comm^y of Musters.

Horses and Drivers employed in the Commissary General's

Employment	Where Employed
Cooper.....	Grain Magazine New York
Labourer.....	"
".....	"
".....	"
".....	"
".....	"
Stacker.....	Hay Magazine New York
".....	"
".....	"

No	Name
11	Isaac McSparren.....
12	James West.....
13	Robert Chambers.....
14	James Gosling.....
15	Will Consaback.....
16	Walter Parsell.....
17	Thomas Miles.....
18	John Sweed.....
19	John Kingsland.....
20	Mathew Burns.....
21	John Taylor.....
22	Peter Lashere.....
23	Jacob Ott.....
24	Thomas Leader.....
25	Jacob Apple.....
26	Joseph Sparrington.....
27	Peter Bogart.....
28	John Soule.....
29	Henry Day.....
30	William McKinney.....
31	James White.....
32	Thomas Williams.....
33	Alexander McGregor.....
34	John Adams.....
35	Peter Gargison.....
36	John Orchard.....
37	John Bayley.....
38	Mathew Beard.....
39	James Wisher.....
40	James Moore.....
41	Hector McKinzie.....
42	Alex Bradburn.....
43	Henry Mullen.....
44	William Kilso.....
45	James Anderson.....
46	John Allison.....

Employment	Where Employed
Stacker.....	Hay Magazine
"	"
Labourer.....	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"
"	"

No	Name
47	James Park.....
48	Thomas McKill.....
49	John Bradley.....
50	Thomas Tobin.....
51	Tom Langrange.....
52	Edward Messer.....
53	Adam Barbarea.....
54	Cato James.....
55	Mount Brown.....
56	Caesar Kam.....
57	John Monier.....
58	Peter Smith.....
59	Prince Lowrey.....
60	Caesar Brinley.....
61	Jack Bayard.....
62	Cato Charles.....
63	Prince Davis.....
64	Cato Ceburn.....
65	Caesar Watson.....
66	Jack Beackman.....
67	Samuel Cooper.....
68	Samuel Homfray.....
69	David.....
70	John Day.....
71	Cornelius McKinzie.....
72	William Oliver.....
73	Jack Stanton.....
74	Scipio Clay.....
75	Felix Brinley.....
76	John Heard.....
77	Robert Combs.....
78	Rhuben Evans.....
79	Sam.....
80	Tom.....
81	Tom.....
82	Isaac.....

Employment	Where Employed
Labourer.....	Hay Magazine
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
".....	"
Stacker.....	Staten Island Magazine
".....	"
Labourer.....	"
".....	"
".....	"
".....	"
".....	"

No	Name
83	Isaac.....
84	Munro.....

At the Hay Magazine New York twelve Horses & Carts
Horses Complete.

I do hereby Certify that I have Mustered and Inspected One
twelve Carts & One Waggon in the Commissary General's
the above Muster Roll, and that they actually appeared on the

MUSTER ROLL of Labourers, Drivers, &c employed in the
Prince
Bill
Dorus
Jack

Philip Berger Driver, One Cart and two Oxen, Alexander

These certify that Eight Labourers, one Cart, and two Oxen
Department at Brooklyn Long Island under the Direction of

New Town Long Island 28th August 1781

MUSTER ROLL of Assistants and Labourers Employed in the
Service.

Walter Humphrys Assist Commiss^y of Forage
John Sweeten }
Cornelius Daily } Labourers
Comfort Benedick }

Benjamin Rix, Q^r M^r

17th Dragoons Acting Asst Comm^y of Musters

Employment	Where Employed
Labourer	Staten Island Magazine
"	"

GEO BRINLEY
C^y Forage.

complete at Staten Island Magazine one Waggon and two

Cooper, Seven Stackers, twenty six Labourers, fourteen Horses, Department in New York and on Staten Island; agreeable to Spot, except five Men Sick, this 26th day of August 1781.

J. WELCH, Q^r M^r 17th Dragoons
Acting as Comm^y of Musters.

Forage Department at Brooklyn Long Island.

- Arthur
- Lewis
- Peter
- Ashman

McIntosh, Driver One Waggon and two Horses.
and a Driver all above named, are employed in the Forage

WM TYNG
D^y Com^y
Brooklyn 26th August 1781.

BENJ^m RIX,
Q^r M^r 17th Lt. Dragoons

Commissary General's Department at this Post in the Forage

Gone to New York with the Weekly Returns
of Forage.

Walter Humphrys
Assist Comm^y of Forage

MUSTER ROLL of Assistants & Labourers employed in the Service.

John Yates Assistant
Mathew Farrington
James Wine

Benjⁿ Rix,
Qu^r M^r. 17th Lt. Dragoons
Acting Assist Comm^y of Musters.

MUSTER ROLL of the Assistants and Labourers employed in missary General &c.—

William Shepherd, A. C. F.
John Leonard
John McFee
William Connett
Mathias Johnson
Peter Smith
John Tomson
Patrick Curry

Total 16

Benj.^m Rix, Qu^r Mr^r. 17th Lt Dragoons,
Acting as Asst Comm^y of Musters.

MUSTER ROLL of Assistant and Labourer employed in the Light Dragoons at this post in the Forage Service.

John Jarvis, Assistant

Benj.^m Rix, Qu^r M^r 17th Light Dragoons,
Acting Asst Comm^y of Musters.

Flushing Long Island 28th Aug 1781

Commiss^y General's Department at this post in the Forage

Black John
Black Toney
Black Boss

JOHN YATES
A. C. F.

Jamaica Long Island 28th Aug 1781

His Majesty's Forage Magazine under Daniel Wier Esq^r Com-

Black Jack
Black Prince
Black Splato
Black Isaac
Black Liverpool
Black Lew
Black Chatham
Black Ashman

WILLIAM SHEPARD
A. C. F.

Fresh Meadows, Long Island, Aug 30th, 1781

Commissary General's Department with the 17th Regiment

Thomas Jones, Labourer

JOHN JARVIS
Asst Comm^y of Forage,
with the 17th Regt Light Dragoons

Examined the Returns which has been taken of the Barrack Master General's Drivers, Waggons, Horses, Artificers, &c &c as follows:—

MUSTER ROLL of the Artificers, Labourers, Horses, Waggons and Carts employed in His Majesty's Service in the Barrack Master General's Department in New York, taken 26th August 1781, in conformity to the request of the Board of General Officers, signified by them in a Letter to Lieut Colonel Crosbie Barrack Master General, dated the 20th instant.

CARPENTERS. 19

Henry Thomas	John Goddard
David Austin	Dariet Goddard
James Govers	John D Lamaeter
George Smith	John Kilegroor
Amos Chase	John Howard
Paul Brown	Christ. Hanson
Samuel Thomas	Jonathan Closing
Isaac Gidney	Jacob Gerod
Ebinezer Smith	Daniel Kieting
Richard Rowden	

LABOURERS & CARTMEN 45

Alex ^r Robertson, Wag ⁿ M ^r & Overseer	
Joseph Mac Fall, Assist	Mandit Van Horn
Thomas Acker	Frederick Hellman
Richard Holloway	Robert Graham
Martin Bucks	John Wainwright
John Club	Robert Wright
Cornelius Dyckman	William Denier
Peter Dyckman	Richard Dykman
Martin Fowler	Paul Friday
Abraham Williams	John Green
John Williams, Senr	Jeremiah Moore
John Williams Junr	Daniel Morewise
Samuel Williams	Richard Mount
Alex McDonald	David Paterson
John Wylie	Alberts Tybout
Michael Allen	Abh ^m Okerman

John Bogart	William Webb
John Finland	Caleb Featch
Isaac Young	William Waldron
George Dyckman	Charles Taylor
James Cockrane	Christopher Byreman
Jacob Stayman	Christopher Paterson
John Normond	

LABOURERS 13

Peter Stewart	John Clisby
Benj ⁿ Steel	Lethan Stanton
Seth Crowell	David Ross
Daniel Bogart	John Kulpt, Sick
Henry Williams	Jacob Howser
John Lintner	Christian Carriekmyer
	Fred ^k Houseman

NEGRO LABOURERS 63

Generous Brutus	Sam Morris
Will Ash	Titus Milliner
Sam ^l Atkins	Rob Powell
Pollydore Allick	Abr ^m Quince
Jack Adams	Jack Robinson
Dick Barnham	Jack Ranger
Cupid Bennett	Tom Robinson
Jack Butler	Jack Rogers
Scipio Channel	Dick Richardsons
Tom Fountain	George Livingstone
Cato Fowler	Tom Sommors
William Ferris	Jack Scully
Harry Fowler	Jacob Somerset
Ned Goddin	Tom Channel
Jack Gibbons	Pompey Clarke
Will Glenn	Dick Coles
Prince Hoebrick	Caesar Gould
Jordan Jack	Cambridge Dublin
Harry Jacks	Robert Dalton
Sam Crayton	Jack Eddison
Tom Lagrue	Ned Edmund

Pompy Fleet	Rob. Robbin
Jupiter Farmer	Dick Brown
James Stivers	Bombaru
William Smith	James Davie
Princus Scott	Peter
Tom Thompson	November
Peter Tarbet	William
Sancha Pancha	Jackson
Joe Williams	Daniel King
Jack Williams	59 Horses, 40 Carts, 3 Wag-
Reuben Watner	gons with Tackling com-
Cuffie Warwick	plete.

Staten Island

2 Labourers, John Mitchel, Lambert Gunner, one Driver
Isaac Plur, One Waggon & 2 Horses.

Barrack M^r Gen^l's Office

New York Aug. 26th 1781.

JAMES CLARKE

I do hereby Certify that I have Mustered in the Barrack Master General's Department in New York Nineteen Carpenters, forty five Labourers and Carmen, thirteen Labourers, Sixty three Negroe Labourers, fifty nine Horses, forty Carts and three Waggons with Tackling complete: By allowing one Man sick, one man absent, one Man and Six Horses on Duty Also on Staten Island, Two Labourers, one Driver, One Waggon and two Horses.

J. WELCH, Qu^r M^r 17th Dragoons
Acting as Comm^y of Musters.

Jamaica, Long Island, 28th August 1781

MUSTER ROLL of the Assistants and Labourers, employed in the Barrack Master General's Department.

Jamaica	George Gunn, Assistant
	Charles Dimie, Labourer
Newtown	George Rapalye Assistant

GEO: GUNN

Ass. B. M.

Benjⁿ Rix, Qu^r M^r 17th Lt. Dragoons
Act^s ass^t Comm^y of Musters.

MUSTER ROLL of the Barrack Master General's Department stationed at Brooklyn and Yellow Hook Long Island.

Brooklyn 31st August 1781.

Names	Where to assemble
O Sullivan Sutherland Asst. B. M ^r	} BROOKLYN
Benjamin Tyers Conductor	
Freebody Conductor	
Adam Cunningham Yard Keeper	
Labourers	
Jonathan Stoney	
William Jones	
Donald McLellan	
James Smith	
Caesar Wood	

O. SULLIVAN SUTHERLAND
Asst B. Mr.

I do certify that the above named Asst. Barrack Master, two conductors one yard Keeper and five Labourers, have personally appeared before me this day, and were mustered by me at Brooklyn as above mentioned, pursuant to His Excellency the Commander in Chief's Orders.

Given under my Hand at Brooklyn
this 31st Day of August 1781.

BENJⁿ RIX, Qu^r M^r
17th Light Dragoons.

Lloyd's Neck 29th August 1781.

MUSTER ROLL of the Assistants and Labourers, Horses and Waggon employed in the Barrack Master General's Department.

James Nixon,	Assistant
James Moore	"
Nathan Roberts	Carpenter
John Nichols	Blacksmith
Freedom Burdick	Conductor

Nicholas Harmony	Waggoner
John McMaster	"
Charles Stackhouse	"
Tertullus Dickenson	"
Joseph Rathburn	"
John Underwood	"
John C. Church	"
Henry Ronalds	"
Arch ^d Charter	"
John Calvin Turner	"
James Long	"
John Willis	"
Dover Steadman	"
Step ^h Moore	"
Ichobad Black	"
Thomas Conckling	"
Total 21 men—16 Waggon & 41 Horses	

JAS. NIXON

Benjⁿ Rix, Asst. to the B^k M^r.
 Qu^r M^r 17th Light Dragoons
 Acting Assist. Commissary of Musters.

MUSTER ROLL of the Labourers, Drivers, Horses and Carts employed in His Majesty's Service in the Barrack Master General's Department on York Island taken the 26th August 1781 in conformity to the request of the Board of General Officers, signified by them in a Letter to Lieut Colonel Crosbie Barrack Master General dated the 20th Instant.

LABOURERS AND DRIVERS

Jacob Laizer	Stephen Weakley
William Adams	Isaac De la Maitre
Edw ^d Moarerly	Peter Grant
Adam Heirman	Daniel Grant
Robert Hughes	Robert Miller
William Anderson	Samuel Hill
Lawrence Skinnick	William McLean
Harman Hutts	John Shields

Neen Pero	George Henry
Andrew Gilmore	Daniel Williams

20 Horses and 20 Carts with their Harness Compleat.
 Barrack Mast. General's Office New York August 26th 1781.

JAMES CLARKE

I do hereby certify that I have Mustered in the Barrack Master General's Department on York Island, Twenty Labourers & Drivers, Twenty Horses, and twenty Carts with their Tackling compleat.

JOS. GARDNER

Q. M^r 17 Lt Dragoons Acting as
 Comm^r of Musters.

Lloyds Neck 29th August 1781

Muster Roll of the Vessels employed in the Barrack Master General's department.

Schooner William

William Johnston	Master
David Norea	Mate
William Leacher	Seaman
Thomas Rosgrove	"

Sloop Peggy

William May	Master
John Robinson	Mate
Alexander Blake	Seaman
George Amos	"
Peter Black	"

Schooner St. Andrew

George Jefferson	Master
George Gunn	Mate
Joseph Armstrong	Seaman
Josiah Butler	"
Richard Black	"

Brig Three Friends

Francis Kirk	Master
Elijah Parker	Mate
George Duncan	Seaman
Fower Smith	"
Quash Mowatt	"

Schooner York

Samuel Perry	Master
Silas Perry	Mate
Patrick Blackburn	Seaman
Thomas Black	"
Jack Black	"
Samuel Black	"
Edward Perry	"

Sloop Happy Couple

John Stanton	Master
Job. Goddard	Mate
Daniel Trainer	Seaman
John King	"

JAS. NIXON

Asst. to the B^k Master

Benjⁿ Rix.

Qu^r M^r 17th Lt. Dragoons

Acting Asst Comm^y of Musters

New York 26th August 1781

MUSTER ROLL of Artificers, Sawyers, &c employed at the undermentioned places under the direction of Captain Alexander Mercer Commanding Engineer.

Where Employed	Stations	Names
New York	Foremen	Joseph English
		Herman Ladrué
	Carpenters	Hugh Glenn
		Andrew Brown

Where Employed	Stations	Names		
New York.....	Carpenters..	Archibald Keith William Robinson William Henderson John Ball		
		James Walsh Phineas Howell Felix Bentley James Aylwood Hampton Oliver Gysbart Bogart		
		Foremen....	Nathaniel Harriott David Smith Hugh Drake	
			Carpenters..	Michael Rudder Levi Deeker James Lang John Anderson
				John O Neal John Towers Peter McWharton Andrew Ritchie Richard Cumming
		Masons.....	Andrew Gibson John Boggs Thomas Middleton Benjamin Head Obadiah Pannel	
			Foreman.....	William Laight Duncan McEchran
				Smiths.....	Henry Bush Jacob Varden William Varden Robert Ireland Martin Merigon Joseph Baker James Henderson

Where Employed	Stations	Names	
New York	Smiths	Peter Cuffee	
		Jacob Till	
		John Keene	
		Daniel McGraw	
		John Saunders	
		James Farries	
		James Connolly	
		Anthony Tiebout	
		William Green	
	Labourers	Cato	
		Anthony	
		John Davids	
		Harry Thomas	
		Samuel Dove	
		John Ramsey	
		Thomas James	
		Acting Qu ^r Master	Archibald McNeil
			Abraham Conrad
Foremen	John Booth		
	Archibald Fullerton		
	Daniel Connor		
	Josiah Banks		
	Norris Carr		
	William Palson		
	John Steenburg		
	Wm Speekman		
	Isaac Scoffil		
	John McCollom		
	William Sypher		
Carpenters	James Howell		
	William Fish		
	Thomas Dunnam		
	Andrew Pickens		
	Anthony Egbert		
	John Dove		
	Staten Island	Carpenters	James Howell
			William Fish
Thomas Dunnam			
Andrew Pickens			
Anthony Egbert			
John Dove			

Where Employed	Stations	Names
Staten Island...	Carpenters..	Martin Blackford
		William Stocomb
		Nicholas Esting
		Samuel Barnett
		James Powell
		John Davidson
		James Gibbeny
		Nathaniel Parker
		John Patient
		Samuel Ginnings
		William Shields
		Jonathan Conrad
		Adam Smith
		Nathaniel Hornett
		James Blissard
		Philip Cethline
		Christopher Bernard
		Benj ⁿ Aylwood
		Jeremiah Myers
	James Johnson	
	Charles Wright	
	Benjamin Freeman	
	Peter Arthur	
	James Downs	
	Frederick Wiser	
	Asher Aylwood	
Sawyers....	Henry Miller	
	Mathew Graves	
	William Stites	
	James Ferguson	
	Joseph Baker	
	William Fraser	
	John Elwerd	
John Coughtree		
John McKoy		
John Largeley		

Where Employed	Station	Names
Staten Island...	Sawyers....	William Beers
		Abraham Chadwell
		Oliver Williams
		William Hutchinson
		Thomas Day
		John Lasson
		Robert Wilkinson
	Foremen....	John Laycock
		Owen Hews
		Marmaduke Hutchinson
		John Cattle
		John Bond
		Amos Dillon
		John Turner
		John Jenkins
		Francis Dominick
		John Livilly
Paulus Hook....	Carpenters..	George Lord
		Thomas Sprout
		Charles Taylor
		John Fordell
		Thomas Randall
		Isaac Davis
		Philip Gage
		William Worster
		Joseph Barlow
		Samuel Pritchett
		Charles Brewer
		Jacob Mawby
		Isaac Lawson
	Thomas Thorne	
Sawyers....	Elias Top	
	John Gomez	
		Lewis Debois
		Luke Bird
		Thomas Potts
		John Webster

Where Employed	Station	Names
	Foreman.....	Conrad Wiler John Shannon Joseph Saxton William Fraser Andrew Durand
	Carpenters..	Joshua Watson John Butler John Clark Edward McKindray Smith Jones

Number of Horses, Waggons, Carts and Drivers Mustered in New York.

Drivers Names	No. of Drivers	No. of Horses	No. of Waggons	No. of Carts
Richard Coughtery....	6	12	6	..
Robert Atkins.....				
Thomas Peters.....				
Thomas Allway.....				
Michael Wiler.....				
John Rob.....	3	3	..	3
John Miller.....				
William Acker.....				
TOTAL.....	9	15	6	3

I do hereby Certify I have Mustered in the Engineer's Department, at New York, Staten Island and Paulus Hook, under the Command of Captain Alexander Mercer Commanding Engineer. One Acting Quarter Master, thirteen Foremen, Ninety two Carpenters, Eighteen Sawyers, Eleven Masons, Ten Smiths, thirteen Labourers, Nine Drivers, fifteen Horses, Six Small Waggons and Three Carts as above mentioned.

J. WELCH

Qu^r M^r 17th Dragoons
Acting as Commiss^y of Musters.

New York 26th August 1781

MUSTER ROLL of Artificers, Sawyers &c employed at the undermentioned places under the direction & orders of Captain Alexander Mercer, Commanding Engineer.

Where Employed	Station	Names
Horns Hook....	Foremen....	Joseph Watkins
		William Simpson
		Peter Gearbrants
		Josiah McCurty
		Able Land
		George Soules
		William Kingsland
		John Williams
		John Bardine
		Peter Melvin
		John Plantain
		Samuel Lloyd
		Barnett Lynn
		John Barber
	Duncan Currie	
	Carpenters..	Roger Sullivan
		Richard McGinnis
		Peter Vandeford
		John Devoir
		Thomas Gurty
		Ninian Lindsay
		John Peachey
		Samuel Walstine
		Daniel Soules
		Andrew Carthew
		Roger Molholland
		John Mahony
William Gardner		
Richard Wilkinson		
Laughlin Campbell		
William Holmes		

Sick in
New York

Where Employed	Station	Names
Horns Hook....	Carpenters..	Samuel Milligan
		George Dawson
		Mathew Douglass
		Isaac Weeks
		Richard Irvine
		Conrad Gunter
		John Lewis
		Jacob Dice
		David Oliver
		Thomas Scadden
	Sawyers....	Andrew Leonard
		John Millegan
		John Warner
		John Ostrum
		William Barnett
		James Keith
		Joseph Willerby
		Peter Hance
		John Heust
		Conrad Grovestine
	Foreman....	Daniel Aymar
		Daniel Sutherland
		William Baird
		Thomas Kerr
		Peter Bradshaw
		Newcomb Smith
		Barry Waldron
		Isaac Waldron
Martin Rush		
Griffin Pritchett		
Carpenters..	John Fitzpatrick	
	Charles Boulbe	
	James Perro	
	John Ruttan	
	Daniel Ruttan	
	Abraham Gerring	
	William Henry	

Where Employed	Stations	Names
Horns Hook	Carpenters..	Joseph Sheldon
		Esburn Pringle
		Samuel Hutchins
	Sawyers....	James Bradshaw
		Barth ^w Moore
	Labourers...	William Robinson
		Alexander Dougle
		John Dougal
		Alexander McClintock
	Foremen....	John Reid
		"
	John Williams	
	William Wilkins	
	Adrian Shearman	
	John Cursur	
	Robert Angus	
	Robert Craigue	
	William Cameron	
Carpenters..	William Cudmore	
	Enoch Leonard	
	John Oblinus	
	Isaac Anderson	
	Peter Vonck	
	John Simmons	
	William Stringham	
	William Davis	
	Daniel Irvine	
	William McKenzie	
	Andrew Ostrum	
Sawyers....	Thomas Manuel	
	Jacob Myers	
	Alexander Thomas	
	John Gray	
	John Hurter	
Fort Knyphausen and its Dependencies.	Walter Bourke	

I do hereby Certify I have Mustered in the Engineer Department at Horns Hook and Fort Knyphausen under the Command of Capt Alexander Mercer Commanding Engineer Six Foremen, Seventy Carpenters, twenty three Sawyers and four Labourers, excepting three Carpenters sick as above specified.

JOS GARDNER,
 Qu^r M^r 17th Lt. Dragoons
 Acting Comm^y of Musters

Brooklyn 26th August 1781

MUSTER ROLL of Carpenters, Sawyers &c employed at this place under the direction and Orders of Captain Alexander Mercer Commanding Engineer.

Where Employed	Stations	Names
Heights of Brooklyn Long Island	Foremen....	John Houseman Senr
		Andrew Heron
		William Nesbitt
		Robert Bruce
		Timothy Pheelon
		John Houseman, Jun ^r
		William Lowrey
		Jehiel Kethune Sick
		George Tucker
		Christ. Harrison
	Carpenters..	John McAlpine Sick
		Samuel Warne
		Joseph Arthur
		John Moore
		William Moore
		Henry Graham
		Joseph Hitchcock
		Peter Lawson Sick
		Robert Wilson
		John Lewis Sick
James Lawson		

Where Employed	Stations	Names	
Heights of Brooklyn Long Island		Renyon Martin	
		John Taylor	
		Cornelius Daily	
		Lawrence Van Buskirk	
		Nathaniel Scott	
		James Christholm	
		Abraham Lawson	
		Stephen Foster	
		Simon Van Clack	
		Benjamin Mosely	
		Ahasuerus Van Clack	
		John Loose Sick	
		Carpenters... }	Daniel McAlpine Sick
		John Buskirk	
		Henry Sharp	
		Thomas Malone	
		Levi Van Clack	
		Duncan McCall	
		Faulkner Valleaw	
		John Parsells	
		William McKoy	
		John Barter	
		Allen Livingston	
		George Mosely Junr	
		John Nartoon	
		David Edwards	
		George Mosley Senr	
Charles Johnson			
Sawyers.... }	Henry Murphy		
Joshua Pike			
Alexander Kevand			
William Jacocks			
Foreman.... }	Jonathon Oliver		
Carpenters.. }	Alexander Simpson		
Lewis Dennis			
John Walker			

Where Employed	Stations	Names
Heights of Brooklyn Long Island	Carpenters..	Cornelius Mabee
		John McGowan
		Lutheran Morris
		John Adams
		Edward Roach
	Sawyers....	Thomas Baures
		Andrew Gunter
		John Ferguson
		Richard Faney
	Foreman....	Thomas Barlow
		Daniel Blowett
	Masons.....	Johnson Patten
		Robert Eaton
		John Stewart
		Armond Hosliter
Thomas Ritchie Wounded		
		James Stewart

WILL^M MARSHALL

Captain 63d Regt &c &c

Benjⁿ Rix,

Qu^r M^r 17th Lt Dragoons

Made some calculations on the Expence of Horses and Ordered a particular Return to be given in by Captain Chads of all the Vessels in each Department Chartered and Certified by him with the prices pr Ton at which they are hired.

Then adjourned till Thursday next.

Thursday 6th September 1781.

The Board met agreeable to Adjournment last Monday.

Present His Excellency Lieut General Robertson
 Lieutenant General Campbell
 Brigadier General the Earl of Lincoln
 Brigadier General Birch

Received and read the Return of Vessels certified by Cap of last meeting, with a Letter from Mr Skelton as follows:—

SIR:—

In compliance with your Excellency's directions on Monday small Crafts, Boats, Boatmen, and Batteaux Men, for which last with one months pay respectively annexed to each, agreeable of the Board of General Officers under that date.

His Excellency

Lieut. General Robertson

Return of Vessels Employed in His Majesty's Service in the Captain Henry Chads Agent, with a Month's Hire annexed to

No	Vessels Names	Sort	Masters
1	Peggy.....	Brig	Sam ^l Nesbitt.....
	Caesar.....	Sloop	Balfour.....
	Sally.....	"	Luttill.....
	Mary Anne.....	Brig	Alex. Morrison....
5	Ranger.....	"	Neale.....
	Arnold.....	"	William Yonge....
	Apollo.....	Sloop	James Camplin....
	Dianna.....	"	Edw ^d Ross.....
	Agnes.....	Schooner	Nat Proctor.....
10	John.....	Sloop	Edw ^d Welchford...
	General Reidesel.....	Ship	William Boys.....
	North.....	Brig	John Potty.....
	Jupiter.....	Sloop	Eph ^m Harvey.....
	Mary.....	"	Thomas Smith.....
15	Escape.....	Schooner	Hugh Smith.....
	Neptune (Armed).....	Sloop	Stewart Ross.....
	Twenty one Extra Men.....		
	Peggy (Armed).....	Sloop	George Elvine....
	Six Extra Men.....		
	Gigg.....	Sloop	Wm Weatherspoon
	Rachael.....	Brig	Richd Brady.....

tain Chads for the different Departments agreeable to the order

New York September 6th, 1781.

last, I have the honor to transmit the Returns of all the Vessels, Captain Chads Issues Certificates of Pay at the 17th of August to the Returns rendered to your Excellency for the information

I have the Honor to be &c &c

THOMAS SKELTON

Quart^r Master General's Department under the direction of each Vessel, Vizt:—from Copy rendered August 17th 1781.

Tons	Per Month	Amount New York Currency			Amount in Sterlg Dollars at 4/8		
		£	S	d	£	S	d
145	13/				94	5	..
110	"				71	10	
126 $\frac{2}{3}$	"				82	6	8
144	"				93	12	..
117 $\frac{1}{4}$	"				76	4	3
126 $\frac{1}{2}$	"				82	4	6
114	"				74	2	..
137 $\frac{2}{3}$	"				89	9	8
110	"				71	10	..
106 $\frac{2}{3}$	"				69	6	8
150	"				97	10	
130	"				84	10	
135	"				87	15	
122	"				79	6	
85	"				55	5	
129 $\frac{1}{2}$	16/				103	12	
	120/				126		
102 $\frac{1}{3}$	16/				81	17	4
					36		
56	13/				36	8	
144	"				93	12	

No	Vessels Names	Sort	Masters
20	Falmouth.....	Ship	John Christie.....
	Duncan.....	Brig	Dunc ⁿ Nichol.....
	Betsey.....	Sloop	Mich ^l Grant.....
	Eagle.....	"	Fran ^s Crawford....
	Harlequin.....	"	Thos Glentworth..
25	Sally.....	"	Wm Murray.....
	Christopher.....	Schooner	Fran ^s Beevin.....
	Britannia.....	Sloop	Will ^m Smith.....
28	Mary Anne & 4 Men.....	Sloop	Thos Elliott.....
	per day for the Vessel & 4/	Curren	cy per day for the
30	Dove and 4 Men.....	Sloop	John Adams.....
	Pool and 4 Do.....	Schooner	Jac ^b Louzada.....
	Sir James Wallace.....	Sloop	Rog. Shannon.....
	Reprizal & 4 Men.....	"	Chas Lyon.....
	Baltimore & 4 Do.....	Schooner	Luke Dixon.....
	Byron & 4 Do.....	Sloop	Dunc ⁿ White.....
	Black Joke & 4 Do.....	"	Rich ^d Powdrill....
35	Diligence & 4 Do.....	"	Jos Beattie.....
	Rachel and 3 Do.....	"	Peter Fernand....
	Nancy & 4 Do.....	"	Winant Wynants..
	Betsey & 4 Do.....	"	Jas Ballingtine....
40	Beaver.....	Pettiagure	Corn. Van Voorst..
	Dennis Denices Boat & 2	Men at D	enices Ferry 20/
	per day.....		
	Commander in Chief's Bar	ge 13 Men	.....
	Barge Attending Officer Co	mmanding	on Long Island 7
Men.....			
Whale Boat attending Stat	en Island	5 Men.....	
Adjutant General's Barge	7 Men...	.....

Tons	Per Month	Amt. N. Y. Currency	Amt in Sterlg Dollars at 4/8		
221	8/		88	8	
125	13/		81	5	
45½	"		29	11	6
45⅔	"		29	13	8
40	"		26		
60½	"		39	6	6
81¾	"		53	2	9
50¾	"		32	19	9
Carried forward.....			£2066	13	3
Amount brought forward...			2066	13	3
	at 6d	Currency per Ton			
30		46 10	27	2	6
Men Ex...		46 10	27	2	6
30		46 10	27	2	6
30		46 10	27	2	6
30		46 10	27	2	6
30		46 10	27	2	6
30		46 10	27	2	6
28½		45 7 6	26	9	4½
30		46 10	27	2	6
26		37 10	21	17	6
29¾		46 6 3	27	0	3¾
30		46 10	27	2	6
16 pr day		24	14	..	
		30	17	10	
		78	45	10	
		42	24	10	
		30	17	10	
		42	24	10	

No	Vessels Names	Sort	Masters
	Paulus Hook Boat 7 Men		
	Gen'l Robertson's Cockswain 1 Man.		
	Batteaux Men and Scow Men employed about the Quarter Master General's Ship Yard 29 Men		
	Schooner Greyhound } Belonging to Government		6 Men
	Schooner Delegate }		4 Men
	Men employed in Sloops Harlequin Betsey and Eagle 10 Men		

RETURN of Vessels employed in His Majesty's Service in of Captain Henry Chads Agent, with a Month's hire annexed

No	Vessels Names	Sort	Masters
1	Speedwell	Sloop	John Johnston
	Howe (Armed)	"	Wm Blewitt
	Eight Extra Men		
	Polly (Armed)	Schooner	Henry Innis
	Twenty Extra Men		
	Sally	Sloop	Richd Chambers
5	Swan	"	Saml Marsh
	Betsey	"	Nich Guignard
	Thomas	"	Jon ⁿ Hutchins
	Ranger	"	Elishua Davis
	Kent	"	Wm Inkister
10	Cato	Schooner	John Wilson
	Brooklyn	"	Alex Innis
	Perfect	"	Wm White
	Dianna	"	John Howland

Tons	Per Month	Amt. N. Y. Currency	Amt in Sterlg Dollars at 4/8
		42	24 6
		6	3 10
		174	101 10
		41 13 1	24 6
		24	14
		60	35
		Sterling	£2732 8 11¼

For Captain HENRY CHADS Agent
THOMAS SKELTON.

the Commissary General's Department under the Direction to each Vessel, Viz:— from Copy rendered August 17th 1781.

Tons	At what per Month	Amt. in N. Y. Currency	Amt in Sterl Dol. at 4/8
89½	13/		£58 1 4
81¾	16/		65 8
	120/		48
68½	16/		54 16
	120/		120
57	13/		37 1
60			39
52			33 16
46			29 18
55			35 15
60			39
50			32 10
60			39
60			39
56			36 8

No.	Vessels Names	Sort	Masters
15	Dove.....	Schooner	Moses Bears.....
	William.....	"	Jno Patterson.....
	Brompton & 4 Men. at 6d Currey per Ton per day for the Vessel & 4/ Currey per day for the men each.....	Sloop	Jos Marsh.....
	Industry & 3 Men..	Sloop	Thos Clarke.....
	Refugee & 3 Men...	Schooner	John Saily.....
	Nixon & 3 Men.....	"	Richd Baily.....
	Elk.....	Sloop	Benj ^a Alder } Belonging to
	Three Sisters.....	"	John Tyrrell } Govern ^t

Return of Vessels employed in His Majesty's Service in the Captain Henry Chads Agent, with a Month's hire annexed to

No.	Vessels Names	Sort	Masters
1	Three Friends.....	Brig	Fran ^s Kirk.....
	Hope.....	Schoon ^r	Leml Douglass....
	Betsey.....	"	Wm Wallace.....
	St Andrew.....	"	Geo Jefferson.....
5	Mary.....	"	Gardner.....
	Free Mason.....	"	Saml Eldrid.....
	Friends.....	"	Peter Anderson....
	William.....	"	Wm Johnston.....
10	Friendship.....	Sloop	W. Ward.....
	Mohawke.....	"	Wm Adams.....
	Happy Couple.....	"	John Stanton Senr.

Tons	At what per Month	Amt in N. Y. Currency	Amt in Sterl Dol. at 4/8
85			55 5
60			39
30			
		46 10 0	27 2 6
28		39	22 15 0
25		36 15 ..	21 8 9
29 $\frac{3}{4}$		40 6 3	23 10 3 $\frac{3}{4}$
} 6 Men		36	21
Sterling			£917 14 10 $\frac{3}{4}$

For Captain HENRY CHADS Agent
 THOMAS SKELTON

Barrack Master General's Department under the direction of each Vessel, Vizt:— from Copy rendered 17th August 1781.

Tons	At what per Month	Amt in N. Y. Currency	Amt in Sterl ^g Dollars at 4/8
103	13/		66 19
100 $\frac{1}{2}$	"		65 6 6
69	..		44 17
97 $\frac{3}{4}$	..		63 10 9
74	13/		48 2
87 $\frac{1}{4}$	"		56 14 3
65 $\frac{1}{3}$	"		42 9 4
76	"		49 8
90	"		58 10
50	"		32 10
75	"		48 15

No.	Vessels Names	Sort	Masters
	Peggy.....	Sloop	William May.....
	Susannah.....	"	Peter Parker.....
	Defiance.....	"	Silas Parry.....
15	Generous Friends.....	"	Giles Stanton.....
	York.....	Schooner	Saml Parry.....
17	Clinton & 4 Men.....	"	Philip Aeling.....
	at 6d Currency per Ton per day	for the Vessel and	
	4/ Currency per Day for the Men	each.....	

Return of Batteaux Men in the Quarter Master General's

James Russel, Cockswain	4 Months	£3 10 Sterling
Robert Nairn,	4 Months	Do of Governor
		Robertson's Cutter
Thomas McDowell,	3 Mo	
Thomas Elvin	24 Mo	
William Sutherland	3 Mo	
Samuel Harris	2 Mo	14 Days
Cornelius Publickhover	1 Mo	
John Cotton	1 Mo	
Andrew Trouden	1 Mo	
Edward Parker	12 Mo	
Henry Mullan	1 Mo	
John McKoy	11 Mo	
Daniel Payne	3 Mo	

Tons	At what per Month	Amt in N. Y. Currency	Amt in Sterl Dollars at 4/8		
96 $\frac{3}{4}$	"		62	17	9
119	"		77	7	
56			36	8	
101			65	13	
124			80	12	
30					
		46 10 ..	27	2	6
	Sterling		£927	2	1

For Captain HENRY CHADS, Agent
 THOMAS SKELTON

Department.

Daniel Prophet	2 Mo	14 Days
John Ham	3 Mo	
John Wright	3 Mo	
William Wilson	3 Mo	
James Irving	3 Mo	
Archibald Wier	4 Mo	
John McLeod	3 Mo	
John Maxwell	3 Mo	14 Days
Neal Clarke	4 Mo	
Peter Waterson	4 Mo	
Dennis Downey	3 Mo	
Leonard Arcus	3 Mo	
George Vint	3 Mo	

Perused the Commissary General's Accounts and

Adjourned to Monday next.

[i. e. 10th September]

N. B.—There is no reference to the fol
ings of the Board. They are not therefore

SIR:—

I have the honor of sending your Excellency a General Department within this District.

The Muster Masters will likewise give in to the Board the hending the names of each Individual and the Number of

I also send your Excellency a Return of Drivers, Horses and barked from hence for the Chesapeak upon the different Ex-Arnold and Colonel De Voit, which comprehends the whole

His Excellency
Lieut General Robertson.

1st Enclosure

General State of a Muster taken of Waggon, Masters, Horses and Waggons employed in the Quarter Master General's Excellency the Commander in Chief on the days and at the

At New York 26th Aug 1781.....	
At the Six Mile Stone York Island the same day.....	
At Kings Bridge the same day.....	
At Brooklyn Long Island same day.....	
At the halfway House leading to Jamaica Long Island the same day.....	
At Paulus Hook 27th August 1781.....	
At Staten Island the same day.....	
TOTAL.....	

lowing Letter or its Inclosure [9 in No] in the original Proceed-
included here with the Business of any particular day.

New York 1st September 1781.

Abstract of a Muster taken of the Quarter Master General's
particular Rolls as taken at the particular Posts compre-
Horses, Waggon, Carts, &c.

Waggon, that are upon Duty with the Corps that lately em-
peditions under Major General Phillips, Brigadier General
of the Department accounted for and paid in this District.

I have the honor to be,

Sir, &c &c

HENRY BRUEN.

Conductors, Clerks, Storekeepers, Artificers, Labourers, Drivers,
Department in the District of New York, by order of His
places following, Vizt:—

Waggon Masters	Conductors	Clerks	Storekeepers	Artificers	Labourers	Drivers	Horses	Large Waggon	Small Waggon, Carts, Drays, Timber Wheels
1	7	4	4	51	17	127	352	3	122
	1					34	118		35
1	4			14		85	249	67	55
	5			34	7	20	96	17	43
	25			11	22	246	892	150	63
						4	8		4
..	2	..	..	4	..	24	85	10	14
2	44	4	4	114	46	540	1800	247	336

We do hereby Certify that the above mentioned Two Storekeepers, One hundred and fourteen Artificers, Forty six appeared before us; and that the above One thousand eight three hundred and thirty six small waggons, Carts, Drays, Mustered by us at and on the above mentioned days and places, And that the said Horses, Waggons, &c with their Harness, to ALLOWING One Clerk absent on Duty, One conductor absent Waggon on Duty at Sandy Hook, one Driver two Horses one at Grass, and one on Duty belonging to the Troop of Guides the Morning of the Muster, and ten Horses lame and worn down

Enclosure 2d

RETURN OF DRIVERS, Horses and Waggons that are with

Drivers Names

Jesse Scudder.....
 George Arnold.....
 George Richards.....
 Walter Lloyd.....
 Thomas Aw.....
 Hector McKenzie.....
 Alexander McKay.....
 Edward Rose.....
 James Carver.....
 John Sunderland.....
 Thomas Minton.....
 Donald McLeland.....
 Donald McLashie.....
 Peter Paul.....
 Jonathan Stoney.....

Waggon Masters, Forty four Conductors, Four Clerks, Four Labourers, and five hundred and forty Drivers have personally hundred Horses, two hundred and forty seven large Waggons, Trucks, Timber Wheels, were also produced to us and were pursuant to His Excellency the Commander in Chief's Orders the best of our Judgment, are in good and serviceable Order. with leave, one lately deceased, One Driver two Horses one Waggon missing with the Loyal American Regiment, one Horse three Horses attached to the British Recruits having strayed with hard Service.

Benjⁿ Rix, Qu^r M^r 17th Lt Dragoons
Acting as Comm^y of Musters.

Joseph Gardner, Qu^r M^r 17th Lt Dragoons
Acting as Comm^y of Musters

James Welch, Qu^r M^r 17th Lt Dragoons
Acting as Comm^y of Musters

the Corps to the Southward New York 23d August 1781.

To whom attached	Drivers	Horses	Waggons
Attending on the Genl Officer command ^g	1	5	1
1st Batt ⁿ of Lt. Infantry.....			
“			
“			
“			
“			
“			
“			
“			
“			
“			
“			
“			
2d Batt ⁿ Lt. Infantry.....	11	22	11
“			
“			

Drivers Names

Henry Argrove.....
 John Hyde.....
 John McPherson.....
 Thomas Littman.....
 George Boyle.....
 Thomas Black.....
 John Browne.....
 Ishmael Monday.....
 Wm Hamilton.....
 Thomas McCormick.....
 Thomas Farrier.....
 Thomas Savage.....
 William Sherrington.....
 John Hunt.....
 Edward Tither.....
 William Rudkin.....
 William Smedley.....
 Alex McDonald.....
 Alex Gilchrist.....
 And^w McMutry.....
 Peter Mascall.....
 James Ritchie.....
 John Hartlys.....
 James Barker.....
 Charles Clarke.....
 Alex McFarlin.....
 Robert McIntosh.....

Thomas Pringle Senr.....
 Thomas Pringle Junr.....
 Robert Inglis.....
 John McLoughlin.....
 Charles Salmon.....

To whom attached	Drivers	Horses	Waggons
2d Batt ⁿ Lt. Infantry			
“			
“			
“			
“			
“	10	20	10
17th Regiment of Foot.			
“			
“			
“			
“	5	10	5
43d Regiment of Foot.			
“			
“			
“			
“	5	10	5
76th Regiment Foot.			
“			
“			
“			
“			
“			
“			
“			
“	10	20	10
Carried forward	42	87	42
Brought forward	42	87	42
80th Regiment.			
“			
“			
“			
“			

 Drivers Names

William Rippeth.....
 Neal McCormick.....
 Robert Young.....
 John Larmont.....
 Robert Oaks.....
 Jacob Harman.....
 Solomon Parent.....
 George Tucker.....
 William Gerrard.....
 Charles Jones.....
 Charles Gordon.....
 James Black.....
 Robert Green.....
 Cuff (a negro).....
 Henry Shewend.....
 Rheinhard Hayse.....
 Martin Shelhase.....
 John Majoera.....
 Henry Shaade.....
 Nicholas Shonewalf.....
 John Freligh.....
 Conradt Weber.....
 Ernest Grosman.....
 Conradt Drossler.....
 Adam Shintnets.....
 Conradt Newhauser.....
 George Bauman.....
 Jacob Heintell.....
 John Geister.....
 Gotliel Kopky.....
 Casper Kerath.....
 John Tausher.....
 John Kurydorffer.....
 Christian Hartung.....
 Albruck Lantaback [or Lauterback].....

To whom attached	Drivers	Horses	Waggons
80th Regiment.....			
“			
“			
“			
“	10	20	10
Queen’s Rangers.....			
“			
“			
“			
“			
“			
“			
“	9	18	9
Regiment Prince Hereditaire including their Artillery.....			
“			
“			
“			
“	7	25	7
1st Regiment of Anspachs including their Artillery.....			
“			
“			
“			
“	7	26	7
2d Regiment of Anspachs including their Artillery.....			
“			
“			
“			
“	7	26	7
TOTAL.....	82	202	82

Enclosure 3d

Return of the Ship Carpenters, Joiners, Sawyers and Black

FOREMEN 3

Maurice Salt, Master Carpenter
Thomas Dodge, Foreman
Thom^s Jennings, Mastr Blacksmith

SHIP CARPENTERS 14

Robert Baker Senr
Alexander Ogilvie
John De Groat
Isaac Dodge
John Ogden
Rufus Handy
William Sneed
Samuel Sneed
Jonathan Lawrence
Robert Baker
William Baker
Thoma^s Drake
Simon Latham
Peter De Groat

Names of a working Party of the 22nd Regiment, who are
ment in the Ship Yard—New York 26th August 1781.

Serjiant Gilbert
Corporal Foreman
Hiram Murphy
Robert Henry
William Graham
John Gaskin
David Drisdell

Smiths, employed in the Quarter Master General's Ship Yard.

New York 26th August 1781.

CAULKERS 3

John De Baptist
Peter Noe
Benjamin Dodge

JOYNEERS 2

Amos Ansley
Lewis Noe

SIX SAWYERS 6

Patrick Coyle
John Hickey
Gilbert McKenney
Jesse Armstrong
Samuel McCormick
William Snyder

BLACKSMITHS 3

John Saunders
Richard Brooks
Israel Pell

TOTAL 31 ARTIFICERS

Constantly employed in the Quarter Master General's Depart-

Alexander Christy
Joseph McCord
John McFadden
John Henry
Cairn Cavenagh
Robert Scott
William Robertson

I do Certify that the above mentioned Sixteen Ship Car smiths, and fourteen Labourers, have personally appeared above mentioned, pursuant to His Excellency the Commander

Enclosure 4

Return of Conductors, Drivers, Horses and Waggon's in Several Corps at and near the Six Mile Stone.

Men's Names

Thomas Dalton.....
Johannes Horn.....
Monitz Umback.....
Conradt Fulling.....
Hartman Cloves.....
Erich Braum.....
Johannes Zell.....
Thomas Arnold.....
Conradt Erbeck.....
Johannes Grundman.....
Johannes Shaffer.....
Jacob Massett.....
Henry Claus.....
Adam Schade.....
Conradt Apple.....
George Leight.....
Christopher Thomas.....
Geo. Wurschmidt.....
Geo. Dittman.....
Jacob Pepper.....
Fredk Retberg.....

penters three Caulkers, Two Joiners, Six Sawyers, Four Black-
before me this day, and were Mustered by me at New York as
in Chief's Orders.

J. WELCH, Q^r M^r 17th Dragoons
Acting as Comm^y of Musters.

the Quarter Master General's Department, attached to the

26th August 1781.

To Whom Attached	Conductors	Drivers	Horses	Small Waggon, Carts, Drays, Timber Wheels &c.
Quart. Master General's Departm ^t . . .	1			
Grenadier Batt ⁿ Linsing for Baggage.				
“				
“				
“				
“		6	12	6
Ditto for Artillery		1	17	1
Grenadier Batt ⁿ Lengirke for Baggage.				
“				
“				
“				
“		6	12	6
Ditto for Artillery		1	13	1
Grenad. Batt ⁿ Lowenstein for Baggage.				
“				
“				
“				
“		6	11	6

Men's Names

Henrick Kolle.....
John Haber.....
Henrick Gerlach.....
James Wesdekind.....
George Masler.....
John Cock.....
Henry Hellivig.....
Casper Ochler.....

Alexander Dunbar.....
Lewis Kirby.....
Ralph Cork.....
Charles Swiney.....
Jacob With.....
George Caesar.....

I do hereby Certify that the within named Conductors and the above mentioned Number of Horses, small Waggons, Carts, four Drivers, One hundred and eighteen Horses, thirty five small to me, and were Mustered by me this day at the Six Mile Stone in Chief's Order, and that the said Number of Horses and are to the best of my Judgment in good and serviceable Order missing, having strayed the Morning of the Muster.

To Whom Attached	Conductors	Drivers	Horses	Small Waggons, Carts, Drays, Timber Wheels &c.
Ditto for Artillery.....		1	13	1
Grenadier Batt ⁿ Graff for Baggage..				
“				
“				
“				
Ditto for Artillery.....		1	13	1
Carried forward.....	1	28	103	28
Brought forward.....	1	28	103	28
British Recruits.....				
“		2	4	2
With the Engineers.....				
“		4	11	5
“				
TOTAL.....	1	34	118	35

OLIVER BOURDETT

Waggⁿ Master General

Drivers have personally appeared before me this day, and that Drays, Timber Wheels &c amounting to One Conductor, Thirty Waggons, Carts, Dray Timber Wheels &c were also produced as above mentioned, pursuant to His Excellency the Commander Waggons, Carts, Drays, Timber Wheels &c with their Harness by allowing three Horses (attached to the British Guards)

JOS. GARDNER

Qu^r M^r 17th Lt. Dragoons

Acting as Comm^y of Musters.

Enclosure

Return of Waggon Masters, Conductors, Carpenters, Black-Wheels &c in the Quart^r Master General's Department, at Fort

Mens Names	To whom attached
John Stuart, Waggon Master.	.....
James Morfitt.....	Conductors Qu ^r M ^r Gen ^l 's Dept
Samuel Grant.....	“
John Campbell.....	“
Barzella Dodge.....	“
William Owen Foreman.....	.....
John McKenna.....	Carpenters Ditto.....
Peter Duck.....	“
Henry Arrowsmith.....	“
John Seaman.....	“
Richard Hollinsby.....	“
Robert Turnbull.....	“
Burchart Blosach.....	“
Justice Weedright.....	“
Henry Fisher.....	“
Samuel Dowling.....	Black Smiths Ditto.....
Philip Shepherd.....	“
George Wier.....	“
Jacob Chryst.....	“
Thomas Bennitt.....	Drivers Do attending on the
Aaron Brown.....	Engineer and Commissary
John Brown.....	General's Department.....
John Mullen.....	“
John Miller.....	“
John Anhalt.....	“
James Jackson.....	“
Dennis Sullivan.....	“
Richard Price.....	“
Edward Colville.....	“

smiths, Drivers, Horses, Waggon, Carts, Drays, Timber
Knyphausen 26th August 1781.

Conductors	Carpenters	BlackSmiths	Drivers	Horses	Large Waggon	Small Waggon, Carts, Drays, Timber Wheels, &c.
4						
..	10					
..	..	4				

Mens Names	To whom attached
John Collins..... Peter Gallahan..... Anthony Rose..... Anthony Ross..... Ceasar Disaway..... Robert Allego..... Edward Thompson..... Peter Jones..... James Barret..... Titus Eldridge..... James Long..... Nicholas Hyer..... John Thread Gold.....	Drivers,—Qu ^r M ^r Gen ^{l's} Dep't., attending on the Engineer and Commissary General's De- partment..... “ “ “ “ “ “ “ “
	Carried forward.....
	Brought forward.....
John Parks..... Henry Milton..... Abraham Bayard..... Cato Forsythe..... Samuel Sobrisko..... William Finn..... Anthony Waters..... Thomas Dick..... Peter Lagra..... Peter Johnson.....	Drivers Qu ^r M ^r General's De- partment Attending the En- gineer's & Comm ^r General's Department..... “ “ “ “ “ “
PONTOON TRAIN..... Nicholas Wiedeman..... John Schnider.....	Lieut. Gen ^l Losberg.....

Conductors	Carpenters	BlackSmiths	Drivers	Horses	Large Waggon	Small Waggon, Carts, Drays, Timber Wheels, &c.
..	..	..	23	128	30	3
4	10	4	23	128	30	3
4	10	4	23	128	30	3
..	..	..	11	..	..	..
..	..	..	..	..	37	2
..	..	..	2	4	..	2

Mens Names	To whom attached
John Folsenberg.....	} Maj: Gen ^l DeGosen.....
John Shilling.....	
George Groues.....	38th Regiment.....
George Rehtor.....	“
Joseph Alsop.....	“
Edward Forest.....	“
John Reeves.....	“
William Pitt.....	57th Regiment.....
David Brown.....	“
Jonas Hull.....	“
Thomas Hawthorn.....	“
Thomas Twigg.....	“
Mathew Anderson.....	54th Regiment.....
John McCulloch.....	“
David Gasken.....	“
William Key.....	“
John Derrim.....	“
Adam Baum.....	Regiment De Donop for Baggage
Nicholas Dopser.....	“
Hans Chart Rudolph.....	“
Henry Junger.....	“
Jacob Dickhaud.....	“
Wilhelm Wintered.....	“
Casper Katzman.....	Ditto for their Artillery.....
Joh Jost Gurthell.....	Regim ^t Losberg Junr for Baggage
Peter Segar.....	“
Christopher Holtz.....	“
Conradt Schenk.....	“
George Meyer.....	“
Peter Gaberling.....	“
Johannes Griess.....	Ditto for artillery.....
	Carried forward.....

Conductors	Carpenters	BlackSmiths	Drivers	Horses	Large Waggon	Small Waggon, Carts, Drays, Timber Wheels, &c.
..	2	4	..	2
..	5	10	..	5
..	5	10	..	5
..	5	10	..	5
..	6	12	..	6
..	1	13	..	1
..	6	12	..	6
..	1	13	..	1
4	10	4	67	216	67	38

Mens Names	To whom attached
	Brought forward.....
John Hartmen.....	Hessian Yagers for Baggage...
Christopher Sukl.....	"
John Week.....	"
Carl Kickner.....	"
Peter Dooring.....	"
John Laut.....	"
John Baltzer.....	"
John Dorsler.....	"
Rhynhard Burwend.....	"
Philip Moller.....	Ditto for Artillery.....
John Casper.....	"
John Krim.....	Anspach Yagers.....
George Book.....	"
John Crouse.....	"
Andrew McGregor.....	Mr Skinner, Surveyor.....
	Mr Taylor Do.....
John Murphy.....	Mr Hill Engineer.....
William Page.....	} Detach ^t Queen's Rangers & Troops of Hussars.....
Peter Yarson.....	
	TOTAL.....

I do Certify that the above named Waggon Master, Four Drivers, Personally appeared before me this day and that the amounting to two hundred and forty nine Horses Sixty seven and Timber Wheels &c, have also appeared before me and were tioned, Pursuant to His Excellency the Commander in Chief's perfectly serviceable, and that the Waggons &c with their &c with their Harness are to the best of my Judgment in good

Conductors	Carpenters	BlackSmiths	Drivers	Horses	Large Waggon	Small Waggon, Carts, Drays, Timber Wheels, &c.
4	10	4	67	216	67	38
..	..	..	9	18	..	9
..	..	..	2	..	..	1
..	..	..	3	6	..	3
..	..	..	1	3	..	1
..	..	..	..	1	..	..
..	..	..	1	1	..	1
..	..	..	2	4	..	2
4	10	4	85	249	67	55

GEO. STEWART

Ass^t D.^y Q^r M^r Gen^l

Conductors, ten Carpenters, Four Blacksmiths, Eighty five above Number of Horses, Waggon Carts, Drays, Trucks &c, large Waggon, fifty five small Waggon, Carts, Drays, Trucks Mustered by me this day at Fort Knyphausen as above men-Orders, and that the said Number of Horses appears to be Harness are to be perfectly serviceable, and that the Waggon and Serviceable Order.

JOS. GARDNER, Qu^r M^r 17th Lt. Dragoons
Acting as Comm^y of Musters

Enclosure

MUSTER ROLL of Conductors, Clerks and Storekeepers in the Quarter Master General's Department, Stationed on Long Island Brooklyn 26th August 1781.

Conductor's Names	Where to Assemble
1 Jehu Hollingsworth.....	Brooklyn
2 James Davidson.....	"
3 George Brown.....	"
4 John Stump.....	"
5 Henry Jones.....	"

J. GILFILLAN

A. D. Q M^r Gen^l.

I do hereby Certify that the above named Conductors, Clerks, and Storekeepers have personally appeared before me this day, and were Mustered by me at Brooklyn as above mentioned, Pursuant to His Excellency the Commander in Chief's Orders.

Given under my hand at Brooklyn this 26th day of August 1781.

BENJ^N RIX,

Qu^r M^r 17th Lt. Dragoons

Acting as Comm^r of Musters.

MUSTER ROLL of the Artificers employed in the Quarter Master General's Department, Stationed on Long Island, Brooklyn 26th August 1781.

Artificer's Names	Profession	Where to Assemble
1 William Hannah, M ^r . }	Carpenters	Brooklyn
2 John McKinley.....		
3 Joseph Thomas.....		
4 John Wilson.....		
5 Eneas Roberts.....		
6 Dougal Campbell.....		
7 John McGowan, Senr..		
8 George Johnson.....		
9 Thomas Cussons.....		

Artificer's Names	Profession	Where to Assemble
10 Joseph Davis.....	Carpenters	Brooklyn
11 John Dean.....		
12 John Stennix.....		
13 John McGowen Junr.		
14 Stephen Goldsmith...		
15 James Borrass.....		
16 William Patterson....		
17 Dempsey Slaughter...		
18 Sack Covrall.....		
19 Alexander Ellens.....		
20 Levens Waters.....		
21 Francis Moore.....		
22 George Wilkinson.....		
1 Joseph Fox, Master	Blacksmiths	Brooklyn
2 Isaac Roop.....		
3 Jeremiah Hayes.....		
4 Callen Rhodes.....		
5 Boston Nayle.....		
6 James Pursell.....		
7 Minas Van Sucklin...		
8 James Humphry.....		
9 Jonathan Jones.....		
1 John Marr.....	Collar Makers	Brooklyn
2 William Butler.....		
3 Michael Oat.....		

J. GILFILLAN

A. D. Q. M. General

I do Certify that the above named Artificers, amounting to Twenty two Carpenters, Nine Black Smiths, and Three Collar Makers, have personally appeared before me this day and were Mustered by me at Brooklyn as above mentioned, Pursuant to His Excellency the Commander in Chief's Orders.

Given under my hand at Brooklyn this 26th day of August 1781.

BENJN RIX, Q^r Master 17th Lt. Dragoons
Acting as Comm^y of Musters.

Enclosure

MUSTER ROLL of the Drivers and Return of the Horses, wheels, &c in the Quarter Master General's Department, Brooklyn Long Island 26th August 1781.

Where to Assemble	To whom Attached	Driver's Names
Brooklyn	For the Supply of the General and Staff Officers, Hospital for the Navy and Army. For the Mounting of Guides and Expresses, and for the Moving of Field Forges, Timber Wheels, and transporting of Stores, Baggage &c of the Army.	James Bainacan..... Jupiter Godwin..... John Slaytor..... Lambert Trusler..... Ishmael Warring..... Pompey Colt..... Wally Bambury..... Michl McClasky..... Abm Reubens..... Jos ^h Allcott..... Adam Wright..... Jerem. Hallett..... John Ryerson..... Peter Johnson..... Dav ^d Basken..... Wally Harring..... Jacob Beach.....
Brooklyn	Guides & Pioneers Garrison Batt ⁿ	Brought forward..... Sol Curtis..... { Wm Richie..... { Alex ^t Grant..... Total.....

I do Certify that the above mentioned number of Waggoners Number of Horses, Waggons Carts, Drays, Trucks, Timber seventeen large Waggons, forty three small Waggons, Carts,

Large Waggon, Small Waggon, Carts, Drays, Trucks, Timber Stationed on Long Island as undermentioned.

No. of Drivers	No. of Horses	No. of Large Waggon	No. of Small Waggon, Carts, Drays, Trucks, Timber Wheels &c
17	90	17	40
17	90	17	40
1	2	..	1
2	4	..	2
20	96	17	43

J. GILFILLAN

A. D. Q^r M^r Gen^l

have personally appeared before me this day, and that the above Wheels &c amounting to Twenty Waggoners, ninety six Horses, Drays Trucks, Timber Wheels &c have also appeared before me,

and were Mustered by me this day at Brooklyn as above men-
 Orders. And that the said Horses (seven sick and lame ex-
 &c with their Harness, are to the best of my Judgment in good
 Given under my hand at Brooklyn the 26th day of August

Enclosure

MUSTER ROLL of Labourers employed in the Quarter Master
 General's Department, Stationed on Long Island.

Brooklyn 26th August 1781.

Labourer's Names	Where to Assemble
1 George Baxter.....	Brooklyn
2 Lewis Lands.....	
3 John McLelland.....	
4 Paul McPherson.....	
5 Jacob Lambuson.....	
6 Toby Samms.....	
7 Dennis McDermitt.....	

J. GILFILLAN

A. D. Q. M^r General

I do Certify that the above Seven Labourer's have per-
 sonally appeared before me this day and were Mustered by me,
 at Brooklyn as above mentioned. Pursuant to His Excellency
 the Commander in Chief's Orders.

Given under me hand at Brooklyn this 26th day of August
 1781.

BENJⁿ RIX, Qu^r M^r 17th Lt. Dragoons
 Acting as Comm^y of Musters

Monday 10th September 1781

The Board met agreeable to Adjournment last Thursday.
 Present His Excellency Lieut General Robertson
 Lieutenant General Campbell
 Brigadier General the Earl of Lincoln
 Brigadier General Birch
 The Honb^l Andrew Elliott Esquire

tioned, Pursuant to His Excellency the Commander in Chief's (cepted) appear to be perfectly serviceable, and that the waggons, and serviceable Order.

1781.

BENJ^N RIX, Q^r M^r 17th Lt. Dragoons
Acting as Comm^y of Musters.

Perused the State of No 3 of the Quarter Master General's Department. Sent for Major Bruen and gave him the said State, also the Comparative View No 10, to Purchase or Hire from which he is to make out an Estimate in the same stile according to his Ideas.

Then adjourned to Thursday next at 10 o'clock.

Thursday 13th September 1781.

The Board met agreeable to Adjournment last Monday.

Present His Excellency Lieutenant General James Robertson
Lieutenant General Campbell
Brigadier General the Earl of Lincoln
Brigadier General Birch
The Hon^{ble} Andrew Elliott Esq

Received a Return from Colonel Crosbie of the Vessels in the Barrack Master General's Department as follows:—

RETURN of Transports employed in the Barrack Master General's Department.

Vessel's Names		Tonnage	Where they are at present.
Brig	Three Friends...	103	Lloyds Neck
Schooner	St Andrew.....	97 $\frac{3}{4}$	"
"	William.....	76	"
"	York.....	124	"
Sloop	Happy Couple..	75	"
"	Peggy.....	96 $\frac{3}{4}$	"
"	Friendship.....	90	Haerlem
"	Susannah.....	119	"
"	Generous Friend	101	"

Vessel's Names		Tonnage	Where they are at present.
Schooner	Hope.....	100½	Haerlem
"	Betty.....	69	"
"	Mary.....	74	"
"	Freemason.....	87¼	New York, North River
"	Friends.....	65½	"
"	Clinton.....	30	" East River
Sloop	Mohawk.....	50	Narrows Long Island
"	Defiance.....	56	"

New York 23d August 1781

WM CROSBIE

B. M. G.

Major Bruen not having brought in the Calculations and State of Expences of keeping up the Horses, Waggons & Vessels The Board adjourned to Monday next at 10 o'clock.

13th September 1781.

D^r Sir;—

I am getting fair Copies of a variety of Estimates and Papers which Major Robertson and myself think necessary to lay before the Board which can't be finished sooner than this night. To morrow if you please I shall have the honor of laying them before Your Excellency and the other Gentlemen.

I am with great respect, &c &c

H. BRUEN

His Excellency
Lieut. Gen^l Robertson.

Monday 17th September 1781

The Board met agreeable to Adjournment last Thursday.

Present His Excellency Lieut. Gen. Robertson
 Brigadier General the Earl of Lincoln
 Brigadier General Birch
 The Hon^{ble} Andrew Elliott
 &
 The Hon^{ble} Henry White } Esq^s

Received and Read a Letter from Majors Bruen & Robertson of 14th September with Sundry papers, Viz:—

New York 14th September 1781

SIR:—

In obedience to the Commands of the Board of which Your Excellency is President, we have before us the Papers you were pleased to desire we should give our opinion upon, intituled “a Comparative View to purchase or to Hire Vessels, Horses and Waggon employed at present in the different Departments.” It is there supposed that six Months hire is more than sufficient to purchase all the Vessels, Horses, Waggon and Carts so hired; by which means a great saving would be made to Government in the Expences of these Departments.

After considering the View with care and attention and after the fullest Investigation of the different Articles as there stated added to the informations received from the Proprietors of those Articles with respect to their Value, and the heavy expences attending the keeping them in repair and fit for service, which must be the case whether they belong to Government or to Individuals (which charges are entirely omitted in the View before us) likewise from the information of several respectable Merchants and Men of Business and Probity, conversant from experience in these Articles, we have been enabled to lay before Your Excellency the annexed States No 1 and 2 which differ it is true very much from the Comparative View; but being founded upon matters of fact, we presume from them it will appear that the present mode which has hitherto been followed by Government, in hiring rather than becoming contractor for the different Articles of expence attending the publick Departments is not attended with the bad consequences that have been suggested, on the contrary from our experience in carrying on every part of the Business relative to the supplies furnished by the Quarter Master General’s Department, we are convinced it will be found the most effectual and Oeconomical of any that could be adopted.

There is no Man conversant in business or that is capable of judging of human Nature who can suppose that a contract held by the Publick can or will be executed with that Oeconomy care and attention as when the Interest of Individuals are imme-

diately concerned, nor could it almost be possible for the Head of any Department, let his zeal and attention be ever so great, to see that strict justice was done in the purchasing of such a variety of articles as the Land and Water Carriage of an Army require, especially in this Country.

For these reasons we may humbly suppose that Government have almost always judged it a proper Measure to enter into contract with Individuals for whatever supplies they have wanted, which must have been approved of from long Experience to be the best plan.

At the period when the present mode was approved of, under His Excellency Sir William Howe's Command there was great reason to imagine that the War would not have been of long duration, which we humbly conceive to have been one of the inducements that led His Excellency to adopt it, added to this the then recent instance of the Expences incurred from the loss of the Provision Train Horses purchased by Government and sent out to this Country from Britain under the care of Mr. Clarke. Also from the uncertainty there was of being supplied by hiring Waggons and Horses from the Country as occasion required, which had been frequently tried and found impossible, and which can be proved from incontestible Evidences.

As your Excellency in a Note we have before us which accompanied the Comparative View seems to entertain a Doubt of the necessity of keeping up the Horses and Waggons in the Quarter Master General's Department, we beg leave to refer to our former Letters, wherein we informed your Excellency and the Board of their being in constant useful Employ, and at the same time ready for immediate Service when required; in order to corroborate what we have said upon that subject, we beg leave to enclose a Copy of an Order No 3 lately received through the Adjutant General, similar to others we have received upon many former Occasions. Also two Letters No 4 & No 5 from the Barrack Master General and from the Commanding Engineer. We are sorry we cannot have the Commissary General's Sentiments on the same subject which his bad state of health prevents his doing in answer to a letter we wrote to him upon that head. Likewise a letter No 6 being an Answer to a Letter written to the Quarter Master General of the Hessian Troops

upon the subject of lessening the Number of Horses and Waggon attached to the Hessian Corps.

With respect to the Notes in a Paper laid before the Board entitled "a sketch of the Quarter Master General's Department" We must refer to Captain Chad's Contingent Bill for the charge of Vessels and Extra Seamen.

As to the Artificers and Labourers belonging to the Department and paid by Government, they are employed in cutting and Sawing Lumber, also Fuel for the Troops encamped, by which a very considerable saving is made to Government; as it would otherwise be obliged to be purchased at the Market price. And for a more particular detail of the Variety of Business done by them, we beg leave to refer to our Letters of the 16th and 17th August last which enumerate the different Services and Branches belonging to the Department.

With respect to Waggon Masters, Conductors, Clerks, Store keepers and Inspectors of Ferries, it would be impossible to carry on the Business of the Army and the duties of the Department without their Assustance.

Upon the whole we only beg leave to repeat what we have already said in our Letters laid before Your Excellency and the Board—that we are ready to follow whatever plan you in your better Judgments shall think proper to adopt for the good of the Service. And we have the honor to be with the greatest respect.

Your Excellency's
 Most obedient and Most humble Servants,
 HENRY BRUEN
 ARCH^d ROBERTSON

His Excellency
 Lieut. Gen. Robertson

Enclosure No. 1—

D^r Comparative View to purchase or hire Horses, Waggon, Carts, &c in the Quarter Mast General's Department

To 840 Large Horses at 25		Sterling at 4/8
Guin ^s each.....	£22868 13 4	
398 Middling sized "		
at 20 "	8667 11 1	
735 Small " at 15 "	<u>12005 .. .</u>	43539 4 5

250 large Waggon	at £40				
	Sterl ^s each.....	£10000	..	..
367 Small	“ at £20				
	Sterling each.....	7340	..	..	17340
					<hr/>
					60879 4 5

Quarterly Expences of the above As nearly as can be ascertained at present in the purchase of Lumber, Plank, Mettle Waggon Boxes, Iron, Cordage, Pitch, Tar, Turpentine, Paint, Oyl, Slush, Nails, Leather, Sheep Skins, Bridle Bitts, Oznabrigs, Russia Duck, Twine, Thread, Hair, Iron Chains, Beeswax, Rozin, Chalk, Harness Buckles and collar Maker's Tools.....

Carried forward.....	£ 60879 4 5
----------------------	-------------

Brought forward.....	60879 4 5
----------------------	-----------

Horses purchased to replace those lost by diseases, such as Glanders, Farcy, Staggers, &c and the several Casualties attending the Train of an Army, have amounted to one third in each year. The pay or premium given to Men employed in different parts of the Continent in buying the best Horses for the large Teams (which kind of Horses can't be had at ever so large a price within these Lines) has been very great and attended with considerable losses and expences from the great risk necessarily run in procuring of them. Also the pay of Overseers and Men entrusted with the care of Horses, Waggoners and their Stores. Likewise the pay of 620 Waggoners, paid from 2/ to 4/ New York Currency pr day each, the whole will amount from one Quarter to another upon an average to.....

25185.. ..

<hr/>	£86064 4 5
-------	------------

To Portage Bills and Charges for 3 Months on 4 Dispatch Boats one with another at £220 Sterlg.....	880		
To Portage Bills and Charges for 3 Months on 34 Vessels one with another at £166 10 10 Sterling.....	5662	8	4
To Portage Bills and Charges for 3 Months on 14 Small Vessels of 30 Tons & under, one with another at £70 8 9 Sterling.	986	2	6
	<hr/>		
Sterling at 4/8.....	£48158	10	10

1781

March 31st By Hire paid for 10 Armed Brigs & Sloops and 4 Dispat from 1st Jany to this date.....	£5380	11	9
By Hire paid for 34 Vessels from 1st January to this date			
Deducting therefrom 3 Losses by Captures is.....	£12750	17	1
By Hire paid for 14 Small Vessels from " to ".....	1911	15	3
	<hr/>		
N. Y. Currency	£14662	12	4
Ballance.....	34244	15	2
	<hr/>		
Sterling at 4/8.....	£48158	10	10
	<hr/>		

N. B.—It will appear from the above State, on a presumption that the Vessels do not incur any extraordinary expence in the loss of Anchors, Cables, Boats, Sails or Spars and a number of other Casualties which every Vessel in the Service actually experiences, perhaps twice or thrice in the course of a Winter that it will be Twenty one Years and four Months before they clear their first Cost, without including the Interest and Exchange on the Money advanced. Any if any remarkable losses in these expensive Materials should happen, which in the Course of service must inevitably be the case, under the most careful managers, the time must be proportionably longer.

The Changes upon Vessels depend so much upon Circumstances, that the Expences attending any one particular Vessel can never be the same for two Quarters together.

Instances can be given in each Quarter when the Hire upon several Vessels are less than the Expenditures. The above Calculations are therefore made upon an average of the whole.

Enclosure No 3.—

September 3d, 1781

SIR:—

The Commander in Chief desires you will have Waggons ready to carry twenty days Provision for eight Thousand Men, and also Horses and Carriages ready for the Pontoons or Flat Boats as His Excellency shall direct, I must request you will be good enough to inform me what Number of Waggons and Carriages will be necessary for this Service, and at what time they will be ready to move.

I have the honor to be &c &c

Ol. DELANCEY
Adjt General

Major Bruen

D. Q. M^r Gen^l

New York 3d September 1781.

SIR:—

I have the honor of receiving your letter of this date signifying His Excellency the Commander in Chief's Order for a Provision Train to carry twenty days provisions for eight thousand Men, also Horses and Carriages for the Pontoons or Flat Boats.

I shall immediately call in those Waggons from the different Departments with whom they are at present employed, they shall be ready at a Moments Warning to proceed when ordered.

The Drivers, Horses and Carriages for the Pontoon Train are also in readiness. There are thirty eight Carriages and a hundred and forty eight Horses for this last Duty, and two hundred large Waggons with four Horses to each Waggon for

the former. The whole will be collected and ready to move by to morrow.

I have the honor to be, &c &c

HENRY BRUEN.

Major DeLancey
Adjut General

Enclosure No 4.—

New York September 3d, 1781

Gentlemen:—

In answer to yours of the 23d ulto I am to acknowledge the very great benefit which has resulted to the Service within my Department upon Long Island from the number of Horses and Waggons furnished by the Quarter Master General's Department, not only for drawing considerable quantities of wood to the Landings to be shipped to New York, but also into the Magazines at Brooklyn. It is also my opinion from the frequent disappointments I have met with from the Inhabitants in almost every instance, where the publick service has required the aid of their Horses and Waggons, that it is owing to the assistance I have received from the Quarter Master General's Department on Long Island that I have been enabled to give dispatch to the publick Business of that District. And I am also convinced, that the Inhabitants can never upon any occasion give that assistance to the Departments of the Army which the Exigencies of Government frequently require.

I have likewise at your request enquired of the Gentlemen employed in my Department, before my appointment and find that in the winter 1779 & 1780 it was principally owing to the assistance given by the Horses and Waggons in the Quarter Master General's Department, and the exertions of Major Savage who then conducted the Train on Long Island, that the Troops in New York were kept from suffering thro' the want of fuel.

I am with great respect

Gent^{rs}. &c

WM CROSBIE

Majors Bruen & Robertson
Dep^y Qu^r M^r Generals.

Enclosure No. 5—

New York 7th September 1781

Gentlemen:—

I have had the honor of receiving a Letter from you requesting my opinion of the Services performed by the Quarter Master General's Department in the Waggon line, in carrying on the works in the Engineer Department, during my Command.

I answer with the greatest readiness and pleasure that for upwards of three Years we have been at all times most amply supplied with Waggons and Horses from the Quarter Mast Generals Department, both for collecting and transporting the Materials used in constructing the Works, carried on in the different Posts; and that they have been constantly employed.

The Services performed by your Department have been most extensive and laborious, particularly at the Lines of Kingsbridge, when for many Months it required at least the daily labor of 160 or 200 Horses for the Common Transport of Materials, from very distant points. The works of Long Island, with the constant call upon you, from that quarter for the immediate supply of every other point, are evident proofs of the utility and absolute necessity of the existence of such a Department as that of the Qu^r Master General's.

The Springs of your Department are, and I can safely say have always been so very active, that when we have expected the greatest labour and difficulty in the service, it has become easy and pleasant. I say therefore in few words, that the Service could not have been carried on nor could the Engineer Department have existed without the constant assistance of the Quart^r Master General.

You will pardon me for saying, perhaps too abruptly that the idea of being supplied by Country Waggons, hired occasionally is ridiculous.

Our late and present demands upon you are many; I believe, to the amount of ten or more Brigades. They are most usefully employed, which any Man may see by taking the Circuit of this Island and its Dependencies.

As I only speak in general terms, I must beg leave to refer you for the particular Services of your Department, in our Line, to Captain Parker and Lieut. Fyers Engineers, and to Captain

Sproule Assistant Engineer, the only Gentlemen now upon the spot. They will most readily, I dare swear vouch for more than I have said.

I have the honor to be, &c &c

ALEX.^R MERCER,
Comm^{rs} Engineer.

Majors Bruen & Robertson,
Dep. Qu^r M^{rs} General.

Enclosure No 6.—

New York 14th May 1781.

SIR:—

According to your request, made by order of His Excellency General Robertson, I have suggested to His Excellency General Knyphausen the idea of lessening the number of orderly Waggon attached to the several Hessian Regiments. With due deference to higher Judgement and orders, His Excellency is of opinion and bids me represent to you, that the number of these Waggon is so closely proportionate to the exigencies of the Troops as to admit of no deminution unconnected with obstruction of the Service.

There is but one Waggon with two Horses pr Company barely sufficient for transporting the Tents for the Men and officers, in so much that the necessary Baggage of the latter, little as it is, increases the load rather beyond the Capacity of the conveyance.

The one Waggon for the Staff allotted for the Baggage of the Commanding Officer, the Pay Master's and Surgeon's Chests with their Baggage, and that of the Chaplain and Waggon Master, is still more surcharged, and would be entirely unable to answer the demand if the remaining Waggon allotted to each Detachment of artillery, which is less burthened, was not made use of to ballance the weight.

The Commanding Officers of the Regiments indeed have made several applications to His Excellency General Knyphausen to procure a separate Waggon for them, as customary in European Wars, where they are allowed a travelling Carriage besides, in order to assist sick or wounded officers. But His Excellency from consciousness of the difficulties attending the

increase of Horses and Baggage in this Country always declined the proposal. You will be pleased to submit these Circumstances to further consideration.

I acknowledge the honor of your Letter of Yesterday's date, and I readily agree to your proposal of leaving the Artillery and Waggon Horses wanting for the several Corps, at the Pastures on Long Island till further Emergencies, the propriety being obvious.

I have the honor &c &c

COCKENHAUSEN.

Colonel & Q^r M^r General

The Board proposed that Major Drummond should take the above Papers to make his Remarks upon, for their perusal and when ready to inform His Excellency the President of this Board; which Major Drummond agreed to; then the Board Adjourned themselves till they are informed of his being ready to lay before them his Remarks.

RETURN of Batteaux, Gun Batteaux and Scows belonging to the Quarter Master General's Ship Yard or Department.

New York 19th September 1781.

- | | |
|---|---|
| 2 | Batteaux left by Queen's Rangers at Staten Island |
| 2 | “ With Refugees Bergen Point |
| 2 | “ with Refugees up the North River |
| 1 | “ with the Garrison at Paulus Hook |
| 1 | “ sent to the Brunswick Troops when at Brooklyn,
not returned |
| 1 | “ with Major Steir Denices Ferry |
| 1 | “ sent to Major Cuffe at Brooklyn not returned |
| 1 | “ with the 17th Light Dragoons |
| 1 | “ with the Qu ^r M ^r General's Department at Great
Neck |
| 1 | “ with the Qu ^r M ^r General's Department at
Brooklyn. |
| 1 | “ sent to the Sloop Neptune and left at Staten
Island. |
| 1 | “ with the associated Loyalists up the sound. |
| 3 | “ with the Qu ^r M ^r General's Department at
Haerlem. |

2	“	with the Qu ^r M ^r General’s Department at Hallett’s Cove	
1	“	with the Loyal Forresters on Barren Island.	
28	“	on Board different Transports	
37	“	at the Qu ^r M ^r General’s Ship Yard.	

 86 Batteaux in and about New York.

1	Batteaux	with Refugees Bergen Point.....	4
1	“	with Refugees up the sound.....	12
3	“	at the Qu ^r M ^r General’s Ship Yard.....	12
1	Boat	left by Queen’s Rangers on Staten Island.	4
1	“	Sent to the Sloop Neptune when at Staten Island.....	4
2	“	With Refugees at Yellow Hook.....	9
2	Mantellet	“ on Board Ships North River.....	12
1	Half Galley Gun Boat	at Princes Bay.....	3

 1 Boat at the Navy Yard

 13 Gun Batteaux and Boats in and about New York

3	Scows	with the Commissary General at Haerlem	
1	“	with the Qu ^r M ^r General’s Department at Hallets Cove	
1	“	on Board the Thetis Transport	
2	“	at the Quarter M ^r General’s Ship Yard.	
7	Scows	in and about New York.	

N. B.—The above are exclusive of a Number sent on the several Expeditions to the Southward. There are two Batteaux lost from the transports laying near Denyces Ferry in the late Gale & six more on the Expedition to New London.

RICH^d BRADY.

New York November 20th 1781.

SIR:—

In consequence of my Commission as Commissary of the Publick Accounts of this Army, and further Instructions from the Lords Commissioners of His Majesty’s Treasury, I had the honor of presenting my ideas on the subject to His Excellency the Commander in Chief, who was pleased to constitute the

Board at which you, Sir, preside, in order to promote every enquiry necessary to ascertain the several points in question. An Estimate or Comparative View, which I had the honor to lay before the Board, has been contrasted with one of considerably higher expence, and a conclusion drawn, apparently in favour of the latter. The investigation of the objects of my Commission rendered it necessary to draw information from various sources, in searching for which I have met with many retarding difficulties. Urged by considering the great length of time elapsed since my arrival, during which this Business has lain Dormant and the repeated orders I have received from the Lords of the Treasury to enter upon it, I was perhaps too sanguine in my first attempts. I wish notwithstanding to proceed with the utmost Candour and Deliberation and beg leave to assure those Gentlemen who first harboured the idea, that nothing can be more repugnant to my own feelings than to think of wounding theirs by Insinuations, Inuendoes, or by any means whatever; I pretend not to infalibility more than themselves and therefore hope that mistakes on either side will be kindly pointed out and candidly rectified.

The Calculations in the enclosed Estimate are made on the largest scale of Expence, and as they also depend on the Judgment of Mechanics, and Men of probity and experience, I flatter myself they are grounded on the most deliberate and solid principles; as such I submit them to the consideration of the Board, presuming they contain every thing essential respecting the Horse, & Waggon Departments, at present existing with this Army.

I have the honor to be,

SIR &c &c

DUN^N DRUMMOND.

His Excellency
Lieut Genl Robertson

ESTIMATE of the Probable Expences attending the Estab
Persons of every denomination, and the annual repairs neces
Horses and Waggons being the same as these at present em

Article 1st

1	Principal Conductor at.....
6	Conductors.....
60	Sub Conductors.....
620	Drivers.....

Article 2d for

1	Waggon Master.....
2	Ass ^t Waggon Masters.....
3	Overseers.....
3	Ass ^t Overseers.....
3	Storekeepers.....
3	Ass ^t Storekeepers.....
3	Clerks.....
1	Paymaster.....
1	Assistant.....
30	Labourers.....
1	Company consisting of
50	Black Labourers.....

Article 3d for

Comprehending Farriers, Blacksmiths, Carpenters, Sawyers,
Wheelwrights, Collarmakers and other Artificers to accompany
occasionally the different Brigades of Waggons, making new
Harness and all necessary repairs, 2 Compan^s. of 50 Men each
making 100 viz^t;

60	at.....
40	at.....
1	Master Carpenter.....
1	Master Wheelwright.....
1	Master Blacksmith.....
	Carried forward.....

lishment of a Train of Horses and Waggons, with the requisite sary to keep it up, including Casualties, the proportion of ployed in the Quarter Master General's Department.

		New York Curr ^y
for Horses.		per Annum
24/ per diem	£438	
16/	1752	
8/	8760	
3/	33945	
	<hr/>	44895

the Waggons.		
20/ per diem	£365	
16/	584	
16/	876	
12/	657	
16/	876	
12/	657	
8/	438	
24/	438	
16/	292	
4/	2190	
1/6	1369	
	<hr/>	9472

Horses & Waggons

	12/ per diem	£13140	
	8/ per diem	5840	
}	at 20/ per diem	1095	20075
		<hr/>	£74442

The foregoing three Articles contain the full establishment of the necessary persons of every Denomination to manage and keep up this Department, and each may, I presume, be obtained and engaged for the respective Salaries there specified.

The present Artificers, Conductors, Waggon Masters, Clerks, &c employed in the Qu^r Master General's Department apparently to aid the proprietors of the Horses and Waggons (but which the Gentlemen themselves of the Department can best explain) would be included in the Articles, if necessary, otherwise would most of them be discharged—from whence an Annual saving of upwards of £20000 would arise.

Article 4th

Horses to replace such as may die annually or become unfit for service including all casualties. 500 at £32 each is.

This is an allowance of one fourth of the whole which must be admitted as very ample. The common rate of Mortality in this Country is in a much less proportion, and the Casualties can scarce make up the difference, especially when the Army does not take the Field, and in an Active Campaign it may be supposed that the Casualties would be fully counterbalanced by adding all the Captured Horses and Waggons to the Establishment—N. B.—the Average price of Horses is fixed at £32 New York Currency, because one Department of this Army has been supplied with able Horses at that rate, but many have been purchased in that and other Departments for less. On these united considerations I rest the foundation of this Article.

Carried forward.

Brought forward.

Article 5th

For Materials to construct annually 60 Large and 100 Small Waggons and to answer for Casualties.

The workmen being already paid in Article 3d this Calculation allows $\frac{2}{3}$ ds of the prime Cost for each Waggon estimating the Large at £40 and the small at £20 Sterlg.

Article 6th

200 Setts of New Harness to replace such as may be annually rendered unserviceable and for Casualties.

New York Currency

Brought forward...£74442

£16000

£90442
New York Currency
£90442

5000

3000

This Article is estimated at the Medium price a Contractor would charge or £15 per Sett, Captures may also tend to lessen this Article.

Article 7th

Iron for Horse Shoes Annually

This Article allows 100 pounds of Iron for each Horse per annum at £3 10 per Ct Weight, which is a large allowance considering the work is paid for in Article 3d.

Article 8th

Tar and Slush for greasing the Waggons every second day at £4 each.....

Carried forward.....

Brought forward.....

Article 9th

For the necessary repairs in every respect of the Waggons including Turpentine, Paint, Oil, Nails, Iron Work, Rope, Harness, Leather, Sheep Skins, Bridle Bitts, Osnaburgs, Russia Duck, Twine, Thread, Hair, Chains, Wax, Rosin, Chalk, Buckles, Tools, Lumber and Plank.....

This is about 1/3 of their prime cost and with the allowance of 160 New Waggons & 200 Setts of Harness by Articles 5 and 6 will be found sufficient, especially when all the Iron Work of Waggons become unfit for Service and old Horse Shoes &c are applied to this Service.....

TOTAL.....

By this Estimate it appears that the Horse and Wagon Department might possibly be kept up for the sum of £116000 Department for a similar Period by the Average of three amounting to £193566 New York Currency the difference being Government from adopting the plan of the foregoing estimate.

If the saving pointed out in the observation upon Article Currency. Besides the Expence of shoeing all the Horses, for in the foregoing Estimate.

New York
20th Nov 1781.

New York Curr^y
per Annum

6000

25000

£106942

New York Currency
£106942

9058

£116000

Department of this Army employed by the Qu^r M^r. General's New York Currency per annum. The Actual Charge of this Quarter's Accounts laid before me as Commissary of Accounts £77566 is an annual saving that would probably result to

3d is admitted the whole will amount to £97566 New York which is at present a charge upon Government and is provided

DUN^N DRUMMOND
Comm^y of Accounts.

OBSERVATIONS in support of the Plan presented to the Board of General Officers.

In order that the Board may Judge more clearly of the propriety upon which I have founded my principles that it will be attended with a considerable saving to Government were it to take into its own management the Vessels, Horses and Waggon, &c^y of the different Departments, it may perhaps be necessary for the purpose of obtaining a more comprehensive view of this Business, that the nature and conditions of the several contracts by which the Departments furnish the requisite Articles for the Publick Service be inquired into; to examine into the principles upon which they are grounded, and whether they appear to be governed by such as are usually made upon a fair and equitable bargain between Government and the Contractors. I am induced to believe that upon a Comparative View of the Expences attending these Contracts with what I propose, it will be found that Government, by taking all the Articles belonging to the various Establishments under the immediate direction of its own controul, would probably cause a great diminution of Expences.

Majors Bruen and Robertson having represented to the Board the important and essential services rendered the Publick from the exertions of the several Officers belonging to the Quarter Master General's Department, in aiding and assisting upon all occasions the different Departments of the Army with Waggon &c. I must add my evidence to the corroborating testimonies exhibited by the principals of them in support of the assertions made by Majors Bruen and Robertson.

I admit that the Train of Horses and Waggon have been at all times extremely useful in forwarding the Publick Works, and that the several Departments have been supplied when the exigencies of the service required their aid, in the fullest and most efficacious manner; in particular at the time alluded to by those Gentlemen in the Winter of 1779 and 80 when the whole Army was benefited by, and felt the good effects of their Zeal and activity in furnishing wood for the Garrison of New York and its depending Posts at a period when no regular nor sufficient supply of Fuel could be obtained from the Department which should have provided against such a Casualty. I

acknowledge that the Gentlemen who bear so conspicuous a share in the execution of the important duties of this Department have contributed by their earnest and well meant endeavours to bring it to the perfection in which we view it; nor can I doubt from the reputable Characters which they are universally allowed to possess but that the primary object pursued by them has ever been the Publick Good connected with their own particular Zeal for the King's Service.

The distinguished Mark of His Majesty's approbation with which one of these Officers has been honored, from his assiduity and faithful discharge of the Duties in this station, was not more grateful to the Army in general than it was pleasing to me personally; from a Conviction that no favor of a similar nature has been conferred upon any Officer serving in America with more propriety and Justice since the Commencement of the War.

When I contend that the Expenditures of Monies in this Department upon a Comparative View with the services performed, seem to have encreased to an excessive amount, I must attribute the excess to have arisen, in a great measure from the defective nature of the Establishment now subsisting from the erroneous principles upon which the present system is founded, and not to any want of zeal, abilities or good intentions in the present executive officers, or in the General Officer who is placed at the head of it, to rectify any defects.

It must be considered as Majors Bruen and Robertson alledge that the mode now followed is but a Continuation of one uniform system adopted in an early stage of the War. Whether this system was founded on the Basis of frugality, and that such œconomical effects have proceeded from it as have been asserted, or that an accumulation of charges and expences have resulted from the causes I have assigned in the inherent defects of such an arrangement, would be undoubtedly ascertained in the event of a tryal on the plan I propose.

I have endeavoured by pointing out a way which I think the most eligible one for Government to pursue to correct this imperfect establishment to put it upon the best foundation to answer every purpose, and at the same time to evince that a retrenchment of Expences would most probably be the happy

consequence, should some plan of this kind I have presented be determined on.

The principals of other Departments who in their letters to Major Bruen of September last entertain so ridiculous an idea respecting the hiring of Country Waggons, formed their opinions, I presume upon a supposition that Government might adopt such temporary and precarious expedients, and not enter upon a more enlarged and certain system. My sentiments entirely coincide with their observations on such a contingency, I conceive, however, that Government might avail itself partially and in some instances of temporary expedients, altho' a system founded upon them, and carried into execution upon all occasions would seem to be an absurd measure, I should reprobate the idea equally with the Gentleman who started it; but to exclude all possibility of advantages which might be derived from the local situation of New York, Long & Staten Islands with the assistance to be had from the inhabitants thereof, in my humble conception it would only indicate a total want of resources in the persons who should reject the probable means of drawing from the Country within the British Lines any aid conducive to the purposes of Government. If this should be acknowledged, it must infallibly demonstrate, what I trust is not the case, that we are destitute of means to assist the publick Works, when the exigencies of the Service require to be aided from the Country. I request to particularize an occasion. I hope to be justified in my assertion when I presume to say that his Excellency the Governor's authority would be fully competent to enforce a prompt execution of the measure. I mean in respect to the Pontoon Train which in the space of one Year has been moved from New York to Kingsbridge, thirty eight Waggons, One hundred and forty eight Horses and thirty-eight Drivers appear to be constantly employed in this service for which Government pay annually £14000 New York Currency the Waggons being always attached to the Pontoon Train and ready to move with it; there would be no unsurmountable difficulty, I imagine in procuring for a limited time 150 Horses from the Country to transport the pontoons. No operations or movements in the winter will probably take place to require the constant use of the Pontoon Train. A Diminu-

tion of Expence might possibly be judged necessary in that Article during such period, in which apparently there would not arise much necessity for their being employed. I however prefer the more certain mode of retaining in the hands of Government Horses for this Service and this motive has induced me to allot, in my Calculations, a proportion for that purpose.

I have been induced to enter into this Discussion presuming upon the indulgence of the Board in my favor, the motives which have actuated me in my inquiries are solely a consideration for the Publick good, and in consequence of the repeated injunctions, as I before observed, which I have received from the honorable persons who appointed me to the office I now have the honor to fill; the tenor of my Commission and their admonitory letters have operated upon my mind in so forcible a manner that I should hold myself to be inexcusable were I not to endeavor at fulfilling their wishes and intentions and when I add that the wishes of the Nation at large, accompany those of the respectable persons mentioned, it must prove a fresh incentive to my endeavours of elucidating this subject. I submit the whole to the information and superior Judgment of the Board to determine upon the Merit of my propositions, and ultimately to decide whether in their estimation they appear to be founded upon solid principles, or likely to produce the consequences I have maintained would probably result from them by a reduction of the expences of this Department.

If the proposition I have made are held as erroneous and defective, I must claim the indulgence of the Board in my extenuation, I have been guided by no other motive than a most earnest anxiety to discharge the duties of my office, and to pursue every proper means of attempting to diminish the very heavy expences attending the Departments of this Army.

When I reflect that the Commissioners of the Publick Accounts at home are upon the point of examining into the extraordinaries of the American War, and the probability there is of their calling upon the Lords Commissioners of His Majesty's Treasury for information upon so intricate a subject, I own it stimulates my endeavours to give them all the lights and explanation I am capable of affording, in the Report I must

necessarily transmit to them upon this occasion agreeable to the spirit and intent of my Commission and the subsequent Orders I have received from the Treasury which specify in so urgent a manner.

That the great encrease of the Expenditures of Publick Money calls for every exertion, and that the Lords (of the Treasury) trust you will with the assistance and under the Orders of the Commander in Chief use every means in your power to curtail all improper charges, to prevent unnecessary expences, and to see that the respective services are carried on with all due and proper Oeconomy.

I take the liberty of observing that a similar mode of investigation with that I have adopted in relation to the Horses and Waggons will apply to the various heads of publick Expenditures in the several Branches of the other Departments.

And if it should be judged requisite and determined upon, I can subjoin a state of Vessels, armed and unarmed now employed in the different Departments, to show the great probability of decreasing the charges in this important Article of expence by pursuing my plan; but this consideration I wave for the present, as I trust that the Board will be fully competent from what I have already presented, to determine upon the propriety or impropriety of what I have suggested.

DUN^d DRUMMOND

Comm^y of Accounts.

New York
20th Nov 1781.

Copy of a Letter from Major General Dalrymple to His Excellency Lieut General Robertson, President of the Board of General Officers, &c Accompanying an aggregate of Letters and papers 34 Numbers.

New York 30th November 1781.

SIR:—

I beg leave to return your Excellency and the Gentlemen of the Board my sincere thanks for the Communication of the Estimate & observations laid before you by Major Drummond and to remark that the Services performed by the Qu^t M^t General's Department are so extensive and various that it

requires long experience and minute observation to form an adequate idea of its importance, expence and extent, and this in some measure may account for the various errors attending the calculations exhibited to the Board by Major Drummond in his comparative Views, his sketch of the Quarter Master Gen^{ls} Department and his last Estimate which differ so essentially from one another.

In answer to the first part of the observations made by Major Drummond in support of the last project delivered to your Excellency and the Board over which you preside I beg leave to refer to No 3. Lord Cathcart's letter to His Excellency the Commander in Chief, and to Major Bruen and Robertson's Letters No 6 and 7.

I am extremely obliged to Major Drummond for the high sense he entertains of the zeal and abilities of the Gentlemen under me that have carried on the business of the Department, it is a fresh proof of his Judgment and Candour, as well as his acknowledgement of the Services performed by the Department in the carrying on the demands of the Army at large and particularly for their exertions in Winter 79-80 when the early and unusual vigour of the season added to His disappointment of supplies from the Inhabitants had prevented the Barrack Master General from making the usual provision of Fuel for the Troops, and I am sure the Department will meet with new Praise and approbation when I can inform him that at this moment it almost singly supports the whole weight of the different Departments who are in a great measure disappointed of the aid expected from the Inhabitants of these Districts whose incapacity or unwillingness to execute the demands made upon them have uniformly been the same.

Major Drummond in his letter to your Excellency of the 20th instant having acknowledged his being too sanguine in his first attempts ought not now so positively to assert that the Expenditures of Monies in my Department seem excessive or encreasing beyond the services performed which he sets forth in his observations.

My observations and experience and the long experience of the Officers under me, who have conducted this Department so ably and so much to the satisfaction of the Commander in

Chief under whom they have served and for which both are honored with singular marks of favor joined to the facts arising from the papers now and formerly laid before the Board, will I trust prove Major Drummond's project to be visionary and if carried into execution, more defective and equally expensive to the present Establishment nor do I humbly conceive that any arrangement could have been made more Oeconomical or better calculated in every respect for carrying on the public Service.

Endeavours at alterations of the Magnitude proposed by Major Drummond's project are seldom successful even when resulting from deep enquiries and long experience, nor can it be esteemed prudent on slight and trivial grounds to alter our establishment that has supported its credit on the most trying occasions past as well as present of which His Excellency the Commander in Chief as well as every Member of this Board, I hope have had the fullest conviction.

As I do not perfectly understand the argumentative part of Major Drummond's observations respecting the aid to be drawn from the Country in the adjacent Districts of Long and Staten Islands, I shall content myself with observing that at present they scarce afford any, as a proof of which I beg leave to refer to the Heads of the other Departments of the Army.

The high respect I entertain of the authority that gave birth to the Pontoon Train compels me to conceive the establishment highly necessary, and had Major Drummond descended to any tolerable degree of minuteness in his enquiries, he would have found that the Horses and Drivers allotted to that service were not an idle burthen on the publick, but like every other branch of the Department employed in useful and important Services. Besides the usual duties in the publick Lines I shall only particularize a few Instances to the Board, that of drawing in Forage, laying in Lumber for the Ship Yard and Fuel for the Troops when in Camp, by which last article firing is provided at the small rate of twenty five Shillings Currency per Cord at an average, the Market price being from four to six pounds Currency and Lumber at twelve pounds Currency per thousand the Market price being Forty to Sixty pounds and

often double those prices. And by the transporting of Forage almost the original Cost is saved to Government.

I am now to claim that the Candour and patience of the Board may be extended to me. The subject is new and probably requires more experience and Capacity than I profess to do it Justice. I allow that motives of publick Zeal and the attention due to the honorable Persons so respectable as those mentioned by Major Drummond are sufficient to vindicate the enquiries that have drawn so much trouble on your Board & the various Departments and I shall be happy to show the respect I entertain of the Board where you preside by embracing every occasion of following their ideas or suggestions when applicable to any branch of my Department.

I now close my observations on the Business and shall only beg leave to refer the Board to all the former papers that have been laid before them, a Copy of which with an aggregate I have now the honor to deliver, as well as some additional papers, trusting that they will accompany your final Report to His Excellency the Commander in Chief.

I have the honor to be &c &c

W. DALRYMPLE, Q. M. G^l.

No 1 of the

AGGREGATE

MEMORANDUMS relative to the Qu^r M^r General's Department 30th June 1779 Sir Wm Erskine left the Quart Master General's Department and was succeeded by Lord Cathcart. His Lordship immediately after being appointed Personally mustered and reviewed all the Horses and Waggons appointed to the different Corps of the Army, the Provision Train and Pontoon Train &c which His Lordship reported in the following words:—

“When I joined the Department I found the Regiments, Staff, Hessian Artillery, Pontoon Train, &c complete, I likewise found a Train equal to the transporting Twenty one days provisions for Ten thousand Men.”

His Lordship likewise (in consequence of some particular Querries from His Excellency the Commander in Chief) laid

before His Excellency in Writing a particular State of the footing the Department stood upon from its Commencement under Sir William Howe to that time.

When His Excellency Sir Henry Clinton went with the Army to Charlestown, the Provision Train was left at New York and each of the Corps going upon the Expedition embarked their Waggon to take with them.

During the Winter and Spring 1780 the Provision Train were employed in drawing Fuel for the Town and Garrison of New York and had it not been for the great exertions of Major Savage under whom they were at that time employed both the Troops & Inhabitants must have suffered great distress.

When General Robertson arrived at New York in Spring 1780 he spoke with Major Bruen concerning the establishment of the Provision Train then kept up, and proposed the reducing the number of it. Upon which Major Bruen wrote immediately to the Quarter Master General at Charlestown requesting him to know the Command^r in Chief's intentions upon that subject. To which he received an answer from Brigadier General Dalrymple who was then Quarter Master General that he Major Bruen was to keep the Train upon the same footing it then was, according to the regulations established, which Major Bruen conceived to be those at the time Lord Cathcart was appointed, when the general Muster and Report was made by him to the Commander in Chief.

When Brigadier General Dalrymple left New York in September 1780 on his way to Britain he charged Major Bruen and Robertson with the care of the Department, instructing them to keep everything complete and upon the best footing for immediate service, and they in consequence have since continued to Act for Brigadier General Dalrymple in his absence, keeping the Department upon the same establishment it was left on when he went away.

It has been with the greatest assiduity and trouble that during the Course of four Years the Department has been brought to the perfection it now stands in, with respect to serviceable and able Horses and Waggon which have been purchased at very high prices. If a diminution should at present be thought necessary & the Horses discharged, if on a

future day an augmentation should again be wanted, it will be found a very difficult if not altogether an impossible task to complete them.

The Horses and Waggons belonging to the Quarter Master General's Department have been constantly employed in the Publick Services of the Army, by the several Departments of the Engineers, Commissary General, and Barrack Master General, some of which Services have been for a considerable length of time so severe particularly in 1779 at King's Bridge that a double and even a triple relay of Horses were found necessary to keep the waggons in daily employment, hawling the Materials from Morrissinia up the very rugged and steep hills where the publick works are constructed. They have been likewise employed upon the same services upon Long and Staten Islands, Hawling Materials, &c for all the Publick Works & Posts; likewise in collecting Forage at great distances upon Long Island, &c Drawing Fuel for the Troops in Camp and Cantonments, and for the supply of the Hospitals for the Navy and Army. Also in hawling Materials for the Ship Yard for Building and repairing of Gallies, Gun Boats, Batteaux, Armed Briggs, Schooners, & Sloops, fitting up Births in Transports, and Horse Vessels, by which a very considerable saving has been made to Government.

For all which Services the several Departments must have employed other Horses and Waggons at an equal if not greater expence to Government. Or should another mode of hiring Waggons from the Country be adopted besides the great inconvenience that must arise to the Farmer in particular, and to the Country in general, in case of a sudden movement of the Army in the sowing or reaping season; an immediate and unavoidable discovery of every intended movement must be the consequence of the Orders being issued for collecting the Waggons together; besides running the risk of not being able to get a sufficient number on a short notice, which upon former trials has been experienced.

In calculating the Number of Horses and Waggons necessary for carrying provisions for a stated time to an Army of a certain Number of fighting Men, A great extra allowance must always be made for the number of followers of the Army such as Guides,

Artificers, Drivers, Servants, &c and likewise empty Waggons to be ready to take up the tired, sick and wounded.

The Naval part of the Department were by Sir William Howe's order put under the direction of an Agent, who has the sole management of them, and whose Certificate only entitles the Owners to the payment of their hire.

The armed Craft lately taken into the Service are likewise under the direction of an Agent.

No 2 of the
AGGREGATE

A STATE of the Number of Drivers, Horses and Waggons employed in the Quarter Master General's Department in the following Years.

Distribution	Drivers	Horses	Waggons
In 1777.....	823	2092	763
1778.....	874	2086	874
1779.....	740	2164	699
1780.....	731	2146	690
1781.....	623	1979	620

N. B.—A Number of Horses and Waggons were taken from the Rebel Country in the Years of 1777 and 1778 which if brought into Acc^t would make one fourth more than what is charged for in the subsequent Years.

In 1779 the Pontoon Train was ordered to be completed which with the arrival of the 76th, 80th, 82d and 84th Regiments from Europe, the Troops from Rhode Island, and the Flank Companies from Halifax as also the encrease of the Provincial Corps, caused an additional number of Horses to be employed that year.

No 3 of the
AGGREGATE

New York 17th December 1779

SIR:—

Having received your Excellency's Command to inform you in writing.

1st Upon what footing the Waggons employed in the Quarter Master General's Department stood at the first landing on Long & Staten Islands in 1776.

2dly What alterations have since been made upon that arrangement and by whom, and

3dly Upon what footing and by whom Waggons are now furnished for the use of the Quarter Master General's Department?

I am to have the Honor of stating to your Excellency with regard to the first question.

That during the whole of 1776 Lieut Colonel Shirreff acted in most respects as if head of the Quarter Master General's Department, Sir William Erskine who was appointed Qu^r M^r General in the latter end of September 1776 not interfering in any other branch of office than what occurred in the Field during that period.

That all the Warrants granted for the Expenditures in the Department in 1776 were granted to Lieut Col Shirreff.

That the Waggons and Horses were furnished by Lieut Colonel Shirreff, And

That the mode he used in this Business was that of hiring the Waggons required from different contractors, and paying them by the day, for which he has I presume, the proper Vouchers & Authentic Receipts with him in England.

The Answer therefore to your Excellency's first Question is that in the year 76 the Waggons used in the Quarter Master General's Department with the grand Army were hired by Lieut Colonel Shireff.

2dly What alterations have since been made upon that arrangement and by whom?

The Land Carriage of the Army was performed in the beginning of 77 partly by a Train of Waggons and Horses brought over from England and under the inspection of Mr Francis Rush Clarke and (that Train never having been adequate to the exigencies of the Army, or calculated for the Service of this Country) partly by Waggons and Horses hired by Sir Wm Erskine who had entered into all the functions of his office at the Commencement of that Year.

In March 77 when it was in Contemplation to make a forward move Sir Wm Erskine represented the State of the Train as inadequate.

Sir William Howe the Commander In Chief having considered this point, ordered Sir Wm Erskine upon no account to purchase Horses or Waggons, as that would draw on expences that never could be defined, but told him that he depended upon the Quart Master General to hire a sufficient Number of Waggons and Horses to form a Train equal to the probable exigencies of the Army, that having constantly been the practice in this Country.

The remains of the English Train which by Losses & foraging parties, accident and bad management, was reduced to a very small number of worn down Horses, were upon that account put totally under the care of Sir Wm Erskine, and the Waggons set aside as unserviceable.

These Horses were put out to nurse on Long and Staten Islands and there are not above fifteen of them now remaining.

From that day the Quarter Master General and the Quarter Master General only, has been considered as responsible to the Commander in Chief for the Land Carriage required for the Army.

In May 77 it was judged expedient that a Number of Waggons and Horses should go with the then ensuing Expedition in order that the Army might be able to move off its ground immediately upon its Debarkation.

The election was proposed to those Farmers of Long and Staten Islands from whom Waggons and Horses had been hired, either to embark them as their own property, or to sell them at a fair Valuation, done in presence of two Justices of the Peace, to such Persons as would run the risk.

Some few chose the former offer and Embarked their Horses; the greater part declined it, and sold their Horses which were paid for, and the officer who paid them can produce authentic & legal Certificates signed and sealed of the regularity of this transaction, and can produce a Receipt for every Horse and Waggon purchased at that time specifying the Value paid for each and signed by the Vender or his Attorney.

Thus in answer to your Excellency's second question, I have shown that the only change that happened in the arrangement of the Train while Sir William Erskine was Quart^r Master General was that a Train sent from England were worn out and that Sir Wm Erskine was ordered to hire Waggons & Horses to form a Train for the Service of the Army, as was always the Custom in this Country.

3dly Upon what footing are the Waggons now furnished for the use of the Quarter Master General's Department.

I, as doing the duty of Quarter Master General to the Army under your Excellency's Orders, am at present answerable, and alone accountable to the Commander in Chief of the Army, for having an effective Train ready and fit for service, equal to the Transportation of Provisions for any number of Men and days the Commander in Chief chuses to fix, or for the performing any other Military service, as forming Magazines, Constructing Fortifications &c &c for supplying the General Officers, the Staff Regiments, Pontoon Train, Hessian Artillery and Hospitals with their proper Number of Waggons, and for having a number of Horses ready to mount Guides and Expresses.

And as a Train of this Nature & Extent cannot be kept up at the cheap rate at which they are hired without very great exertion, I am to look up to the Commander in Chief for his Countenance and support when I am ordered to add to the Train, and am taught to expect previous Notice before I am to reduce it.

The regulated hire which I pay is as follows:—

	Sterling
For one small waggon with one Driver and two Horses per day.....	£0 6 9
For one Large Waggon with one Driver and four Horses per day.....	11 9
For a single Horse per day.....	1 8

When I joined the Department, I found the Regiments, Staff, Hessian Artillery, Pontoon Train, &c compleat, I likewise found a Train equal to the Transporting twenty one days provisions for ten thousand Men. So great a Number of Regimental Waggons & Horses have been worn down by most of the

British Regiments this Autumn, that I have been forced to draft the lightest Horses from the Train to supply some of the Corps arrived from Rhode Island and have ordered strong Horses to be procured in their room; and to my certain knowledge the Persons from whom the Horses are had sent no less a sum than two thousand Guineas to Huntington in November last, to pay ready money for the best Horses on Long Island, to compleat the train to what I found it.

A.—The good order in which the Foreign Corps keep their Waggons & Horses is a proof that the frequent deficiencies that happen in the British Corps are owing to want of care.

I mention this Fact to show that Expence is not spared by the Contractors employed.

Thus, Sir, I have had the honor of answering your Excellency's three Questions.

I must now add that with regard to what passed before I joined the Army, I have collected the best information I could with regard to what passed from March 77 I speak with certainty and since I have had the honor of serving in this Department I speak from my own knowledge.

I have the Honor to be

Sir &c &c

CATHCART

His Excellency Sir Henry Clinton, K. B.
General & Commander in Chief, &c &c &c

No 4 of the
AGGREGATE

Head Quarters May 2d, 1780

SIR:—

I have the honor to inform you that it is the pleasure of His Excellency the Commander in Chief that every Article of the Quarter Master General's Department with you be kept in perfect Order for immediate and Active Service according to the regulations he has been pleased to Establish and which you showed me the detail of.

You are to conceive this to be directed to Services, sudden, important, and not provincial, as it is impossible to say where the scene of operation may fall; no communication on that head can be looked for.

Stand prepared, and consider this as the General's Orders and expectations.

I have the honor to be, &c

W DALRYMPLE.

P. S.—Communicate the Contents to General Robertson if you judge it proper.

Major Bruen.

No 5 of the
AGGREGATE

New York 14th August 1780.

Gentlemen:—

Having received Orders from His Excellency the Commander in Chief to depart for Europe, where I may probably remain some considerable time in executing his Commands, I think it proper to inform you that it is His Excellency's intention that all the Horses, Waggons, Small Craft, Armed Vessels, &c &c now employed in the Quart^r M^t General's Department are to remain on the same footing they now are during my absence without particular instructions from His Excellency to the Contrary; and in answer to the several applications that have been made to me by the Proprietors of the Train of the Army respecting a timely notice being allowed them before their property was discharged from the service, His Excellency thinks proper to inform them that three Months Notice will be given to them previous to such determination.

You are likewise to proceed in getting the six armed Vessels and the two express Vessels lately ordered to be taken into the Service of the Department fitted out as expeditiously as possible. And it is also His Excellency Sir Henry Clinton's Orders that when Money is wanted to defray the expences of the Department, you are to make a requisition for temporary Warrants from His Excellency the Commander in Chief for such sums as

may be necessary which you are to account for to me in order that I may include the same in my accounts to be passed by the Lords Commissioners of His Majesty's Treasury.

I am,
Gentleman, &c &c
W. DALRYMPLE, Q. M. G.

To Major Henry Bruen
& Capt Arch^d Robertson,
Dep. Q^r M^r Generals
or any or either of them.

No 6 of the
AGGREGATE

Letter from Major's Bruen & Robertson to His Excellency
Lt Genl Robertson, 16th August 1781.

See page 70

No 7 of the
AGGREGATE

Letter from Major Bruen & Robertson to His Excellency
Lt Genl Robertson 17th August 1781.

See page 74

No 8 of the
AGGREGATE

New York 23d August 1781.

SIR:—

We beg you will be so good as to inform us, whether a number of Horses and Waggons belonging to the Quarter Master General's Department have not been constantly employed in your Department since your appointment as Barrack

Master General; and whether or not it is your opinion that if you had depended upon the Inhabitants for these supplies the business of your Department could have been carried on.

We likewise beg that you will take the trouble to enquire of the Gentlemen employed in Your Department before your appointment respecting these particulars, especially during the time of the great scarcity of Fuel in the Winter 1779 and 1780.

We are with great respect,
Sir, &c &c

HENRY BRUEN
ARCH^D ROBERTSON

Lt Colonel Crosbie
Barrack M^r General.

No 9 of the
AGGREGATE

New York 23d August 1781

SIR:—

We beg you will take the trouble to inform us whether the Engineers Department under your direction has not always been amply supplied with Waggons & Horses when required from the Quarter Master General's Department for collecting and Transporting Materials used in the constructing the works that have been carried on at the different Posts under your direction and whether or not they have been constantly employed.

We likewise beg that you will be pleased to communicate your thoughts, respecting the extensive and labourious services performed by them, & whether it is your opinion if you had depended upon the Inhabitants of the Country for the supply of these articles, that the business of your Department could have been carried on.

We are with great respect Sir
&c &c

HENRY BRUEN
ARCH^D ROBERTSON

To Captain Mercer
Command^r Engineer.

No 10 of the
AGGREGATE

New York 23d August 1781

SIR:—

We beg you will be so obliging as to inform us whether a Number of Horses and Waggons belonging to the Quarter Master General's Department have not been constantly employed in your Department, in transporting Provisions to the Different Posts and Magazines and in collecting Forage.

And that you will also be pleased to inform us whether or not it is your opinion that if you had depended upon the Country in any one year since May 1777 these supplies could have been procured independent of the assistance of such a Train as that Established under the Q^r M^r General.

We have the honor to be with great respect
Sir &c &c

HENRY BRUEN
ARCH^d ROBERTSON

Daniel Wier, Esq.
Commissary General

No 11 of the
AGGREGATE

Letter from Major Bruen to His Excellency Lieut Genl
Robertson August 24th, 1781

See page 96

No 12 of the
AGGREGATE

Letter from Major Bruen to His Excellency Lieut General
Robertson 1st September 1781.

See page 168

No 13 of the
AGGREGATE

General abstract of a Muster taken of the Quarter Master General's Department in the District of New York the 26th and 27th August 1781.

See page 168

No 14 of the
AGGREGATE

Return of Drivers, Horses & Waggons with the different Corps up the Chesapeake 23d September 1781

See page 170

No 15 of the
AGGREGATE

Letter from Majors Bruen & Robertson to His Excellency Lieut General Robertson 14 September 1781.

See page 197

No 16 of the
AGGREGATE

Comparative View to purchase or to hire Vessels, Horses and Waggons employed in the different Departments from 1st January to 31st March 1781.

See page 38

No 17 of the
AGGREGATE

Sketch of the Quarter Master General's Department at New York for 3 Months from 1st January to 31st March 1781.

See page 14

No 18 of the
AGGREGATE

Comparative View to Purchase or hire Horses, Waggons, Carts &c in the Quart Master General's Department.

See page 199

No 19 of the
AGGREGATE

Comparative View to purchase or hire Vessels in the Quarter Master General's Department

See page 201

No 20 of the
AGGREGATE

Letter from Major De Lancey Adjut General to Major Bruen 3d September 1781.

See page 203

No 21 of the
AGGREGATE

Letter from Major Bruen to Major De Lancey Adjutant
General September 3d 1781.

See page 203

No 22 of the
AGGREGATE

Letter from Lt Colonel Crosbie Barrack Master General to
Majors Bruen & Robertson September 3d 1781

See page 204

No 23 of the
AGGREGATE

Letter from Captain Mercer Commandg Engineer to Major
Bruen & Robertson September 7th, 1781.

See page 205

No 24 of the
AGGREGATE

Letter from Col Baron de Cockenhausen Quarter Master
General Hessian Troops to Major Bruen 14th May 1781.

See page 206

3 Seamen 15 Dollars per Month each.....	31	10		
2 Barrells Beef at £7 Cur- rency.....	£14			
1½ Barrells Pork 8 10 0..	12	15		
2 Bushells Pease 12 0 1	4			
4 Ct Wt Bread 3 4 0..	14	8		
Rum, Fresh Meat, Cabbin Stores &c.....	15			
	<hr/>			
Currency	57	7	Sterl	33 9 1
	<hr/>			
Carried forward.....	£98	11	1	
Schooner Escape's Portage Bill & Charges Con- tinued.....	£98	11	1	
Ship Carpenter's Bill Sterling £ 5				
Ship Chandler's Bill.....	15			
Sail Maker's Bill.....	10			
Black Smith's Bill.....	5			
Block Maker's Bill.....	2	10	37	10
	<hr/>			
Tear and wear of the Vessel at 15 per Cent per Annum is for 3 Months on £500 Sterling.....	18	15	0	
	<hr/>			
Sterling.....	£154	16	1	
Portage Bill and Charges for one of the Small Sized Vessels for 3 Months Hire at 13/ Sterling per Ton Sloop Brittannia Viz:—				
Master per Month 20 Dollars at 4/8.....	£14	0	0	
2 Seamen 15 Dollars.....	21			
Ship Chandler's Bill.....	15			
Ship Carpenter's Bill.....	7			
Sail Maker's Bill.....	5	10		
Black Smith's and Block Maker's Bill.....	5	10		
Tear and wear of this Vessel at 15 per cent per annum on £300 Sterling for 3 Months.....	11	5		
	<hr/>			
Sterling.....	£79	5	0	
	<hr/>			

Portage Bill and Charges of one of the Vessels hired at 6d Currency per Ton per day for 3 Months, Sloop Sir James Wallace Viz:—

Master 20 Dollars per Month.....	£14	0	0
2 Seamen 15 Doll ^s per Month each.....	21		
Ship Chandler's Bill.....	10		
Ship Carpenter's Bill.....	7		
Sail Maker's Bill.....	5		
Black Smith's & Block Maker's Bills.....	5		
Tear and wear at 15 per Cent per annum on £225 Sterling for 3 Months is.....	8	8	9
		<hr/>	
	Sterling	70	8 9

Portage Bill and Charges of the Armed Sloop Neptune for three Months Viz:—

Master 10 Guineas per Month 21/9 $\frac{1}{3}$	£32	13	4
Mate 6 Guineas per Month.....	19	12	
Gunner 20 Dollars per Mo.....	14		
Boatswain 20 Dolls per Mo.....	14		
24 Seamen at 15 Doll per Mo each.....	252		
11 Barrels Beef			
£7 0 Currency £77			
9 Barrels Pork			
8 10	76	10	
25 Ct Wt of Bread			
3 4	80		
11 Bushels of Pease			
12	6	12	
Rum, Fresh Meat, Cabbin Stores &c.....	70		
		<hr/>	
	Currency	£ 310	Sterling 180 17 10
		<hr/>	

Ship Carpenter's Bill Sterling	£20
Ship Chandler's Bill.....	40
Sail Maker's Bill.....	25
Block Maker's & Black Smith's Bills.....	15

Tear and wear at 15 per cent per annum on £1200 Sterl- ing for 3 Months.....	45	145
	Sterling	£658 3 2

Portage Bill & Charges on the Armed Sloop Peggy for three Months Viz:—

Master at £10 Sterling per Month.....	£30
Mate 5 Sterling per Mo.....	15
12 Seamen 15 Dolls per Mo each.....	126

Currency per Barrel

5½ Barrel's of Beef at £7	£38 10
4½ Barrels of Pork...	8 10 38 5
12½ Ct Wt of Bread.	3 4 40
5½ Bushels of Pease.	0 12/ £3 6
Rum, Fresh Meat, Cabbin Stores &c.....	50

Currency £170 1 Sterling £ 99 3 11

Ship Carpenter's Bill Sterl...	£10
Ship Chandler's Bill.....	25
Sail Maker's Bill.....	10
Black Smith's & Block Makers	5 50

Tear and wear at 15 per cent per annum on £1200 Sterl for 3 Months is.....	45
Sterling.....	£365 3 11

Portage Bill & Charges for 3 Months on 4 Dis-
patch Boats one with another at £220 Sterling £220

N. B.—The charges upon Vessels depend so much upon
Circumstances that the Expences attending any one particular
Vessel can never be the same for two Quarters together.

Instances can be given in each quarter when the hire upon
several Vessels are less than the Expenditures.

The above Calculations are therefore made upon an average of the whole.

No. 26 of the
AGGREGATE

An account of Material's requisite to fit out a sloop or Schooner of about 120 Tons burthen with the prices of each Article.

Hull at per Ton built new, with lower Masts, Bow-sprit and lower yards compleat

	N. Y. C.		New York Curr'y
Spars			
Jib Boom.....	5	12	
Square Sail Boom.....	13	1	4
Square Sail Yard.....	14	18	8
Cross Jack Yard.....	13	1	4
Top Sail Yard.....	7	9	4
Studding sail Booms on each side.....	3	14	8
			£57 17 4

Cables & Anchors

Best Bower Cable 20Ct 1 0 Wt			
at 120/ Pr Ct.....	121	10	
Small Bower Cable 12 1 0 Wt			
at 120/ pr.....	73	10	
1 Anchor 7 Wt new at 1/ pr Lb.....			
	39	4	
1 " 5 Wt " at 1/ pr Lb			
	28		
1 " Cadge 2 Wt " at 1/ pr lb.....			
	11		273 8

Sails and making
yds

Main Sail 240 of Canvas			
No 2 at 3/2 pr yd.....	38		
Fore sail 130 " "			
No. 2 at 3/2.....	20	11	4

New York Currency

Jibb	150 yds of canvass				
No. 2 at 3/2.....		23	15		
Flying Jibb 100	“ “				
No. 7 at 2/8.....		13	6	8	
Square Sail 116	“ “				
No. 7 at 2/8.....		15	7	4	
Top sail	60 “ “				
No. 7 at 2/8.....		8			
Top Gallant Sail 40	“ “				
light at 1/4.....		2	13	4	
Ring Tail Sail 30	“ “				
“ at 1/4		2			
2 Top Mast Studding sails					
60 yds “ “ at 1/4		3	10		
Water Sail 20	“ “				
at 1/4.....		1	6	8	
To the Sail Maker for Twine					
& making the above sails..		43	14		

172 4 4

Carried forward..... £503 9 8

Brought forward..... 503 9 8

Cordage

Topping lift 40 Fathom	3½ Ct			
Inch Rope.....		1	1	0
Fore lift 20 “	2½			
Inch Rope.....		2	0	
Pack lift 25 “	2½			
Inch Rope.....		2	14	
Main Sheets 30 “	3½			
Inch Rope.....		1		
Throat & peck down hawls 9				
Fathom 15th Rat Line....		2	0	
Bom Gye Pendant 3 fathom				
4½ Inch.....		1	0	
Boom Takles 14 fathom	2½			
Inch.....		2	14	

4 3 at 120 pr ct 28 10

	New York Currency
Reef Pendants for the Main Sail	1.10 0
For the Reefs 4 Dozen Net line	2
Main Stay 9 Fathom	
6½ Inch Rope.....	1 0 0
Jib Stay 11 "	
4½ " 	1 0 0
Flying Jib Stay 11 "	
3 Inch rope.....	1 14
Top Mast Stay 14 "	
2 Inch rope.....	1 0 0
Main Shrouds 2 pair a side	
4½ inch Rope.....	2 0 0
Top Mast Do 1 "	
2 Inch rope.....	1 0
Rat line for Shrouds 1 Corl of Nine thread.....	1 0 0
	5 3 4 at 120 pr ct35 5 0
Two Hawl Yards 16 Fathom	
2½ Inch.....	0 1 14
Jib " 20 "	
2½ Inch.....	2 0
Flying Gib " 24 "	
1½ Inch.....	2 0
Square Sail " 35 "	
1½ Inch.....	2 0
Top Sail " & Tye &c	
24 fathom 1½ Inch.....	1 0
Top Gallant " 12 "	
1½ Inch.....	14
Studing Sail down hawl 9 fathom 1½ Inch.....	14
Studing Sail Tacks & Sheets	
50 fathom 1 Inch.....	1 14
Down hawl for fore Sail 7 fathom 1 Inch.....	14
Down hawl for the Jib 9 fathom 1¼ Inch.....	14

New York Currency

Down hawl for flying Jib 12 fathom 15th Rat Line.....	14		
2 Square Sail braces 10 fathom 2 inch.....	14		
2 Cross Jack yard braces 10 fathom 2 inch.....	14		
2 Top sail yd. braces 12 fathom 1½ inch.....	14		
2 Square Sail braces lifts 10 fathom 1½ inch.....	14		
2 Cross Jacks yd. braces } 9 Do 2	14		
2 Top Sail yd. braces }			
2 Square Sail Clew lines 10 fathom 1½ inch.....	14		
2 Top Sail " 9 fathom 1½ inch.....	14		
2 Square Sail Sheets 6 fathom 3 inch.....	1	0	
2 Top Sail Sheets 10 fathom 3½ inch.....	1	14	
Fore Sheets 2 9 fathom 2 inch.....	1	0	
Jib Sheets 2 14 "	1	14	
2 inch.....			
Flying " 2 14 "	1	14	
2 inch.....			
	<hr/>		
	5	2 14	at 120 pr Ct 33 15 0
			<hr/>
			101 0 0
One Moses built Boat & Oars &c.....			35
			<hr/>
Carried forward.....			£639 9 8
Brought forward.....			<hr/> £639 9 8 <hr/>

BLOCK MAKER'S ACCOUNT

2 Double Blocks for their Main Sheets 80/ & 4 for the Top Mast lifts 30/.....	5	10	0
---	---	----	---

New York Currency

4 Double Blocks for the Hawl Yards 54/ 2 double and 2 Single for the Boom Tackel 60/.....	5	14	0	
4 Hawl yards " for the Gib 16/ & 24 Sail Blocks 72/.....	4	8	0	
16 Dead Eyes of Nine Inch for the Shrouds.....	6	8	0	
8 " for the Bolt Sprit 28/ & 6 doz Hanks 36/...	3	4	0	
2 " for stay and one heart.....	1	0	0	
1 Double and 1 Single Block for Jib stay.....		12	0	
2 Dead Eyes for square Sail Hause.....		14	0	
2 Blocks 12 Inches for Square Sail Boom 24/ and 2 Run- ner Blocks 24/.....	2	8	0	
2 Double " 12 Do for the Takel 48/ & 16 Mast Hoops 16/.....	3	4	0	
2 Pumps with upper and lower Boxes.....	13	18	0	
2 Pumps Breaks and 8 Boxes Leathered.....	2	10	0	49 10 0

BOATSWAIN'S STORES

Marline Spikes 2 at 3/3 per wood Axes 2 at 12/ Ham- mers 2 at 5/ 2 Crow Bars 20/.....	4	0	6	
Hand & Dip Sea lead 18/ Hand & Dip Sea line 34/..	2	12	0	
Tar pualing for the Hatches 27/ Hatch Bars Locks & Keys 60/.....	4	7	0	

	New York Currency		
Ensign and Pendant Staff & Hawlyard &c.....	8	0	0
2 Log Lines, Reel & Log Book			
24/ 1 two hour Glass 6/ 1 Hour Glass 4/.....	1	14	0
1 Half Hour Glass 3/ 1 Quarter Hour Glass 3/ 2 half Minute Glasses 6/.....		12	0
2 Wooden Compasses 16/ Lamp for Binnacle 8/.....	1	4	0
			22 9 6

COOK'S STORES

1 Flesh Fork 6/ 1 Ladle 6/6			
4 Wooden Bowls or Platters			
12/ Pot hooks 8/ Frying Pan 10/ Grid Iron 8/....			
			2 10 6
			£723 3 8

N. B. In case of losing a Mast it would cost 50 Guineas to replace it..... 93 6 8

No 27 of the
AGGREGATE

Return of the Number of Horses in the Quarter Master General's Department that have Died from the 1st July 1779 to the 1st September 1781

Between the 1st July and 31st December 1779....	359
1st January & 31 March 1780....	293
1st April and 30 June.....	147
1st July and 31st December.....	228
1st January and 31st March 1781....	190
1st April and 1st Sept.....	237
	1454

Total Number of Horses died in two Years & two Months in the District of New York..... 1454

N. B.—The death of the above Horses are Certified by the Command^r Officers of Corps and the Officers of the Department to whom they were attached, in regular Certificates which are weekly transmitted to the Quarter Master General's office and there filed and entered in a Book.

Exclusive of the above there are Horses bought by Captain Vallancey Asst Dep Qu^r M^r General in Virginia to replace those sent with the Corps from hence a few Months ago, that have died from hard labour and other Casualties, will amount at least to one hundred, by what may be judged by his last Letters.

There were several Horses also lost by people sent on Secret Services and by Guides and Expresses, exclusive of the above.

No 28 of the
AGGREGATE

Extract of a Letter to Major Bruen from a Gentlemen conversant in Business to whom he had submitted the Consideration of some Papers for his opinion.

“The Paper entitled a Sketch of the Quarter Master General's Department at New York for three Months from 1st January to 31st March 1781 and the other called a Comparative View to purchase or Hire &c are very extraordinary productions indeed.

“The first is Calculated to shew that when the Vessels, Horses and Waggons became the property of Government, that there would be a saving of no less than £186802 10 8 N. York Currency per annum in the Quart Master General's Department alone. I shall only remark on this that the Calculator should have recollected that there ought to be an allowance made of Wear and Tear of such articles in an Ample manner, especially as all articles bear from 100 to 300 per cent more than they formerly did.

“The allowance of £5 Sterling per Mo is not equal to the pay and Provisions of the Men. There ought also an allowance to be made for Masters and Under Officers as well as Seamen for the Vessels at a proportional advanced price.

“But what appears most extraordinary there is no allowance made for the first Cost of all these Vessels, Horses and

Waggons. How the Author of the Sketch could overlook so Capital a point can't be devised, unless he imagined the Proprietors were to compliment Government with them. It can only be paralleled by the mode on which the comparative View is stated, where the prices of these articles are allowed, but their necessary Expences totally omitted.

“Their sketch appears only to be made preparative to the COMPARATIVE VIEW which requires a more serious investigation. It would appear from this that £180116 11 5 New York Currency would be sufficient to purchase all the Vessels, Horses and Waggons in the Qu^r M^r General's Barrack Master General, Commissary General, and Engineer Departments, and on the opposite side is put down the Hire for three Months actually paid by Government from January 1st to March 31st 1781. £90448 14 2 New York Currency, which for Six Months makes £180897 8 4 of the same Money hereby insinuating that Six Months hire is £780 16 11 more than would purchase all the Vessels Horses, and Waggons in the several Departments.

“The person who stated this Account has not thought proper perhaps it might not have served his purpose so well to put down the necessary Expenditures for the support of these different and very expensive Engines of Water & Land Carriage; it therefore behooves the Gentlemen at the heads of Departments to make up this Account immediately and after the Ballance is struck the Board of General Officers will be able to determine whether there appears a profit or saving to Government sufficient to induce a Purchase in preference to the mode of hiring as heretofore.

“Here is a striking implication on the face of the Comparative View as it now stands, that the Proprietors of these Vessels, Horses and Waggons are in the receipt for the first Year of £181678 5 3 New York Currency, and for the second not less than £361794 16 8 clear profit! And so on from year to year as as long as Vessels can be supposed to be Navigated without Men and Provisions, stores and Materials. Horses not to Die or be worn out, Waggons to Move without Men, or any allowance for the repairs or renewal of them and their Harness.”

No 29 of the
AGGREGATE

New York 6th October 1781.

Gentlemen:—

My ill state of health has 'till now prevented my replying to your Letter of 23d August, respecting the Horses and Waggons belonging to the Qu^r M^r General's Department. And to which I can readily answer that I have on many occasions received the most essential assistance from them, and that at times when no others could be procured, that a Number have been constantly employed in transporting Provisions and Forage to and from the different Posts and Magazines, and without which it would have been impossible to have carried on the business of my Department and afforded the proper supplies to the Troops at the places to which we could not carry them by Water. And now beg leave to particularize some instances which will confirm what is before asserted.

On the arrival of the Army at Philadelphia we found the Navigation of the Delaware impeded by the Forts, Armed Ships & Galley's of the Enemy, in such a manner that the Victuallers could not get up to us, and the supplies for the Army for near two Months were brought up in the Night in Boats & thrown on the beach five Miles from the Town, and the next day transported to the City in the Qu^r Master General's Waggons the most of which were for the time kept constantly employed in that Business, and on which the Troops depended for their daily subsistance.

Several Brigades of Waggons were also employed during that Fall and Winter in collecting Forage, and near two thousand tons were brought by them to the Magazines.

Foraging parties under strong Escorts were frequently ordered at the distance of fifteen and twenty Miles from the City, and on these Occasions from one hundred and fifty to Two hundred Waggons were sent out at a time and notwithstanding every exertion, it was with difficulty a sufficiency was obtained, and had we depended on the Country for Waggons the Horses must have starved. On the March of the Army from Philadelphia thro' the Jersey's, I need not mention that the Pro-

visions were transported by them alone, and without that assistance the Troops could not have fed.

Since that time I have been much Indebted for the very great assistance I have received from them in collecting Forage, particularly on Long Island, where a number were constantly employed in that Business, and transporting Provisions at times when Vessels could not be sent up the sound, those Waggons were employed to transport Provisions for the subsistence of the Troops to very distant Posts of Long Island.

The greatest part of the Hay used at King'sbridge for three years past; which has been by no means inconsiderable, has likewise been brought into the Lines by those Waggons and it is well known that from that part of the Country we could expect no assistance from the Inhabitants.

In the transporting of Provisions to the Stores they have been very often of great use.

On the whole do not hesitate to say that without the aid received from that Establishment and which has been very readily granted on every occasion, the service must have frequently suffered.

I have the honor to be
 Gentlemen, &c &c
 DANIEL WIER.

Majors Bruen & Robertson.

No 30 of the
 AGGREGATE

Major Drummond's Letter to the President of the Board of
 General Officers &c

See page 208

No 31 of the
 AGGREGATE

Estimate of the probable Expences attending the Estab-
 lishment of a Train of Horses and Waggons, &c &c &c

See page 210

No 32 of the
AGGREGATE

Observations in support of the Plan presented to the Board

See page 216

No 33 of the
AGGREGATE

Major General Dalrymple's Letter to the President of the
Board of General Officers dated 30th November 1781

See page 220

No 34 OF THE AGGREGATE

Observations by Major General William Dalrymple Qu^r
Master General Upon an Estimate of the probable Expences
attending a Train of Horses and Waggon's recommended to be
adopted in his Department by Major Drummond.

As by long experience only we can be enabled to prove the
Errors incident to the most nice calculations on the Expences
attending great Establishment. On that I shall chiefly rest my
Replies to the several Articles that require answers in the above
estimate, which I find differs so much from those supported by
matters of fact during the long duration of carrying on the
Business of the Quarter Master General's Department.

ARTICLE 1st and 2d

Several Charges appear overrated and others under.

ARTICLE 3d

It is here asserted that a saving may be made to Government of Twenty thousand pounds New York Currency Yearly upon a supposition that the Artificers, &c &c are solely employed in aiding the Contractors for Horses & Waggons. As the greatest branches of their employment seems here to be totally forgot. I beg leave to inform the Board that numbers have been constantly employed in cutting and sawing of Lumber for the supply of the Quarter Master General's Ship Yard for building and repairing of armed Brigs, Sloops, Row Gallies, Flat Boats, Batteaux, Whale Boats, Barges, Scows & Flatts. The fitting up of Births in Transports and Horse Vessels, repairing of Stores and Stables and Various other Services and are less in Number than the several Duties of the Department require, the Contractors being often obliged to hire at their own expence, Artificers, &c to construct and repair the article they furnish, I likewise beg leave to mention to the Board that the assistance of the Artificers paid by Government was a thing very much attended to at the commencement of this Business, as by that indulgence the contractors were enabled to furnish Government at the low rate they now do with Horses Waggons and other Articles provided by the Department which otherwise could not be done on so easy terms, especially when every Gentlemen of the Board must be convinced that every Article of Expence has risen from one to three hundred per cent since the War commenced.

I here beg leave to lay before the Board an Information I Received from unquestionable authority stating the allowances granted by Government for the Articles by the Quarter Master General's Department to the Northern Army, where the same mode of supply exists.

For the Hire of one small cart with-)	}	£0 7 6	Sterl per Day
out Iron work with a Driver &)			
two Horses.....)			

Government keeping up the number of Horses worn out in the service as also the Carts in repair. These carts tho' not capable of carrying above one third of the Load of one of the small Waggons which are furnished here for Six pence Sterling per day

less and the loss of Horses dying & worn out in the Service made good by the Contractors.

ARTICLE 4th

The destruction of Horses is here stated at one fourth part. I appeal to facts and refer to No 27 by which it will appear that upwards of one third perish within the year. The observation on the advantages arising to the Department on an Active Campaign is ill founded for in that Case the losses of Horses, Waggons, &c would be nearly one half of those employed in the Course of a Year, and the supposed advantages arising from Captures will lose their force when it is remembered that Stores &c Captured are always sold for the benefit of the Captors, so that those that have been taken into the Quarter Master General's Department have always been paid for at a fair & Equitable price.

ARTICLE 5th

The supposed Calculations for the Constructing of Waggons supply deficiencies will be found erroneous when the observations on Article the third is considered, respecting artificers and advanced prices.

ARTICLE 6th

The price allowed for a sett of Harness in this Calculation is Just, but the Number of setts allowed to make good the deficiencies are greatly under the annual Consumption.

ARTICLE 7th

The Quantity of Iron sufficient, but the Contractors are exposed to great expences in this and other Articles, particularly at distant posts, where the Artificers of the Department cannot attend.

ARTICLE 8th

The allowance made for greasing of the Wheels &c is admitted to be ample.

ARTICLE 9th

Experience in this Article proves the Expences attending it much greater than here stated. Nor do I think were the

Expences incurred in Collecting and transporting the old Horse Shoes &c considered, that it would in any degree alleviate it.

In summing up and stating the above Articles and in the contrasting them with the Expences actually to be incurred, I find that Major Drummond has made no allowance either for the original price of Horses, Waggons, &c nor Exchange nor Interest upon so large a sum of Money as it would require to be laid out by Government in purchasing them which surely ought to be a primary Consideration in those investigations as well as the certain loss of two thirds of the purchase Money which infallibly must be the Case at the end of the War.

Notwithstanding all that has been said upon this subject I wish to assure your Excellency and the Gentlemen of the Board that I shall be happy in submitting myself to your better Judgment and ready to adopt any alterations in the mode of carrying on the Department under my Charge that you shall think advisable.

WM DALRYMPLE.

New York 30th Nov 1781.

Tuesday 4th December 1781.

The Board met agreeable to orders from His Excellency General Robertson

PRESENT

His Excellency Lieut General Robertson
 General Campbell
 General Paterson
 The Hon^{ble} And^w Elliot, Esq

The Board having considered the papers and Examinations brought before them relative to the Comparative State of Expences incurred from 31st December 1775 to the 16th May 1778 the time of Sir W^m Howe's Command and of what was paid by Sir Henry Clinton between the 26th May 1778 and the 31st December 1780 the first being two years & five Months and the other two years and seven Months. The Warrants granted during the first period amount to £1079412. During the second period the Warrants amount to £3278429 the difference being £2199016.

The Board Reports.

That the great National Expence in the first period of Sir William Howe's Command arose from the whole Navy, and a very numerous Fleet of Transports being employed in attending the movements of the Army, no part of which appears in Sir William Howe's Warrants.

That the Expence of the Quarter Master General, Barrack Master General and Engineer Departments were necessarily small while the Troops were on Board ships, or had their supplies from Transports.

It is observed that during part of the first period the great Article of Expence Rum, was provided for by a contract made at home and paid for there. Whereas during the second period, the Rum was purchased by the Commissary General, and paid for by the Commander in Chief's Warrants.

A very large quantity of Provisions purchased during the latter period, swells the amount of the Warrants. But what destroys a possibility of drawing any just conclusion from a comparison of the Amount of the Warrants in these two periods, arises from this, that a great part of the expence incurred by Sir William Howe was paid by Warrants granted by Sir Henry Clinton, these being all the observations the Board find necessary to make on Major Drummond's papers, No. 1 and 2. They proceed to examine No 3.

General Robertson laid before the Board Major Drummond's Answer to the papers given him at last meeting 17th September, with an Estimate of the probable Expences attending the Establishment of a Train of Horses & Waggon in the same proportion as now Employed in the Quarter Master General's Department with observations in support of the same, and a Letter of the 20th ulto to General Robertson.

General Robertson laid before the Board a letter from General Dalrymple Quarter Master General, dated the 30th ulto with Estimates and Letters relative to his Department. Major Drummond informed the Board that he had formed the Paper No 3 in the Month of August last on an idea that half the Expence of the payments made in One year for the Hire of Vessels, Carriages, Horses &c in the Quarter Master General's Department, would purchase for the Crown, the whole property.

That on an examination of such a complicated subject he had reason to believe his ideas had not been perfectly exact, but as some changes of Circumstances had happened since that time, that made the measure of making purchases in his opinion on any calculation improper. He thought it his duty to save the Court the pain of being involved in Calculations and overwhelmed with Treatises on a measure, the adoption of which on account of the above mentioned alteration in Circumstances may have rendered improper.

A doubt arose whether this declaration did not put an end to the Business of a Board, which appears to be called principally for the Consideration of this question.

The Board Adjourn 'till to morrow that the Commander in Chief's pleasure might be taken on the subject.

Head Quarters December 4th, 1781.

SIR:—

I beg leave to request that your Excellency will have the goodness to assemble the several Members of the Board over which you preside, and make a Report to me as soon as possible of the proceedings thereof, accompanied with all the Papers that have been laid before it by the Commissary of Accounts and the principals of the different departments, in order that I may be the better able to judge what further Instructions are necessary to be given.

I have the honor to be &c &c

H. CLINTON.

His Excellency
Lieut General Robertson.

December 5th

All the Members of the Board being assembled, General Robertson laid before them the Commander in Chief's letter dated the 4th Instant directing a Report to be made as soon as possible of the Proceedings of the Board, accompanied with all the Papers laid before it.

The Board directed that all the Proceedings & Papers should be sent to the Commander in Chief.

The foregoing are the Original Proceedings of the Board.

JAMES ROBERTSON,
President.

Lieutenant General Robertson
to His Excellency Sir Henry Clinton, K. B.

New York 5th December 1781.

SIR:—

In compliance with the Letter I had the honor to receive from Your Excellency last night, I summoned the Gentlemen of the Board to meet this morning, and with their approbation send your Excellency all the proceedings of the Board with all the papers that have been laid before us with a List.

The enquiries the Board thought necessary to make, and the illness of some persons whose Answers they thought Material, has given an appearance of tardiness to the proceedings, but all the Members beg leave to say that they have spared no trouble, or omitted any attention to a subject of so much importance. They are sorry that they have been able to give no opinion but on the papers numbered 1 & 2 Their enquiries into Number 3 and the subsequent Numbers have shown them as yet little more than the extent of the subject, and convinced them that a short space of time is not sufficient for a proper discussion.

I have in the Name of the Board, the honor to be, Sir,

Your Excellency's most obedient humble Servant,

JAMES ROBERTSON.

INDEX

- Acker, Thomas, cartman, 140.
Acker, William, driver, 151.
Ackerman, Charles, stacker, 130.
Ackling, Philip, master, 65, 166.
Adams, Jack, negro laborer, 141.
Adams, John, carpenter, 157.
Adams, John, laborer, 132.
Adams, John, master, 49, 67, 160.
Adams, Philip, laborer, 122.
Adams, William, driver, 144.
Adams, William, master, 65.
Adjutant - General's Department,
number of persons in the, victu-
alled at New York, 86; men-
tioned, 30, 90.
Aeling, Phillip, master, 166.
Affleck, Commodore, mentioned, 92.
Agent's office mentioned, 87.
Agnes, schooner, 44, 66, 158.
Agnus, Walter, conductor, 54.
Aireton, William, conductor, 54.
Albany, sloop, 26, 46.
Alder, Benjamin, master, 164.
Alexander, sloop, 26, 46.
Algee, John, laborer, 122.
Allcott, Joseph, driver, 192.
Allego, Robert, driver, 184.
Allen, Michael, cartman, 140.
Allen, Patrick, driver, 116.
Allen, William, overseer, 55.
Allick, Pollydore, negro laborer, 141.
Allison, John, laborer, 132.
Allway, Thomas, driver, 151.
Alsop, Joseph, driver, 186.
Amos, George, seaman, 145.
Anderson, Isaac, carpenter, 154.
Anderson, James, laborer, 132.
Anderson, John, carpenter, 147.
Anderson, Mathew, driver, 186.
Anderson, Peter, master, 65, 164.
Anderson, William, driver, 144.
Anderson, William, laborer, 124,
129.
Angus, Robert, carpenter, 154.
Anhalt, John, driver, 182.
Ansley, Amos, joiner, 177.
Ansley, John, joiner, 51.
Anthony, Mr., laborer, 148.
Antrim, negro laborer, 123.
Apple, Conradt, driver, 178.
Apple, Jacob, laborer, 132.
Appleby, James, driver, 112.
Appleby, Luke, driver, 112.
Appollo, sloop, 26, 44, 66, 158.
Arcus, Leonard, batteauxman, 167.
Argrove, Henry, driver, 172.
Armstrong, Jesse, sawyer, 51, 177.
Armstrong, John, laborer, 123, 124.
Armstrong, Joseph, seaman, 145.
Arnold, Brig.-Gen. Benedict, men-
tioned, 30, 90, 168.
Arnold, brig, 26, 44, 66, 158.
Arnold, George, driver, 170.
Arnold, Stephen, carpenter, 125.
Arnold, Thomas, driver, 178.
Arnot, William, driver, 114.
Arrowsmith, Henry, carpenter, 52,
182.
Arthur, Joseph, carpenter, 155.
Arthur, negro laborer, 137.
Arthur, Peter, carpenter, 149.
Artificers mentioned, 73, 88, 95,
199, 210.
Artillery mentioned, 32, 77; num-
ber of men, women and children
of the horse department of, vic-
tualled at New York, 86.
Ash, Will, negro laborer, 141.
Ashman, negro laborer, 137, 139.
Atkins, Robert, driver, 151.
Atkins, Sam, negro laborer, 141.
Attorney-General mentioned, 92.
Augusta, Ga., garrison at, 100.
Austin, David, carpenter, 140.
Austin, William, master, 48.
Aw, Thomas, driver, 170.
Axtell, Col., mentioned, 92.
Aylwood, Asher, carpenter, 149.
Aylwood, Benjamin, carpenter, 149.
Aylwood, James, carpenter, 147.
Aymar, Daniel, sawyer, 153.
Baalman, John, laborer, 128.
Bailliff, William, blacksmith, 52.
Baily, Richard, master, 164.
Bainacan, James, driver, 192.
Baine, John, laborer, 55.
Baird, William, foreman, 153.
Baker, Joseph, sawyer, 149.
Baker, Joseph, smith, 147.
Baker, Robert, ship carpenter, 50,
176.
Baker, Robert, Jr., ship carpenter,
50.

- Baker, William, ship carpenter, 50.
 Balfour, Mr., master, 45, 67, 153.
 Ball, John, carpenter, 147.
 Ball, Peter, butcher, 122.
 Ballingtine, James, master, 47, 69, 160.
Baltimore, ship, 27, 46, 66, 160.
 Baltzer, John, driver, 188.
 Bambury, Wally, driver, 192.
 Bane, David, carpenter, 128.
 Banks, Josiah, carpenter, 148.
 Banta, Henry, blacksmith, 53.
 Barbarea, Adam, laborer, 134.
 Barber, John, carpenter, 152.
 Bardine, John, carpenter, 152.
 Barker, James, driver, 172.
 Barlow, Joseph, carpenter, 150.
 Barlow, Thomas, sawyer, 157.
 Barnett, Samuel, carpenter, 149.
 Barnett, William, sawyer, 153.
 Barnham, Dick, negro laborer, 141.
 Barrack Master's Department, comparative view of expenses of the, 6, 8, 12, 24-25, 97-103, 197-199; cost of maintenance for one year, 20-21; list of vessels employed in the, 28, 29, 94-95, 164-167, 195-196; mentioned, 36, 58, 64-65, 76, 93, 221, 225, 233, 256; comparative view to purchase or hire vessels, wagons and horses for the, 38, 40, 42; letter to the, 80; number of men, women and children in the, victualled at New York, 86, 89; return of the places of the, 94-95; muster roll of artificers, laborers, etc., employed in the, 140-146; letter concerning the administration of the, 204.
 Barren Island mentioned, 208.
 Barret, James, driver, 184.
Barrington, sloop, 26.
 Barry, Waldron, carpenter, 153.
 Barter, John, carpenter, 156.
 Bartley, Joseph, laborer, 57.
 Barwell, John, driver, 118.
 Basken, David, driver, 192.
 Batteaux and Boatmen, number of, victualled at New York, 87.
 Baum, Adam, driver, 186.
 Bauman, George, driver, 174.
 Baures, Thomas, carpenter, 157.
 Baxter, George, laborer, 194.
 Bayard, Abraham, driver, 184.
 Bayard, Jack, laborer, 134.
 Bayard, Samuel, clerk, 54, 109.
 Bayley, John, laborer, 132.
 Bayley, Richard, master, 69.
 Beach, Jacob, driver, 192.
 Beackman, Jack, laborer, 134.
 Beard, Mathew, laborer, 132.
 Bears, Moses, master, 164.
 Beaton, William, laborer, 129.
 Beatty, Joseph, master, 49, 69, 160.
Beaver, Pettiaugre, 27, 48, 68, 160.
 Bedson, Joseph, laborer, 124.
 Beekman, Jeremiah, laborer, 129.
 Beers, William, sawyer, 150.
 Beevin, Francis, master, 47, 67, 160.
Beggars, *Bennison*, sloop, 28.
 Belcher, Robert, laborer, 125.
 Ben, negro laborer, 123.
 Benedick, Comfort, laborer, 136.
 Bennett, Cupid, negro laborer, 141.
 Bennitt, Thomas, driver, 182.
 Bentley, Felix, carpenter, 147.
 Berger, Philip, driver, 136.
 Bergen Point mentioned, 103, 207, 208.
 Bermuda, W. I., garrison at, 100.
 Bernard, Christopher, carpenter, 149.
 Bete, Christoph, driver, 106.
Betsy, schooner, 27, 29, 46, 68, 95, 164.
Betsy, sloop, 25, 26, 66, 160, 162.
Betty, schooner, 64, 196.
 Bidder, Charles, master, 47.
 Biddulph, Mr., mentioned, 92.
 Bigger, John, laborer, 123.
 Bill, negro laborer, 136.
 Birch, Brig.-Gen. Samuel, appointed member of the Board, 3; attends meeting, 4, 58, 60, 70, 80, 104, 105, 157, 194, 195, 196; mentioned, 28, 90.
 Bird, Luke, carpenter, 150.
 Bischausen, Maj.-Gen. Carl E., mentioned, 90, 107.
 Black, Ichobad, wagoner, 144.
 Black, Jack, seaman, 146.
 Black, James, driver, 116, 118, 174.
 Black, Joseph, driver, 118.
 Black, Joseph, laborer, 56.
 Black, Peter, seaman, 145.
 Black, Richard, seaman, 145.
 Black, Samuel, seaman, 146.
 Black, Thomas, driver, 172.
 Black, Thomas, seaman, 146.
 Blackburn, Patrick, seaman, 146.
 Blackford, Martin, carpenter, 148.
Black Joke, sloop, 27, 46, 66, 160.
 Blacksmiths mentioned, 14, 22, 42, 210; list of, 51, 52, 53, 110, 147-148, 177, 182, 191, 238, 239, 240, 241.
 Blake, Alexander, seaman, 145.
 Blewitt, William, master, 69, 162.

- Blissards, James, carpenter, 149.
 Blockmakers mentioned, 238, 239, 240, 241, 245.
 Blosach, Burchart, carpenter, 182.
 Blowett, Daniel, sawyer, 157.
 Bogart, Daniel, laborer, 141.
 Bogart, Gysbart, carpenter, 147.
 Bogart, John, cartman, 141.
 Bogart, Peter, laborer, 132.
 Boggs, John, mason, 147.
 Bombarn, negro laborer, 142.
 Bond, John, carpenter, 150.
 Bonta, Henry, blacksmith, 110.
 Book, George, driver, 188.
 Booth, John, foreman, 148.
 Borrás, James, carpenter, 191.
 Boscov, John, laborer, 122.
 Boston, Mass., mentioned, 71, 97.
 Boulbe, Charles, carpenter, 153.
 Bourdett, Henry, driver, 116.
 Bourdett, Oliver, Wagon-Master-Gen'l. 54, 108, 109, 111, 115, 121, 181.
 Bourke, Walter, sawyer, 154.
 Bowers, James, carpenter, 51.
 Boyers, William, master, 47, 67, 158.
 Boyes, William, master, 47, 67, 158.
 Boyle, George, driver, 172.
 Boys, William, master, 47, 67, 158.
 Bradburn, Alexander, laborer, 132.
 Bradley, John, laborer, 134.
 Bradshaw, James, sawyer, 154.
 Bradshaw, Peter, carpenter, 153.
 Brady, Patrick, laborer, 125.
 Brady, Richard, master, 47, 67, 158; mentioned, 208.
 Brasher, Baker, laborer, 123.
 Braum, Erich, driver, 178.
 Braun, Adam, driver, 106.
 Brewer, Charles, carpenter, 150.
 Brewery mentioned, 18.
 Bridewell, N. Y. City, 94.
 Bridge Master's Department, number of persons in the, victualled at New York, 86; mentioned, 36, 93.
 Brinley, Caesar, laborer, 134.
 Brinley, Felix, laborer, 134.
 Brinley, George, Commissary of Forage, 137.
Britannia, sloop, 26, 46, 66, 160.
 British Army in America, method of diminishing expenses, proposed by Major Drummond, 1-2; muster of the several departments to be taken, 4; letter to the heads of the departments of the, 5, 56; comparative view of expenses in the different departments of, 6-14, 24-25; amount of rum bought in America each year for the, 10; provisions bought in America each year for the, 10; sketch of the Quartermaster General's Department, 14, 16, 70-79; cost of maintaining the Commissary General's Department for one year, 16-19; cost of maintaining the Barrack Master's Department, 20, 21; cost of maintaining the Engineers' Department, 22-23; list of vessels employed in the several departments of the, 24-29; return of drivers, horses and wagons furnished by the Quartermaster General's Department, 28-37; comparative view to purchase or hire vessels, horses and wagons for the different departments of the, 38-41; sketch of a plan to control and direct the various departments of the, 43-45; return of vessels for use in the Quartermaster General's Department, 44-49, 66-69, 158-163; list of tradesmen employed in the Quartermaster General's Department, 50-57, 108-113; return of vessels for use in the Barrack Master General's Department, 64-65, 164-167, 195, -196; return of vessels for use in the Commissary General's Department, 68-71, 162-165; muster of all vessels and men in the military departments of the, ordered, 79; rum the greatest expense in the Commissary's Department, 81; sketch of the Commissary's Department of the, 81-93; return of number of men, women and children of the, victualled at New York, 84-89; return of horses foraged at New York, 89-93; estimate of expense of 100 horses per year, 93; return of drivers, horses and wagons attached to the Hessian Staff and Corps, 104-109; return of drivers, horses and wagons attached to several regiments, 114-115; return of drivers, etc., in Quartermaster General's Department, 116,-117; muster roll of artificers, laborers, etc., employed in the Commissary General's Department, 120-125, 126-140; muster roll of artificers, laborers, etc., employed in the Barrack Master General's Department, 140-146; muster roll of

artificers, sawyers, etc., employed in the Engineers' Department, 146-157; return of batteaux men in the Quartermaster General's Department, 166-167; return of drivers, horses and wagons with the corps to the southward, 170-175; return of the ship carpenters, joiners, etc., employed in the ship yard of the Quartermaster General's Department, 176-177; return of conductors, drivers, etc., in the Quartermaster General's Department at the six-mile stone, 178-181; return of wagon masters, conductors, etc., in the Quartermaster General's Department at Fort Knyphausen, 182-189; muster roll of conductors, etc., in the Quartermaster General's Department at Brooklyn, N. Y., 190-194; comparative view to purchase or hire horses, wagons, carts, etc., in the Quartermaster General's Department, 197-201, 248-249; comparative view to purchase or hire vessels in the Quartermaster General's Department, 201-203; letter concerning the administration of the Barrack Master General's Department, 204; letter concerning the administration of the Engineers' Department, 205-206; return of batteaux, gun batteaux and scows belonging to the Quartermaster General's ship yard, 207, 208; estimate of expenses in the establishment of a train of horses and wagons, etc., as employed in the Quartermaster General's Department of the, 210-215; observations in support of the plan to establish a train of horses and wagons, etc., for the, 216-220; letter of Maj.-Gen. Dalrymple concerning the administration of the, 220-223; memorandums relative to the Quartermaster General's Department, 223-226; number of drivers, horses and wagons employed in the Quartermaster General's Department, 226; letter of Lord Cathcart concerning the Quartermaster General's Department, 226-230; portage bills and charges of vessels in the employ of, 238-241; cost of materials necessary to fit out a sloop or

schooner for use in the, 242-247; number of horses in the Quartermaster General's Department that have died from 1779 to 1781, 247-248; letter of Daniel Weir, describing the assistance of the Quartermaster General's Department, 250-251; observations of Maj.-Gen. Wm. Dalrymple opposing the plan to establish a train of horses and wagons, etc., 252-255; report of the Board of General Officers of the, concerning the increase of expenses incurred from 1778 to 1780, 255-257.

British Regiments mentioned:

- 7th Foot, 91.
- 17th Foot, 30, 173.
- 22d Foot, 30, 84, 91, 115, 176.
- 37th Foot, 30, 84, 91, 115.
- 38th Foot, 30, 84, 91, 186.
- 40th Foot, 93.
- 42d Foot, 30, 84, 91, 115.
- 43d Foot, 30, 173.
- 54th Foot, 30, 85, 91, 186.
- 57th Foot, 30, 85, 91, 186.
- 60th Foot, 91.
- 76th Foot, 30, 173, 226.
- 80th Foot, 30, 173, 175, 226.
- 82d Foot, 91, 226.
- 84th Foot, 91, 226.
- 17th Light Dragoons, 30, 84, 91, 207.
- American Legion, 86, 92.
- Associated Loyalists, 86, 207.
- British Recruits, 85, 181.
- De Lancey's Brigade, 32, 86, 92.
- De Lancey's Refugees, 86.
- Garrison Battalion, 32, 86, 92, 192, 207.
- Grenadiers, 30, 84, 91.
- Guides and Expresses, 36, 112, 117.
- Guides and Pioneers, 30, 86, 92, 192.
- King's American Dragoons, 86, 92.
- Kings and Queens Co. Militia, 86, 92.
- Light Infantry, 30, 73, 91, 171.
- Loyal American, 32, 86, 92, 112, 171.
- Loyal Foresters, 86, 208.
- Loyal New Englanders, 32.
- Mounted Light Infantry, 91.
- New Jersey Volunteers, 85, 92, 112.
- Pensacola Garrison, 85.
- Queen's Rangers, 32, 92, 175, 188, 207.

- Royal Artillery, 84, 91.
 Skinner's Brigade, 32.
 Staten Island Troop of Light Horse, 32.
 Troop of Hussars, 32, 188.
 Volunteers of New England, 86.
 Ward's Refugees, 86.
 Wentworth's (Gov.) Volunteer Troop, 32, 86, 92.
 Westchester Refugees, 92.
 Brogan, Solomon, driver, 112.
Brompton, sloop, 24, 63, 164.
 Brooklyn Heights, L. I., muster roll of carpenters, sawyers, etc., employed in the Engineers' Department at, 155-157.
 Brooklyn, N. Y., wagon yard at, 96; forage department at, 137; Barrack Master General's Department at, 143; muster roll of the Quartermaster General's Department at, 190-194.
 Brooklyn, N. Y., mentioned, 18, 95, 126, 127, 136, 168, 190, 191, 192, 195, 204, 207.
Brooklyn, schooner, 24, 68, 162.
 Brooks, Richard, blacksmith, 51, 177.
 Brower, Isaac, laborer, 123.
 Brown, Aaron, driver, 182.
 Brown, Andrew, carpenter, 146.
 Brown, David, driver, 186.
 Brown, Dick, negro laborer, 142.
 Brown, George, conductor, 54, 190.
 Brown, John, driver, 182.
 Brown, Mount, laborer, 134.
 Brown, Nicholas, conductor, 54.
 Brown, Nicholas, driver, 104.
 Brown, Paul, carpenter, 140.
 Brown, Thomas, driver, 114.
 Brown, Thomas, laborer, 56.
 Brown, Thomas, master, 47.
 Browne, John, driver, 172.
 Browne, Joshua, carpenter, 120.
 Bruce, Robert, foreman, 155.
 Brudenell, Rev. Mr., Chaplain to the Staff, mentioned, 90.
 Bruen, Maj. Henry, mentioned, 45, 195, 216, 217, 218, 221, 224, 232, 234, 235, 236, 237; letter to, 203, 204, 205-206, 230-231, 231-232, 248, 250-251; letter of, 70-74, 74-79, 96, 169, 196, 197-199, 203-204, 232-233, 234.
 Bucks, Martin, cartman, 140.
 Burdick, Freedom, conductor, 143.
 Burling Slip, N. Y. City, 16.
 Burns, Mathew, laborer, 132.
 Burtnell, Daniel, conductor, 55.
 Burwend, Rhynhard, driver, 188.
 Busby, Benjamin, blacksmith, 53.
 Bush, Henry, smith, 147.
 Buskirk, John, carpenter, 156.
 Butchers, list of, 122, 125.
 Butler, Gillam, mentioned, 84.
 Butler, Jack, negro laborer, 141.
 Butler, John, carpenter, 151.
 Butler, John, laborer, 56.
 Butler, Josiah, seaman, 145.
 Butler, Nicholas, laborer, 122.
 Butler, William, collarmaker, 191.
 Butler, William, harnessmaker, 53.
 Buttock, Robert, conductor, 55.
 Byreman, Christopher, cartman, 141.
Byron, sloop, 27, 46, 66, 160.
 Caesar, negro driver, 118.
 Caesar, George, driver, 180.
Caesar, sloop, 26, 44, 66, 158.
 Cairns, Alexander, master, 48.
 Cairns, Hugh, clerk, 54, 109.
 Camden, N. J., garrison at, 100.
 Cameron, John, laborer, 124.
 Cameron, Thomas, driver, 114.
 Cameron, William, carpenter, 154.
 Campbell, Dougal, carpenter, 50, 190.
 Campbell, Lieut.-Gen. John, appointed member of the Board, 3; attends meetings, 3, 4, 58, 60, 70, 80, 104, 157, 194, 195, 255; mentioned, 89.
 Campbell, John, conductor, 55, 182.
 Campbell, William, carpenter, 152.
 Camplin, James, master, 45, 67, 158.
 Cape Fear, vessel at, 45, 69.
 Carpenters, mentioned, 14, 20, 22, 44, 210; list of, 50, 51, 110, 120, 125, 140, 146-157, 182, 190, 191.
 Carr, Norris, carpenter, 148.
 Carr, Robert, harnessmaker, 53, 111.
 Carrickmyer, Christian, laborer, 141.
 Carthew, Andrew, carpenter, 152.
 Carver, James, driver, 170.
 Cashan, James, laborer, 122.
 Casper, John, driver, 188.
 Cathcart, Lord, mentioned, 10, 221, 223, 224; letter of, 226-230.
 Cato, laborer, 126, 148.
Cato, schooner, 24, 68, 162.
 Cattle, John, carpenter, 150.
 Caulkers, list of, 50, 177.
 Cavenagh, Cairn, 177.
 Ceburn, Cato, laborer, 134.
 Cethline, Philip, carpenter, 149.

- Chads, Capt. Henry, mentioned, 14, 157, 159, 199; return of vessels under the direction of, 44-49, 64-71, 159-163, 163-167; letter to, 59; letter from, 62-65; ordered to make a muster of all vessels and men in the military departments, 79.
- Chadwell, Abraham, sawyer, 150.
- Chambers, Richard, master, 69, 162.
- Chambers, Robert, laborer, 132.
- Chamier, Daniel, mentioned, 6.
- Channel, Scipio, negro laborer, 141.
- Channel, Tom, negro laborer, 141.
- Chaplain mentioned, 90.
- Charles, Cato, laborer, 134.
- Charles, George, driver, 104.
- Charlestown Heights mentioned, 71.
- Charlestown, S. C., mentioned, 85, 100, 224.
- Charming Sally*, ship, 24.
- Charter, Archibald, wagoner, 144.
- Chase, Amos, carpenter, 140.
- Chatham, negro laborer, 139.
- Chesapeake Bay mentioned, 72, 168, 235.
- Chester*, sloop, 25.
- Chief Justice of New York and New Jersey mentioned, 92.
- Christholm, James, carpenter, 156.
- Christie, John, master, 47, 67, 160.
- Christopher*, schooner, 26, 46, 66, 160.
- Christy, Alexander, 177.
- Chryst, Jacob, blacksmith, 53, 182.
- Church, John C., wagoner, 144.
- Ciker, George, butcher, 122.
- Clark, John, carpenter, 151.
- Clark, Robert, blacksmith, 53, 111.
- Clarke, Charles, driver, 172.
- Clarke, Francis R., mentioned, 75, 227.
- Clarke, Col. George, mentioned, 6, 8.
- Clarke, James, mentioned, 142, 145.
- Clarke, Mr., mentioned, 198.
- Clarke, Neal, batteauxman, 167.
- Clarke, Pompey, negro laborer, 141.
- Clarke, Thomas, master, 69, 164.
- Clarke, William, conductor, 55.
- Claus, Henry, driver, 178.
- Clay, Scipio, laborer, 134.
- Clerk, Col., mentioned, 102.
- Clerks, mentioned, 16, 18, 20, 73, 81, 199, 210; list of, 54, 109.
- Clinton, Sir Henry, letters to, 1-2, 4, 226-230, 258; appoints Board of General Officers, 3; mentioned, 3, 8, 12, 13, 14, 42, 56, 59, 70, 71, 73, 89, 99, 101, 224, 231, 255, 256; letters of, 4-5, 257.
- Clinton*, schooner, 64, 95, 166, 196.
- Clisby, John, laborer, 141.
- Closing, Jonathan, carpenter, 140.
- Cloves, Hartman, driver, 178.
- Club, John, cartman, 140.
- Cluett, John J., clerk, 54.
- Cluett, John J., storekeeper, 109.
- Coats, Joseph, laborer, 56.
- Cochran, Richard, conductor, 54.
- Cock, John, driver, 180.
- Cockenhausen, Col. Fred V., mentioned, 90; letter of, 206-207, 237.
- Cockery, William, laborer, 124.
- Cockran, Lt.-Col., mentioned, 90.
- Cockran, Richard, conductor, 108.
- Cockrane, James, cartman, 141.
- Coddington, Joseph W., assistant, 128.
- Coggel, Christopher, master, 47.
- Coil, Patrick, sawyer, 51.
- Coles, Dick, negro laborer, 141.
- Collarmakers, mentioned, 42, 210; list of, 191.
- Collins, John, driver, 182.
- Colt, Pompey, driver, 192.
- Colt, Pompey, laborer, 57.
- Colville, Edward, driver, 182.
- Combs, Robert, stacker, 134.
- Commissariat mentioned, 88.
- Commissary General's Department, comparative view of expenses of the, 6, 8, 12; cost of maintenance in 1781, 16-19, 24, 25; list of vessels employed in the, 24, 25, 68-71, 162-165; mentioned, 30, 36, 58, 76, 88, 93, 182, 184, 225, 234, 256; comparative view to purchase or hire vessels, horses and wagons for the, 38, 40, 42; letter to the, 58, 80; sketch of the, 81-93; number of men, women and children in the, victualled at New York, 86, 89; muster roll of artificers, laborers, etc., employed in the, 120-125, 126-129, 130-142.
- Commissary of Musters mentioned, 90.
- Conckling, Thomas, wagoner, 144.
- Conday, Robert, blacksmith, 53, 111.
- Conductors, mentioned, 16, 36, 42, 199, 210; list of, 54, 108, 182.
- Connett, William, laborer, 138.
- Connolly, James, laborer, 148.
- Connor, Daniel, foreman, 148.
- Conrad, Abraham, foreman, 148.
- Conrad, Jonathan, carpenter, 149.

- Consaback, William, laborer, 132.
 Conyer, Sippio, driver, 112.
 Cook, John, laborer, 125.
 Cook, Obediah, laborer, 125.
 Cook, Robert, laborer, 131.
 Cooper, Samuel, laborer, 134.
 Coopers, list of, 121-122, 126-129.
 Cork, Raphl, driver, 180.
 Cornwallis, Gen. Earl, mentioned, 28, 72, 98.
 Cotton, John, batteauxman, 166.
 Coughtery, Richard, driver, 151.
 Coughtree, John, sawyer, 149.
 Covrall, Sack, carpenter, 191.
 Cox, Martin, driver, 116.
 Cox, Mr., mentioned, 92.
 Coyle, Patrick, sawyer, 177.
 Craigue, Robert, carpenter, 154.
 Crawford, Francis, master, 47, 67, 160.
 Crawford, Hugh, laborer, 122.
 Crayton, Sam, negro laborer, 141.
 Cronk, John, driver, 112.
 Crosbie, Lt.-Col. William, Barrack-Master-General, mentioned, 8, 140, 144, 195-196; letter of, 58-59, 94, 95, 97-103, 204, 237; letter to, 232-233.
 Crouse, John, driver, 188.
 Crowell, Seth, laborer, 141.
 Cudmore, William, carpenter, 154.
 Cuffee, negro driver, 112, 174.
 Cuffe Major, mentioned, 30, 207.
 Cuffee, Peter, smith, 148.
 Cumming, Richard, mason, 147.
 Cunningham, Adam, yardkeeper, 143.
 Curl, Zacheus, carpenter, 52.
 Currie, Duncan, carpenter, 152.
 Curry, Patrick, laborer, 138.
 Cursur, John, carpenter, 154.
 Curtis, Solomon, driver, 192.
 Cussans, Thomas, carpenter, 51, 190.
 Cussions, Thomas, carpenter, 51, 190.
 Cyprus, negro laborer, 131.
 Daily, Cornelius, carpenter, 156.
 Daily, Cornelius, laborer, 136.
 Dalrymple, Gen. William, mentioned, 10, 29, 74, 224, 256; letter of, 220-223, 230-231, 231-232, 232, 252; observations of, upon an estimate of probable expenses attending a train of horses and wagons, 252-255.
 Dalton, Robert, negro laborer, 141.
 Dalton, Thomas, conductor, 178.
 Daniel, negro laborer, 129.
 David, laborer, 134.
 Davids, John, laborer, 148.
 Davidson, James, conductor, 54, 190.
 Davidson, John, carpenter, 149.
 Davie, James, negro laborer, 142.
 Davis, Elishua, master, 69, 162.
 Davis, Isaac, carpenter, 150.
 Davis, Joseph, carpenter, 191.
 Davis, Josiah, carpenter, 52.
 Davis, Prince, laborer, 134.
 Davis, William, carpenter, 154.
 Dawson, George, carpenter, 153.
 Day, Henry, laborer, 132.
 Day, James, harnessmaker, 53.
 Day, John, laborer, 134.
 Day, Thomas, sawyer, 150.
 Dean, John, carpenter, 52, 191.
 De Baptist, John, caulker, 50, 177.
 Debois, Lewis, carpenter, 150.
Deborah, sloop, 25.
 Decker, Levi, carpenter, 147.
Defiance, brig, 27, 48.
Defiance, sloop, 64, 95, 166, 196.
 Degay, James, laborer, 124.
 De Groat, John, ship carpenter, 50, 176.
 De Groat, Peter, ship carpenter, 176.
 De la Maitre, Isaac, driver, 144.
 De Lancey, Adj.-Gen., Oliver, letter of, 2, 3, 203, 236; letter to, 203, 204, 237; mentioned, 30, 90.
 De Lanecy, Lt.-Col., Stephen, mentioned, 92.
Deligate, schooner, 68, 162.
 Demas, John D., laborer, 130.
 Demitt, negro laborer, 123.
 Demme, Martin, driver, 104.
 Denice, Dennis, mentioned, 160.
 Denice's Ferry, mentioned, 160, 207, 208.
 Denier, William, cartman, 140.
 Dennis, Lewis, carpenter, 156.
 Denyces Ferry, mentioned, 160, 207, 208.
 Derrim, John, driver, 186.
 Devoir, John, carpenter, 152.
Diana, schooner, 162.
Diana, sloop, 26, 44, 158.
 Dice, Jacob, carpenter, 153.
 Dick, Thomas, driver, 184.
 Dickenson, Tertullus, wagoner, 144.
 Dickhaud, Jacob, driver, 186.
 Dickison, Roger, blacksmith, 53.
 Diemars, Capt., Frederick, mentioned, 32, 91.
Diligence, sloop, 27, 48, 68, 160.

- Dillon, Amos, carpenter, 150.
 Dimie, Charles, laborer, 142.
 Disaway, Caesar, driver, 184.
 Dispatch Boats, mentioned, 14, 16, 38, 62, 201.
 Dittman, George, driver, 178.
 Dixon, Capt., mentioned, 8.
 Dixon, Charles, carpenter, 52, 110.
 Dixon, Luke, master, 47, 67, 160.
 Dixon, William, driver, 112.
 Bobbin, Alexander, laborer, 125.
 Dodge, Barzella, conductor, 55, 182.
 Dodge, Benjamin, caulker, 50, 177.
 Dodge, Isaac, ship carpenter, 176.
 Dodge, Thomas, foreman, 50, 176.
 Dolton, Thomas, conductor, 55.
 Dominick, Francis, carpenter, 150.
 Dooring, Peter, driver, 188.
 Dopsler, Nicholas, driver, 186.
 Dorsler, John, driver, 188.
 Dorus, negro laborer, 136.
 Dorstenburg, Theodorus, driver, 104.
 Dougal, John, laborer, 154.
 Dougherty, James, blacksmith, 53.
 Douglass, Lemuel, master, 65, 164.
 Douglass, Mathew, carpenter, 153.
 Dougle, Alexander, laborer, 154.
 Douling, Samuel, blacksmith, 53.
 Dove, John, carpenter, 148.
 Dove, Samuel, laborer, 148.
Dove, schooner, 164.
Dove, sloop, 27, 48, 66, 160.
 Dowling, Dennis, stacker, 130.
 Dowling, Samuel, blacksmith, 182.
 Downey, Dennis, batteauxman, 167.
 Downs, James, carpenter, 149.
 Dwyer, Edmund, laborer, 124.
 Drake, Hugh, foreman, 147.
 Drake, Thomas, ship carpenter, 50, 176.
 Drayer, John F., driver, 118.
 Driscoll, Jeremiah, laborer, 124.
 Drisdell, David, 176.
 Drivers, mentioned, 18, 20, 28, 36, 42, 210; list of, 104-108, 112, 114, 144, 182-184.
 Drossler, Conrad, driver, 174.
 Drummond, Maj., Duncan, Comm. of Accounts; letters of, 1, 2, 208, 209, 251; mentioned, 3, 4, 5, 7, 43, 79, 90, 207, 220, 221, 222, 223, 256; gives estimate for establishing a train of horses and wagons, etc., 210-215; his observations in support of the plan, 216-220; observations of Maj.-Gen. Wm. Dalrymple opposing the plan, 252-255.
 Dublin Cambridge, negro laborer, 141.
 Duck, Peter, carpenter, 52, 182.
 Duffy, Patrick, blacksmith, 53, 110.
 Dunbar, Alexander, driver, 180.
Duncan, brig, 26, 46, 66, 160.
 Duncan, George, seaman, 146.
 Duncan, Hugh, stacker, 130.
 Dunnam, Thomas, carpenter, 148.
 Durand, Andrew, carpenter, 151.
 Durham, Peter, driver, 116.
 Dyckman, Cornelius, cartman, 140.
 Dyckman, George, cartman, 141.
 Dyckman, Peter, cartman, 140.
 Dyckman, Richard, cartman, 140.
 Dyckman, States M., clerk, 109.
 Eager, James, butcher, 125.
Eagle, sloop, 26, 46, 66, 160, 162.
 East Chester, N. Y., armed schooner stationed at, 69.
 Eaton, Robert, mason, 157.
 Eddiston, Jack, negro laborer, 141.
 Edinton, William, driver, 114.
 Edmund, Ned, negro laborer, 141.
 Edwards, David, carpenter, 156.
 Edwards, Richard, laborer, 125.
 Egbert, Anthony, carpenter, 148.
 Eitell, Lt.-Col., Hans H., mentioned, 107.
 Eitell, Lt.-Col., Henry, mentioned, 32.
 Eldrid, Samuel, master, 65, 164.
 Eldridge, Titus, driver, 184.
Elk, sloop, 164.
 Ellens, Alexander, carpenter, 191.
 Elliot, Lt.-Gov., Andrew, mentioned, 92.
 Elliott, Andrew, appointed member of the Board, 3; attends meeting, 3, 4, 58, 60, 70, 80, 105, 194, 195, 196, 255.
 Elliott, Thomas, master, 160.
 Elms, Alexander, carpenter, 52.
 Elvine, George, master, 47, 67, 158.
 Elvine, Thomas, batteauxman, 166.
 Elwerd, John, sawyer, 149.
 Emmerick, Lt.-Col., mentioned, 91.
 Engle, Samuel, conductor, 54.
 Engineer's Department, comparative view of expenses of the, 8, 10, 12, 24, 25; cost of maintenance for one year, 22, 23; list of vessels employed in the, 28, 29; mentioned, 36, 58, 76, 93, 182, 184, 225, 233, 256; comparative view to purchase or hire vessels, horses and wagons in the, 38, 40, 42; letter concerning the, 60, 61, 205,

- 206; letter to the, 80; number of men, women and children in the, victualled at New York, 86, 89; muster roll of artificers, sawyers, etc., employed in the, 146-157.
- English, Joseph, foreman, 146.
- Erbeck, Conrad, driver, 178.
- Erskine, Sir William, mentioned, 6, 8, 10, 72, 75, 76, 223, 227, 228, 229.
- Erwine, Francis, conductor, 55.
- Escape*, schooner, 29, 46, 66, 158, 238, 239.
- Esting, Nicholas, carpenter, 149.
- Evans, Reuben, laborer, 134.
- Fair, King, driver, 112.
- Falmouth*, prison ship, 26, 46, 66, 160.
- Faney, Richard, sawyer, 157.
- Farish, Greggs, assistant, 126.
- Farmer, Jupiter, negro laborer, 142.
- Farnbach, Nicholas, driver, 108.
- Farrell, John, driver, 120.
- Farrell, John, laborer, 124.
- Farrier, Thomas, driver, 172.
- Farriss, James, laborer, 148.
- Farrington, Mathew, laborer, 138.
- Faulk, John, laborer, 122.
- Featch, Caleb, cartman, 141.
- Fenner, Conrad, driver, 104.
- Ferguson, Charles, blacksmith, 53, 110.
- Ferguson, James, sawyer, 149.
- Ferguson, John, sawyer, 157.
- Ferguson, Patrick, cooper, 122.
- Fernand, Peter, master, 69, 160.
- Ferries, Inspector of, mentioned, 16, 199.
- Ferrill, John, laborer, 57.
- Ferris, William, negro laborer, 141.
- Field Forges, mentioned, 32, 36.
- Finland, John, cartman, 141.
- Finn, William, driver, 184.
- Finney, David, laborer, 123.
- Fish, William, carpenter, 148.
- Fisher, Henry, carpenter, 182.
- Fisher, Philip, driver, 106.
- Fitzpatrick, John, carpenter, 153.
- Fleet, Pompy, negro laborer, 142.
- Fleming, Patrick, laborer, 123.
- Floreay, John, driver, 106.
- Flushing, L. I., cost of wood at, 102.
- Flushing, L. I., muster roll of Commissary General's Department at, 138, 139.
- Flynn, Walter, carpenter, 125.
- Folsonberg, John, driver, 186.
- Forge Office, list of vessels connected with the, 25.
- Forge Department, number of persons in the, victualled at New York, 86.
- Forge Office, mentioned, 18, 40.
- Forges, mentioned, 32, 36.
- Ford, Joseph, laborer, 56.
- Ford, William, blacksmith, 53, 111.
- Fordell, John, carpenter, 150.
- Foreman, Corporal, 176.
- Forest, Edward, driver, 186.
- Formidable*, sloop, 47, 48.
- Forsythe, Cato, driver, 184.
- Foster, James, assistant, 126.
- Foster, Stephen, carpenter, 156.
- Foster, William, conductor, 55.
- Fosters, James, negro laborer, 126.
- Ft. Knyphausen, N. Y. C., wagon yard near, 96; mentioned, 98; muster roll of artificers, sawyers, etc., employed in the Engineer's Department at, 154; return of wagon masters, conductors, etc., employed in the Quartermaster General's Department at, 182-189.
- Fountain, Tom, negro laborer, 141.
- Fowler, Harry, negro laborer, 141.
- Fowler, Martin, cartman, 140.
- Fox, John, blacksmith, 52.
- Fox, John, foreman, blacksmith, 110.
- Fox, Joseph, master blacksmith, 52, 191.
- Franklin, Gov., mentioned, 92.
- Fraser, John, laborer, 56.
- Fraser, Maj., mentioned, 93.
- Fraser, William, carpenter, 151.
- Fraser, William, sawyer, 149.
- Frazer, John, driver, 118.
- Frederick, Anton, driver, 106.
- Fredler, Henrich, driver, 106.
- Freebody, Mr., conductor, 143.
- Freelove*, sloop, 28.
- Freeman, Benjamin, carpenter, 149.
- Free Mason*, schooner, 29, 64, 95, 164, 196.
- Freligh, John, driver, 174.
- French, James, conductor, 54.
- French, James, laborer, 126.
- Fresh Meadows, L. I., forage department at, 138, 139.
- Friday, Paul, cartman, 140.
- Fridell, Abraham, storekeeper, 109.
- Friends*, schooner, 29, 64, 95, 164, 196.
- Friendship*, schooner, 26.
- Friendship*, sloop, 28, 64, 94, 164, 195.

- Fritts, Titus, blacksmith, 53.
 Fritz, John, driver, 118.
 Fuel and Supplies, letter concerning, 97-103.
 Fullerton, Archibald, foreman, 148.
 Fulling, Conradt, driver, 178.
 Fyers, Lieut.-Engineer, 205.

 Gaberling, Peter, driver, 186.
 Gabriel, John, driver, 104.
 Gage, Philip, carpenter, 150.
 Gale, Joseph, conductor, 55.
 Gallahan, Peter, driver, 182.
 Galton, George, master, 48.
 Gandelach, George, driver, 104.
 Gardner, Mr., master, 65, 164.
 Gardner, Joseph, Acting Comm'y of Musters, 131, 171, 181, 189.
 Gardner, Joseph, Quarter Master, 145, 155.
 Gardner, William, carpenter, 152.
 Gargison, Peter, laborer, 132.
 Garrison Battalion, mentioned, 32.
 Gasken, David, driver, 186.
 Gaskin, John, 176.
 Gearbrants, Peter, foreman, 152.
 Geister, John, driver, 174.
 General Brutus, negro laborer, 141.
General Phillips, schooner, 29.
General Reidesel, ship, 27, 46, 66, 158.
General Friends, sloop, 64, 94, 166, 195.
 George, negro laborer, 122.
 George, Peter, driver, 112.
George, schooner, 29.
 Georgia, cost of provisions for use of British Army in, 84.
 Gerlach, Henrick, driver, 180.
 Gerod, Jacob, carpenter, 140.
 Gerrard, William, driver, 174.
 Gerring, Abraham, carpenter, 153.
 Gibbeny, James, carpenter, 149.
 Gibbons, Jack, negro laborer, 141.
 Gibson, Andrew, mason, 147.
 Gidney, Isaac, carpenter, 140.
Gigg, sloop, 26, 46, 66, 158.
 Gilbert, Serjeant, 176.
 Gilchrist, Alexander, driver, 172.
 Gilfillan, J., Assistant Deputy Quarter Master General, 190, 191, 193, 194.
 Gilmore, Alexander, laborer, 124.
 Gilmore, Andrew, driver, 145.
 Gilmore, Anthony, laborer, 56.
 Ginnings, Samuel, carpenter, 149.
 Gleaces, William, carpenter, 121.
 Glenn, Hugh, carpenter, 146.
 Glenn, Will, negro laborer, 141.

 Glentworth, Thomas, master, 47, 67, 160.
 Goddard, Job, mate, 146.
 Goddard, John, carpenter, 140.
 Goddard, Dariet, carpenter, 140.
 Goddin, Ned, negro laborer, 141.
 Godwin, Jupiter, driver, 192.
 Gold, John T., driver, 184.
 Goldin, John, carpenter, 52, 110.
 Goldsmith, Stephen, carpenter, 51, 191.
 Gomez, John, carpenter, 51, 150.
 Goodman, William, driver, 116.
 Goodman, Joseph, laborer, 123.
 Gordon, Charles, driver, 174.
 Gordon, Mr., mentioned, 92.
 Gosen, Maj.-Gen., Uphraim Von, mentioned, 32, 89, 186.
 Gosling, James, laborer, 132.
 Gould, Caesar, negro laborer, 141.
Governor Provost, sloop, 28.
 Govers, James, carpenter, 140.
 Graff, John, driver, 106.
 Graff, Lt.-Col. William, mentioned, 34, 181.
 Graham, Eneas, cooper, 122.
 Graham, Francis, carpenter, 52.
 Graham, Henry, carpenter, 155.
 Graham, Robert, cartman, 140.
 Graham, William, 176.
 Grain Magazine, N. Y. City, mentioned, 131.
 Graling, Henry, driver, 106.
 Granger, John, conductor, 55, 108.
 Grant, Alexander, driver, 192.
 Grant, Daniel, driver, 144.
 Grant, Duncan, overseer, 55.
 Grant, James, carpenter, 121.
 Grant, Michael, master, 47, 67, 160.
 Grant, Peter, driver, 144.
 Grant, Samuel, conductor, 54, 182.
 Graves, Mathew, sawyer, 149.
 Gray, John, sawyer, 154.
 Green, John, cartman, 140.
 Green, John, driver, 118.
 Green, Robert, driver, 174.
 Green, William, laborer, 148.
 Greenwood, John, laborer, 124.
Greyhound, schooner, 26, 68, 162.
 Griess, Johannes, driver, 186.
 Griffin, William, master, 47.
 Groskurl, Daniel, driver, 106.
 Grosman, Ernest, driver, 174.
 Groues, George, driver, 186.
 Grovestine, Conrad, sawyer, 153.
 Grumbly, James, laborer, 126.
 Grundman, Johannes, driver, 178.
 Guffy, James, conductor, 55.
 Guides and Pioneers, mentioned, 32.

- Guignard, Nicholas, master, 69, 162.
 Gunderlach, John, driver, 104.
 Gunn, George, assistant, 142.
 Gunn, George, mate, 145.
 Gunner, Lambert, laborer, 142.
 Gunter, Andrew, carpenter, 157.
 Gunter, Conrad, carpenter, 153.
 Gurthell, Joh. Jost, driver, 186.
 Gurty, Thomas, carpenter, 152.
- Haber, John, driver, 180.
 Hackenburg, Maj.-Gen., Frederick V., mentioned, 32, 89, 105.
 Hagathee, John, laborer, 124.
 Halifax, N. S., mentioned, 8, 10, 71, 74, 81, 97, 226.
 Hall, David, laborer, 57.
 Hallett, Jeremiah, driver, 192.
 Hallett, Jeremiah, laborer, 56.
 Hallett's Cove, L. I., mentioned, 126, 208.
 Hallum, Richard, driver, 114.
 Ham, John, batteauxman, 167.
 Hamilton, Col., mentioned, 92.
 Hamilton, William, driver, 172.
 Hammill, Daniel, conductor, 54, 108.
 Handy, Rufus, ship carpenter, 50, 176.
 Hanger, Major, George, mentioned, 92.
 Hannah, William, master carpenter, 50, 190.
 Hanover, John, driver, 114.
 Hanselbaker, William, laborer, 131.
 Hansen, Christopher, carpenter, 140.
Happy Couple, sloop, 28, 64, 94, 146, 164, 195.
 Harding, Capt., mentioned, 103.
 Harlem, N. Y. City, mentioned, 47, 94, 95, 195, 196, 207, 208.
 Harlem Heights, N. Y. City, muster roll of artificers, laborers, etc., employed at, 128-130.
 Harlem Heights, wagon hire at, 18.
Harlequin, sloop, 26, 46, 66, 160, 162.
 Harman, Jacob, driver, 174.
 Harmony, Nicholas, wagoner, 144.
 Harnessmakers, list of, 53, 111.
 Harp, George, carpenter, 50.
Harriet, sloop, 29.
 Harring, Wally, driver, 192.
 Harriott, Nathaniel, foreman, 147.
 Harris, Samuel, batteauxman, 166.
 Harrison, Christopher, carpenter, 155.
 Harry, negro laborer, 124.
- Hartlys, John, driver, 172.
 Hartmen, John, driver, 188.
 Hartung, Christian, driver, 174.
 Harvey, Ephraim, master, 47, 67, 158.
 Harvey, John, driver, 118.
 Hasselhuyn, Christoph, driver, 108.
 Haubauld, Christopher, driver, 106.
 Hawkins, William, driver, 118.
 Hawthorn, Thomas, driver, 186.
 Hay, Henry, carpenter, 110.
 Hay Magazine, N. Y. City, mentioned, 131, 135, 136.
 Hayes, Henry, conductor, 54.
 Hays, Jeremiah, blacksmith, 52, 191.
 Hays, Joseph, carpenter, 125.
 Hayse, Rheinhard, driver, 174.
 Head, Benjamin, mason, 147.
 Heard, John, stacker, 134.
 Hedges, Isaac, laborer, 123.
 Heffeman, Richard, laborer, 130.
 Heintell, Jacob, driver, 174.
 Heirman, Adam, driver, 144.
 Hellman, Frederick, cartman, 140.
 Hellwig, Henry, driver, 180.
 Hemain, George, carpenter, 125.
 Heman, Martin, laborer, 123.
 Hemion, Henry, laborer, 131.
 Hempstead, L. I., 49, 129.
 Henderson, James, conductor, 54.
 Henderson, James, smith, 147.
 Henderson, William, carpenter, 147.
 Henning, Claude, laborer, 57.
 Henning, John, driver, 106.
 Henry, George, driver, 145.
 Henry, John, 177.
 Henry, John, driver, 116.
 Henry, Robert, 176.
 Henry, Thomas, carpenter, 140.
 Henry, William, carpenter, 153.
 Herb, Henry, driver, 112.
Herculus, sloop, 26.
 Hern, William, laborer, 123.
 Heron, Andrew, foreman 155.
 Hesse, John Jost, driver, 106.
 Hessian Hospital, mentioned, 32, 90, 109.
 Hessian Regiments:
 Anhalt, Zerst, 88.
 Anspach, 36, 92, 175.
 Anspach Yagers, 36, 87, 188.
 Artillery, 87, 91, 186, 188.
 Brunswick, 87, 207.
 Bunau, 34, 87, 91, 107.
 Chasseurs, 87.
 Combined Battalion, 87, 92, 109.
 Donop, 34, 87, 91, 186.

- Du Corps, 34, 87, 91, 107.
 Grenadiers, 34, 87, 91, 179, 181.
 Hanau Volunteers, 87.
 Hussars, 36.
 Jagers, 73, 87, 91, 188.
 Landgrave, 34, 87, 91, 107.
 Losberg, 87, 91.
 Losberg, Jr., 34, 186.
 Mirbach, 34.
 Prince Charles, 34, 87, 91, 107.
 Prince Hereditary, 34, 175.
 Waldeck, 87, 92.
 Hessians, return of drivers, horses and wagons attached to the Staff and Corps at New York, 104-109; mentioned, 32.
 Hewertson, Capt. B., Town Major, mentioned, 90.
 Heust, John, sawyer, 153.
 Hews, Owen, carpenter, 150.
 Hickey, John, sawyer, 51, 177.
 Hill, Christoph, driver, 108.
 Hill, Mr., engineer, 188.
 Hill, Samuel, driver, 144.
 Hinton, William, driver, 116.
 Hinxman, Charles, laborer, 131.
 Hitchcock, Joseph, carpenter, 155.
 Hockaday, Thomas, driver, 114.
 Hoebriek, Prince, negro laborer, 141.
 Hollingsworth, Jehu, conductor, 54, 190.
 Hollinsby, Richard, carpenter, 52, 182.
 Holloway, Richard, cartman, 140.
 Holmes, William, carpenter, 152.
 Holtz, Christopher, driver, 186.
 Homes, William, laborer, 122.
 Homfray, Samuel, laborer, 134.
 Honesty, George, driver, 116.
Hope, schooner, 28, 64, 95, 164, 196.
 Horn, Johannes, driver, 178.
 Hornett, Nathaniel, carpenter, 149.
 Horns Hook, N. Y. City, muster roll of artificers, sawyers, etc., employed in the Engineer's Department at, 152-154.
 Hornwist, James, driver, 118.
 Horses, number of, in the Quartermaster General's Department, that have died from 1779-1781, 247.
 Horses, return of, foraged at New York, 89-93; estimate of the expense of 100 horses for one year, 93; comparative view to purchase or hire, for the British Army, 199-201; cost of, 212; number of, employed in the Quartermaster General's Department, 226.
 Horton, Nathaniel, master, 48.
 Hosliter, Armond, mason, 157.
 Hospital for the Army and Navy, mentioned, 30, 76, 90.
 Hospitals, number of men, women and children connected with, victualled at New York, 86, 88.
 Houseman, Frederick, laborer, 141.
 Houseman, John, foreman, 155.
 Houseman, John, Jr., foreman, 155.
 Howard, Jacob, blacksmith, 53, 111.
 Howard, John, blacksmith, 53, 111.
 Howard, John, carpenter, 140.
Howe, sloop, armed, 24, 68, 162.
 Howe, Sir William, mentioned, 6, 12, 13, 15, 71, 72, 73, 97, 101, 198, 224, 226, 228, 255, 256.
 Howell, James, carpenter, 148.
 Howell, Phineas, carpenter, 147.
 Howland, John, master, 162.
 Howser, Jacob, laborer, 141.
 Hugh, Hugh, conductor, 54, 108.
 Hughes, Robert, driver, 144.
 Hull, Jonas, driver, 186.
 Humphreys, James, blacksmith, 53, 191.
 Humphrys, Walter, assistant commissary of forage, 136, 137.
 Hunt, John, driver, 172.
 Hunter, John, driver, 114.
 Huntington, L. I., mentioned, 49, 230.
 Hupfeld, Johannis, driver, 106.
 Hurter, John, sawyer, 154.
 Hutchins, Jonathan, master, 69, 162.
 Hutchins, Samuel, carpenter, 154.
 Hutchinson, John, driver, 114.
 Hutchinson, Marmaduke, carpenter, 150.
 Hutchinson, William, sawyer, 150.
 Hutts, Harman, driver, 144.
 Hyde, John, driver, 172.
 Hyer, Nicholas, driver, 184.
Industry, sloop, 25, 68, 164.
 Ingle, Samuel, carpenter, 110.
 Inglis, Robert, driver, 172.
 Inkister, William, master, 69, 162.
 Innis, Alexander, master, 69, 162.
 Innis, Henry, master, 69, 162.
 Inspector General's Department, mentioned, 90.
 Inspector General of Stores, mentioned, 32, 102.
 Inspectors Department, number of persons in the, victualled at New York, 86.
 Ireland, Robert, smith, 147.

- Iron, for horse shoes; cost of annually, 214.
- Irvine, Daniel, carpenter, 154.
- Irvine, Richard, carpenter, 153.
- Irving, James, batteauxman, 167.
- Isaac, negro laborer, 134, 136, 139.
- Jack, negro driver, 118.
- Jack, negro laborer, 136, 139.
- Jack, Jordan, negro laborer, 141.
- Jacks, Harry, negro laborer, 141.
- Jackson, negro laborer, 142.
- Jackson, James, driver, 182.
- Jackson, John, laborer, 124, 126.
- Jacob, laborer, 125.
- Jacocks, William, sawyer, 156.
- Jamaica, L. I., cost of wood at, 102; mentioned, 96, 128, 168.
- Jamaica, L. I., muster roll of forage magazine at, 138, 139; muster roll of the Barrack Master General's Department at, 142.
- James, Cato, laborer, 134.
- James, Thomas, laborer, 148.
- Jarvis, John, assistant, 138, 139.
- Jarvis, William, laborer, 124.
- Jeckell, John, driver, 108.
- Jefferson, George, master, 65, 145, 164.
- Jenkins, Charles, driver, 120.
- Jenkins, Charles, laborer, 57.
- Jenkins, John, carpenter, 150.
- Jennings, Thomas, master blacksmith, 51, 176.
- Jennings, William, laborer, 124.
- Jerry, negro laborer, 125.
- John, negro laborer, 139.
- John*, sloop, 26, 44, 66, 158.
- Johnson, Charles, sawyer, 156.
- Johnson, George, carpenter, 51, 190.
- Johnson, James, carpenter, 149.
- Johnson, James G., assistant, 128.
- Johnson, Mathias, laborer, 138.
- Johnson, Peter, driver, 184, 192.
- Johnson, Roger, Assistant Commissary General, 129.
- Johnston, John, master, 69, 162.
- Johnston, Thomas, laborer, 124, 131.
- Johnston, William, master, 65, 145, 164.
- Joiners, list of, 51, 177.
- Jones, Charles, driver, 174.
- Jones, David, carpenter, 110.
- Jones, David, harnessmaker, 53, 111.
- Jones, Henry, conductor, 54, 190.
- Jones, James, conductor, 55.
- Jones, Jonathan, blacksmith, 52, 191.
- Jones, Peter, driver, 184.
- Jones, Smith, carpenter, 151.
- Jones, Thomas, laborer, 139.
- Jones, William, laborer, 143.
- Jordan, Sipp, blacksmith, 53.
- Jordon, James, laborer, 122.
- Jordon, Michael, laborer, 123.
- Joseph*, brig, 27.
- Judge Advocate, mentioned, 90.
- Junger, Henry, driver, 186.
- Jupiter*, sloop, 27, 46, 66, 158.
- Kam, Caesar, laborer, 134.
- Katzman, Casper, driver, 186.
- Kebig, George, driver, 106.
- Keene, John, smith, 148.
- Keiche, Conradt, driver, 106.
- Keith, Archibald, carpenter, 147.
- Keith, James, sawyer, 153.
- Kelly, John, carpenter, 120.
- Kennedy, William, driver, 112.
- Kent*, ship, 24, 68, 162.
- Kerath, Casper, driver, 174.
- Kerr, Thomas, carpenter, 153.
- Kethune, Jehiel, carpenter, 155.
- Kevand, Alexander, sawyer, 156.
- Key, William, driver, 186.
- Kickner, Carl, driver, 188.
- Kiddy, William, driver, 116.
- Kieting, Daniel, carpenter, 140.
- Kilegroor, John, carpenter, 140.
- Kilso, William, laborer, 132.
- King, Daniel, negro laborer, 142.
- King, John, carpenter, 52.
- King, John, seaman, 146.
- King, Orick, laborer, 123.
- Kingsbridge, N. Y. C., road to, 96; mentioned, 168, 205, 218, 225, 251.
- Kingsland, Cornelius, carpenter, 120.
- Kingsland, John, laborer, 132.
- Kingsland, William, carpenter, 152.
- King's Ship Yards, mentioned, 36.
- Kinkade, Andrew, driver, 116.
- Kirby, Lewis, driver, 180.
- Kirk, Francis, master, 65, 146, 164.
- Kitty*, sloop, 26.
- Knyphausen, Gen. William, mentioned, 32, 89, 105, 206.
- Kolle, Henrick, driver, 180.
- Kopky, Gotliel, driver, 174.
- Kospoth, Maj.-Gen. Jul. V., mentioned, 32, 89, 105.
- Krim, John, driver, 188.
- Krug, Justus, driver, 106.
- Kulpt, John, laborer, 141.
- Kurydorffer, John, driver, 174.

- Laborers, mentioned, 14, 17, 18, 20, 22, 81, 88, 95, 199; list of, 55-57, 111, 122-125, 126-144, 148, 154, 194.
 Laderick, Michael, laborer, 123.
 Ladrue, Herman, foreman, 146.
Lady Howe, schooner, 28.
 Lafforts, Gilbert, laborer, 57.
 Lagra, Peter, driver, 184.
 Lagruc, Tom, negro laborer, 141.
 Laight, William, mason, 147.
 Laizer, Jacob, driver, 144.
 Lamaeter, John D., carpenter, 140.
 Lambuson, Jacob, laborer, 194.
 Land, Able, carpenter, 152.
 Lands, Lewis, laborer, 194.
 Lang, James, carpenter, 147.
 Langrange, Tom, laborer, 134.
 Langsbraith, Peter, laborer, 125.
 Lantaback, Albruck, driver, 174.
Lapwing, schooner, 27.
 Largeley, John, sawyer, 149.
 Larmont, John, driver, 174.
 Larnerson, Jacob, laborer, 57.
 Lashere, Peter, laborer, 132.
 Lashore, John, cooper, 130.
 Lasson, John, sawyer, 150.
 Latham, Simon, ship carpenter, 176.
 Lattitt, Mr., master, 67.
 Laut, John, driver, 188.
 Lauterback, Albruck, driver, 174.
 Laverage, John, laborer, 122.
 Laverge, Abraham, laborer, 123.
 Lawrence, Jonathan, ship carpenter, 50, 176.
 Lawson, Abraham, carpenter, 156.
 Lawson, Isaac, carpenter, 150.
 Lawson, James, carpenter, 155.
 Lawson, Peter, carpenter, 155.
 Laycock, John, foreman, 150.
 Leach, John, carpenter, 110.
 Leacher, William, seaman, 145.
 Leader, Thomas, laborer, 132.
 Leary, Michael, laborer, 130.
 Leatch, John, carpenter, 52.
 Leight, George, driver, 178.
 Leland, Brig.-Gen. John, mentioned, 28.
 Lengerke, Lt.-Col. George E. von, mentioned, 34, 179.
 Leonard, Andrew, sawyer, 153.
 Leonard, Enoch, carpenter, 154.
 Leonard, John, carpenter, 120.
 Leonard, John, laborer, 138.
 Leslie, Alexander, carpenter, 128.
 Lesly, Mingo, laborer, 57.
 Lew, negro laborer, 139.
 Lewis, John, carpenter, 153, 155.
 Lewis, negro laborer, 137.
 Lewis, Reuben, laborer, 57.
 Lewy, negro laborer, 128.
 Light House, mentioned, 32.
 Lillick, Samuel, laborer, 123.
 Lilly, James, master, 69.
 Lincoln, Earl of, appointed member of the Board, 3; attends meeting, 60, 70, 80, 104, 105, 157, 194, 195, 196; mentioned, 90.
 Lindsay, Ninian, carpenter, 152.
 Linsing, Lt.-Col. William de, mentioned, 34, 179.
 Lintner, John, laborer, 141.
 Littlewood, James, conductor, 55.
 Littman, Thomas, driver, 172.
 Liverpool, negro laborer, 139.
 Livilly, John, carpenter, 150.
 Livingston, Allen, carpenter, 156.
 Livingston, George, negro laborer, 141.
 Lloyd, Samuel, carpenter, 152.
 Lloyd, Walter, driver, 170.
 Lloyd's Neck, L. I., muster roll of the Barrack Master General's Department at, 143-144; muster roll of vessels of the Barrack Master General's Department at, 145; mentioned, 94, 95, 96, 99, 128, 195.
 Llynn, Barnett, carpenter, 152.
 Loewenstein, Lt.-Col. William von, mentioned, 34, 179.
 Logan, John, driver, 118.
 Logan, Robert, driver, 118.
 Long, James, driver, 184.
 Long, James, wagoner, 144.
 Long Island, cart hire on, 20; mentioned, 20, 97, 98, 142; muster roll of assistants, overseers, coopers, etc., at the provision magazines on, 126-129.
 Long Island, muster roll of the Commissary's Department on, 126-129; mentioned, 95, 160.
 Loose, John, carpenter, 156.
 Lord, George, carpenter, 150.
Lord Howe, schooner, 28.
 Loring, Joshua, Commissary General of prisoners, mentioned, 90.
 Lorton, Lewis, carpenter, 120.
 Lorton, William, carpenter, 120.
 Losberg, Maj.-Gen. Frederick W., mentioned, 32, 89, 184.
 Loshe, Peter, laborer, 130.
 Louzada Jacob, master, 47, 67, 160.
 Lovell, Joseph, laborer, 55.
 Lowrey, Prince, laborer, 134.
 Lowrey, William, foreman, 155.
 Lowry, Robert, conductor, 55.

- Lucy*, sloop, 26, 46.
Lurcher, brig, 27, 48.
 Lutkins, Henderick, mason, 125.
 Lutkins, John, driver, 112.
 Lutkins, John, laborer, 125.
 Luttill, Mr., master, 45, 67, 158.
 Lynch, John, conductor, 54.
 Lyon, Charles, master, 47, 67, 160.
- Mabee, Cornelius, carpenter, 157.
 McAllister, Robert, conductor, 54.
 McAlpine, Daniel, carpenter, 156.
 McAlpine, John, carpenter, 155.
 McArath, James, laborer, 124.
 McCall, Duncan, carpenter, 156.
 McCann, Michael, laborer, 122.
 McClasky, Michael, driver, 192.
 McClintock, Alexander, laborer, 154.
 McCollom, John, carpenter, 148.
 McCord, Joseph, 177.
 McCormick, Neal, driver, 174.
 McCormick, Samuel, sawyer, 51, 177.
 McCormick, Thomas, driver, 172.
 McCulloch, John, driver, 186.
 McCurdy, Josiah, carpenter, 152.
 McDermitt, Dennis, laborer, 194.
 McDonald, Alexander, cartman, 140.
 McDonald, Alexander, driver, 172.
 McDonald, John, laborer, 123.
 McDonald, William, laborer, 128.
 McDowell, Hugh, driver, 118.
 McDowell, Thomas, batteauxman, 166.
 McEchran, Duncan, foreman, 147.
 McFadden, John, 177.
 MacFall, Joseph, assistant, 140.
 McFarlin, Alexander, driver, 172.
 McFee, John, laborer, 138.
 McGear, John, laborer, 123.
 McGill, Michael, laborer, 56.
 McGinnis, Richard, carpenter, 152.
 McGowan, John, carpenter, 157, 190.
 McGowen, John, carpenter, 50.
 McGowen, John, Jr., carpenter, 51, 191.
 McGraw, Daniel, laborer, 148.
 McGregor, Alexander, laborer, 132.
 McGregor, Andrew, driver, 188.
 McWilliam, Robert, cooper, 122.
 McIntosh, Alexander, driver, 136.
 McIntosh, Mr., laborer, 125.
 McIntosh, Robert, driver, 172.
 McIntosh, William, laborer, 55.
 McKay, Alexander, driver, 170.
 McKenna, John, carpenter 52, 182.
- McKenna, John, laborer, 57.
 McKenney, Gilbert, sawyer, 177.
 McKenney, John, driver, 120.
 McKenzie, Alexander, driver, 114.
 McKenzie, Hector, driver, 170.
 McKenzie, Murdock, laborer, 125.
 McKenzie, William, carpenter, 154.
 McKie, Thomas, laborer, 128.
 McKill, Thomas, laborer, 134.
 McKindray, Edward, carpenter, 151.
 McKinley, John, carpenter, 50, 190.
 McKinney, William, laborer, 132.
 McKinny, Gilbert, sawyer, 51.
 McKinzie, Cornelius, laborer, 134.
 McKinzie, Hector, laborer, 132.
 McKoy, Daniel, driver, 114.
 McKoy, Henry, driver, 114.
 McKoy, John, batteauxman, 166.
 McKoy, John, sawyer, 149.
 McKoy, William, carpenter, 156.
 McLachlan, John, laborer, 123.
 McLashie, Donald, driver, 170.
 McLean, William, driver, 144.
 McLelland, Donald, laborer, 143, 194.
 McLelland, John, laborer, 56, 194.
 McLeod, Donald, driver, 114.
 McLeod, John, batteauxman, 167.
 McLeod, Murdock, driver, 114.
 McLeod, William, carpenter, 52, 110.
 McLoughlin, John, driver, 172.
 McManus, Thomas, conductor, 55, 108.
 McMaster, John, wagoner, 144.
 McMinn, John, cooper, 122.
 McMurdy, Henry, laborer, 129.
 McMutry, Andrew, driver, 172.
 McNeil, Archibald, acting Quarter Master, 148.
 McPherson, John, driver, 172.
 McPherson, Paul, laborer, 194.
 McSparren, Isaac, stacker, 132.
 McWharton, Peter, mason, 147.
 Maffett, William, overseer, 126.
 Mahony, John, carpenter, 152.
 Majoera, John, driver, 174.
 Malone, Thomas, carpenter, 156.
 Manual, Thomas, sawyer, 154.
 Margeson, Frederick, laborer, 122.
Maria, sloop, 27, 48.
 Marpole, Richard, 112.
 Marr, John, collarmaker, 191.
 Marr, John, harnessmaker, 53.
 Marsh, Joseph, master, 69, 164.
 Marsh, Samuel, master, 69, 162.
 Marshall, William, Capt., mentioned, 157.
 Marston's Wharf, mentioned, 129, 130.

- Martin, Hugh, laborer, 128.
 Martin, John, carpenter, 51.
 Martin, Joseph, foreman carpenter, 110.
 Martin, Josiah, carpenter, 52.
 Martin, Renyon, carpenter, 156.
Mary, schooner, 29, 64, 95, 164, 196.
Mary, sloop, 27, 28, 46, 66, 158.
Mary Ann, sloop, 27, 46, 160.
Mary Anne, brig, 26, 44, 66, 158.
 Mascall, Peter, driver, 172.
 Masler, George, driver, 180.
 Masons, mentioned, 20, 22; list of, 125, 147, 157.
 Massett, Jacob, driver, 178.
 Masters, wages of, 238-241.
 Mates, wages of, 238-241.
 Matthews, David, Mayor of New York, mentioned, 92.
 Mawby, Jacob, carpenter, 150.
 Maxwell, Charles, carpenter, 52.
 Maxwell, John, batteauxman, 167.
 May, William, master, 65, 145, 166.
May Flower, schooner, 27.
 Mayor, The, mentioned, 92.
 Melvin, Mathew, cooper, 121.
 Melvin, Peter, carpenter, 152.
 Mercer, Capt., Alexander, Commanding Engineer, 151, 152, 155; mentioned, 10, 81; letter of, 60, 61, 205, 206, 237; muster roll of men under his direction, 146-157; letter to, 233.
Mercury, schooner, 27, 48.
 Merigon, Martin, smith, 147.
 Messer, Edward, laborer, 134.
 Metzner, Capt. F., mentioned, 90.
 Middleton, Thomas, mason, 147.
 Miles, Thomas, laborer, 132.
 Millegan, John, sawyer, 153.
 Millen, John, driver, 182.
 Miller, Abraham, driver, 116.
 Miller, Ceasar, wagoner, 126.
 Miller, Henry, sawyer, 149.
 Miller, Jacob, laborer, 124.
 Miller, John, cooper, 126.
 Miller, John, driver, 151.
 Miller, Joseph, laborer, 125.
 Miller, Lieut., mentioned, 91.
 Miller, Robert, driver, 144.
 Milligan, Samuel, carpenter, 153.
 Milliner, Titus, negro laborer, 141.
 Milton, Henry, driver, 184.
 Minifce, Richard, laborer, 122.
 Minton, Thomas, driver, 170.
 Mintus, Adam, driver, 116.
 Mitchel, James, driver, 114.
 Mitchel, John, laborer, 142.
 Moarerly, Edward, driver, 144.
Mohawk, sloop, 28, 64, 95, 164, 196.
 Mohr, David, driver, 108.
 Mohr, John, driver, 108.
 Moller, Adam, driver, 106.
 Moller, Philip, driver, 188.
 Mollholland, Roger, carpenter, 152.
 Molloy, James, clerk, 54.
 Molloy, James, storekeeper, 109.
 Moncrieff, William, conductor, 54, 108.
 Moncrieffe, Thomas, mentioned, 90.
 Monday, Ishmeal, driver, 172.
 Monder, John, driver, 112.
 Monier, John, laborer, 134.
 Monterief, William, conductor, 54, 108.
 Monroe, negro laborer, 136.
 Montessoro, Capt., James, mentioned, 8; Major, 10.
 Moore, Bartholmew, sawyer, 154.
 Moore, Caesar, laborer, 56.
 Moore, Edward, driver, 116.
 Moore, Francis, carpenter, 52, 191.
 Moore, James, assistant, 143.
 Moore, James, laborer, 132.
 Moore, Jeremiah, cartman, 140.
 Moore, John, carpenter, 155.
 Moore, Stephen, wagoner, 144.
 Moore, William, carpenter, 155.
 More, Richard, driver, 116.
 Morewise, Daniel, cartman, 140.
 Morfitt, James, conductor, 182.
 Morgan, Isaac, driver, 114.
 Morgan, John, driver, 104.
 Morgann, Maurice, Secretary to the Commander-in-Chief, mentioned, 90.
 Morris, Lutheran, carpenter, 157.
 Morris, Sam, negro laborer, 141.
 Morris, William, driver, 112.
 Morrissinia, N. Y., mentioned, 225.
 Morrison, Alexander, master, 45, 67, 158.
 Morrison, Edward, laborer, 122.
 Morsett, James, conductor, 55.
 Mosely, Benjamin, carpenter, 156.
 Mosely, George, sawyer, 156.
 Mosely, George, Jr., carpenter, 156.
 Mount, Richard, cartman, 140.
 Mowatt, Quash, seaman, 146.
 Muldoon, John, laborer, 122.
 Mullan, Henry, batteauxman, 166.
 Mullen, Henry, laborer, 132.
 Muller, John, driver, 182.
 Murchee, William, laborer, 122.
 Murphy, Henry, sawyer, 156.
 Murphy, Hiram, 176.
 Murphy, John, driver, 188.
 Murphy, Thomas, laborer, 123.

- Murray, Isaac, laborer, 56.
 Murray, William, master, 47, 67, 160.
 Muster Master, mentioned, 87, 90.
 Mute, Jacob, driver, 116.
 Myers, Jack, laborer, 130.
 Myers, Jacob, sawyer, 154.
 Myers, James, driver, 112.
 Myers, Jeremiah, carpenter, 149.
 Myers, Richard, driver, 112.
- Nairn, Robert, batteauyman, 166.
Nancy, sloop, 27, 48, 68, 160.
 Nartoon, John, carpenter, 156.
 Nash, Joseph, master, 48.
 Naval Hospital, mentioned, 92.
 Nayle, Boston, blacksmith, 191.
 Neal, Michael, master, 45, 67, 158.
 Negroes, mentioned, 112, 118, 125, 126, 130, 131, 134, 136, 137, 139, 141, 142, 174, 210.
 Neilson, William, driver, 112.
 Nelson, Nathan, laborer, 128.
Neptune, sloop, armed, 26, 46, 66, 158, 207, 208, 240.
 Nesbitt, Archibald, foreman, 154.
 Nesbitt, Samuel, master, 45, 67, 158.
 Nesbitt, William, foreman, 155.
 Nevan, Patrick, laborer, 123.
 Newhauser, Conradt, driver, 174.
 New London, Conn., mentioned, 208.
 Newstead, John, laborer, 123.
 Newton, Richard, clerk, 54.
 Newton, Richard, storekeeper, 109.
 Newtown, L. I., muster roll of the Commissary General's Department at, 136, 137; mentioned, 126, 142.
 New York City, sketch of the Quartermaster General's Department at, 14; cart hire at, 20, garrison at, 65; winter of 1779-1780 at, 77; wagon yard at, 96; return of number of men, women and children of the British and Foreign regiments and civil departments, victualled at, 84-89; return of horses foraged at, 89-93; wood for fuel all cut down in, 101; cost of wood per cord, in, 1780, 101; amount of cords of wood used per year in, 101; return of drivers, horses and wagons attached to the Hessian Staff and Corps at, 104-109; return of tradesmen in the Quartermaster General's Department at, 108-111; return of drivers, horses and wagons attached to several regiments at, 114, 115; return of drivers, horses, wagons, etc., in Quartermaster General's Department at, 116, 117; muster roll of artificers, laborers, etc., employed in the Commissary General's Department at, 120-125; muster roll of artificers, laborers, etc., employed in the Commissary General's Department at Harlem Heights, 128-135; muster roll of artificers, laborers, etc., employed in the Barrack Master General's Department at, 140-142, 144-145; muster roll of artificers, sawyers, etc., employed in the Engineer's Department at, 146-148, 152-154; general abstract of a muster of the Quartermaster General's Department at, 168, 169; return of ship carpenters, etc., employed in the Quartermaster General's Ship Yard at, 176, 177; return of conductors, drivers, etc., in the Quartermaster General's Department at the six-mile stone in, 178-181; return of wagon masters, conductors, etc., in the Quartermaster General's Department at Fort Knyphausen in, 182-189; mentioned, 8, 10, 47, 69, 94, 95, 127, 151, 196.
 Nichol, Duncan, master, 47, 67, 160.
 Nicholls, John, butcher, 122.
 Nichols, John, blacksmith, 143.
 Niel, Bastian, blacksmith, 52.
 Nixon, James, assistant, 143, 144, 146.
Nixon, schooner, 68, 164.
 Nodine, Joseph, laborer, 129.
 Noe, Lewis, joiner, 177.
 Noe, Peter, caulker, 50, 177.
 Nolte, John, driver, 104.
 Norea, David, mate, 145.
 Normond, John, cartman, 141.
North, brig, 26, 46, 66, 158.
 November, negro laborer, 142.
 Nowland, John, laborer, 56, 111.
 Nowland, Thomas, laborer, 56, 111.
 Nutten, Joseph, laborer, 124.
- Oaks, Robert, driver, 174.
 Oat, Michael, collarmaker, 191.
 Oblinus, John, carpenter, 154.
 Ochart, John, driver, 118.
 Ochler, Casper, driver, 180.
 O'Dair, Dennis, driver, 118.
 Officers, number of, victualled at New York, 87, 88.

- Ogden, John, ship carpenter, 50, 176.
- Ogilvie, Alexander, ship carpenter, 50, 176.
- Okerman, Abraham, cartman, 140.
- Olerwein, George, driver, 106.
- Oliver, David, sawyer, 153.
- Oliver, Hampton, carpenter, 147.
- Oliver, Jonathan, foreman, 156.
- Oliver, William, laborer, 134.
- O'Neal, John, mason, 147.
- Orchard, John, laborer, 132.
- Ordnance Department, number of persons in the Civil Branch of the, victualled at New York, 86.
- Ordnance storekeeper, mentioned, 90.
- Orestus, negro laborer, 122.
- Osthewm, Jost, driver, 106.
- Ostrum, Andrew, sawyer, 154.
- Ostrum, John, sawyer, 153.
- Ott, Jacob, laborer, 132.
- Ottendorff, Capt., mentioned, 90.
- Otto, Adam, driver, 106.
- Overdorf, David, driver, 112.
- Overseers, list of, 126; mentioned, 210.
- Owen, William, foreman carpenter, 52, 182.
- Page, William, driver, 188.
- Paine, Capt., mentioned, 6.
- Pake, Isaac, laborer, 122.
- Palmer, William, assistant, 126.
- Palson, William, carpenter, 148.
- Pameter, Lewis, driver, 114.
- Pancha, Sancha, negro laborer.
- Pannel, Obadiah, mason, 147.
- Parent, Solomon, driver, 174.
- Park, James, laborer, 134.
- Parker, Capt., engineer, 205.
- Parker, Edward, batteauxman, 166.
- Parker, Elijah, mate, 146.
- Parker, James, laborer, 123.
- Parker, Nathaniel, carpenter, 149.
- Parker, Peter, master, 65, 166.
- Parkin, Richard W., assistant, 128.
- Parks, John, driver, 184.
- Parlet, Charles, carpenter, 52.
- Parry, Samuel, master, 65, 166.
- Parry, Silas, master, 166.
- Parsell, Walter, laborer, 132.
- Parsells, John, carpenter, 156.
- Pasehall, James, blacksmith, 52.
- Paterson, Christopher, cartman, 141.
- Paterson, David, cartman, 140.
- Paterson, Maj.-Gen. James, appointed member of the Board, 3; attends meeting, 3, 4, 255; mentioned, 28, 89.
- Paterson, John, master, 69, 164.
- Paterson, Peter, carpenter, 52, 110.
- Paterson, William, carpenter, 52, 191.
- Patient, John, carpenter, 149.
- Patsey*, ship, 24.
- Patten, Johnson, foreman, 157.
- Paul, Peter, driver, 170.
- Paulus Hook, N. J., muster roll of carpenters and sawyers employed in the Engineer's Department, 150, 151.
- Paulus Hook, N. J., mentioned, 20, 49, 69, 96, 120, 121, 125, 126, 151, 162, 168, 207.
- Paumier, Peter, mentioned, 84.
- Paymaster General, mentioned, 90.
- Payne, Daniel, batteauxman, 166.
- Pay Office, mentioned, 87.
- Payne, Robert, conductor, 55.
- Peebles, George, driver, 114.
- Peggy*, brig, 26, 44, 66, 158, 238.
- Peggy*, sloop, armed, 26, 46, 241.
- Peggy*, sloop, 28, 64, 94, 145, 166, 195.
- Pell, Gilbert, carpenter, 121.
- Pell, Israel, blacksmith, 51, 177.
- Penobscot, Me., garrison at, 100.
- Pensacola, Fla., mentioned, 93.
- Pepper, Jacob, driver, 178.
- Perfect*, schooner, 25, 68, 162.
- Pero, Neen, driver, 145.
- Perro, James, carpenter, 153.
- Perry, Edward, seaman, 146.
- Perry, Samuel, master, 146.
- Perry, Silas, master, 65.
- Perry, Silas, mate, 146.
- Pert, Roger, master, 48.
- Peter*, brig, 24.
- Peter, negro laborer, 125, 137, 142.
- Peters, Thomas, driver, 151.
- Pfur, Conrad, driver, 108.
- Pheelon, Timothy, foreman, 155.
- Philadelphia, Pa., mentioned, 73, 81, 98, 99, 100, 250.
- Philips, Capt. N., mentioned, 90.
- Philipse, Col., mentioned, 92.
- Phillips, Maj.-Gen. William, mentioned, 28, 89, 169.
- Pickens, Andrew, carpenter, 148.
- Pierson, James, driver, 114.
- Pike, Joshua, sawyer, 156.
- Pitt, William, driver, 186.
- Pittel, Lt.-Col., mentioned, 32.
- Plantain, John, carpenter, 152.
- Plur, Isaac, driver, 142.
- Polly*, schooner, armed, 24, 68, 162.

- Pompey, negro driver, 118.
Poole, schooner, 27, 46, 66, 160.
 Portsmouth, N. H., garrison at, 100.
 Post, David, laborer, 129.
 Post, Dennis, laborer, 128.
 Post, Mills, cooper, 128.
 Potter, John, laborer, 56.
 Potts, Thomas, sawyer, 150.
 Potty, John, master, 47, 67, 158.
 Powdrill, Richard, master, 47, 67, 160.
 Powell, James, carpenter, 149.
 Powell, Robert, negro laborer, 141.
 Powell, William, laborer, 125.
 Powl, John, laborer, 55.
 Price, Richard, driver, 182.
 Prickle, Nicholas, blacksmith, 53, 110.
 Prince, John, driver, 112.
 Prince, negro laborer, 136, 139.
 Princes Bay, mentioned, 208.
 Pringle, Esburn, carpenter, 154.
 Pringle, Thomas, driver, 172.
 Pringle, Thomas, Jr., driver, 172.
 Prisoners, number of, victualled at New York, 87.
 Pritchett, Griffin, carpenter, 153.
 Pritchett, Samuel, carpenter, 150.
 Proctor, Nathaniel, master, 45, 67, 158.
 Prophet, Daniel, batteauxman, 167.
 Provisions, bought in America per year for the British Army, 10; difficulty of supplying, to the Army at Philadelphia, 250, 251.
 Provisions, cost of, 238-241.
 Provost, Martial, mentioned, 30, 90.
 Publickhover, Cornelius, batteauxman, 166.
 Pursell, James, blacksmith, 191.
 Pye, Roger, master, 48.
- Quartermaster General's Department, comparative view of expenses of the, 6, 10, 12, 24, 25; sketch of the, 14, 70-79; list of vessels employed in the, 26, 27, 44-49, 62, 63, 66-69, 158-163; return of drivers, horses and wagons furnished by the, 28-37; mentioned, 30, 45, 58, 76, 83, 93, 96, 204, 205, 216, 220, 221, 223, 225, 230, 231, 232, 233, 234, 235, 236, 250, 256; comparative view to purchase or hire vessels, horses and wagons for the, 38, 40, 42, 197-203, 248, 249; list of tradesmen employed in the, 50-57, 108-113; letter to the, 80; number of men, women and children in the, victualled at New York, 86, 89; return of the places of the, 96; return of drivers, horses and wagons belonging to the, attached to the Hessian Staff and Corps in New York, 104-109; return of drivers, horses, wagons, etc., at New York, 116, 117; return of batteauxmen in the, 166, 167; general abstract of a muster of the, at New York, 168, 169; return of drivers, horses and wagons with the Corps to the southward, 170-175; return of ship carpenters, joiners, etc., employed in the ship yard of the, 176, 177; names of a working party of the 22d Regiment employed in the, 176, 177; return of conductors, drivers, etc., in the, at the six-mile stone, 178-181; return of wagon masters, conductors, etc., employed in the, at Fort Knyphausen, 182-189; muster roll of conductors, etc., in the, at Brooklyn, N. Y., 190-194; return of batteaux, gun batteaux and scows belonging to the, 207, 208; estimate of expenses in the establishment of a train of horses and wagons, etc., as employed in the, 210-215; memorandum relative to the, 223-226; number of drivers, horses and wagons employed in the, 226; Lord Cathcart's account of the, 226-230; number of horses in the, that have died from 1779-1781, 247, 248; letter describing the assistance given by the, to the Commissary General, 250, 251; Observations of Maj.-Gen. Wm. Dalrymple upon an estimate of expenses attending a train of horses and wagons, 252-255.
- Quash, negro driver, 118.
 Quigley, James, laborer, 123.
 Quince, Abraham, negro laborer, 141.
 Quinn, Daniel, driver, 116.
- Rachel*, brig, 46, 66, 158.
Rachel, schooner, 26.
Rachel, sloop, 27, 48, 68, 160.
Rambler, brig, 27, 48.
 Ramsey, John, laborer, 148.
 Randall, Thomas, carpenter, 150.
Ranger, brig, 26, 44, 66, 158.
 Ranger, Jack, negro laborer, 141.

- Ranger*, sloop, 25, 27, 48, 68, 162.
 Rapalve, George, assistant, 142.
 Rappillee, Benjamin, overseer, 126.
 Rathburn, Joseph, wagoner, 144.
 Read, James, conductor, 55.
Recovery, sloop, 24.
 Reeves, John, driver, 186.
 Refugees, number of, victualled at
 New York, 87; Inspector of, men-
 tioned, 92, 207, 208.
Refugee, schooner, 68, 164.
 Rehres, Jacob, driver, 104.
 Rehter, George, driver, 186.
 Reid, John, foreman, 154.
 Reid, John, laborer, 123.
 Reid, John, Jr., laborer, 123.
 Reidesel, Baron, mentioned, 28.
Reprisal, sloop, 27, 46, 66, 160.
 Retberg, Frederick, driver, 180.
 Reubens, Abraham, driver, 192.
 Rhibein, John, driver, 104.
 Rhob, James, laborer, 130.
 Rhode Island, mentioned, 8, 10, 71,
 74, 98, 99, 226, 230; evacuation of,
 mentioned, 82, 99, 100.
 Rhodes, Callen, blacksmith, 191.
 Rhodes, Skelyan, blacksmith, 52.
 Richards, George, driver, 170.
 Richards, Thomas, cooper, 122.
 Richardsons, Dick, negro laborer,
 141.
 Ridding, Thomas, carpenter, 120.
 Ridley, James, master, 48.
 Rippeth, William, driver, 174.
 Ritchie, Andrew, mason, 147.
 Ritchie, James, driver, 172.
 Ritchie, Thomas, mason, 157.
 Ritchie, William, driver, 192.
 Rix, Benjamin, Quartermaster,
 mentioned, 129, 136, 137, 138,
 142, 143, 144, 146, 157, 171, 190,
 191, 194, 195.
 Roach, Edward, carpenter, 157.
 Rob, John, driver, 151.
 Robbin, Rob, negro laborer, 142.
 Robert, Robert, Jr., ship carpenter,
 176.
 Roberts, Aenos, carpenter, 50.
 Roberts, Eneas, carpenter, 110, 190.
 Roberts, Joshua, conductor, 54.
 Roberts, Nathan, carpenter, 143.
 Robertson, Alexander, wagon mas-
 ter and overseer, 140.
 Robertson, Maj. Archibald, letters
 of, 70-74, 197-199, 232, 233, 234;
 mentioned, 196, 216, 217, 221,
 224, 232, 234 235, 237; letters to,
 204, 205, 206, 231, 232, 250, 251,
 Robertson, Gen. James, letters to,
 2, 3, 4, 5, 58, 59, 62, 63, 64, 65, 70-
 79, 81-83, 88, 94, 97, 158, 168,
 169, 197-199, 203, 209, 220-223,
 257; appointed president of the
 Board, 3; attends meetings, 3, 4,
 58, 60, 70, 80, 104, 105, 157, 194,
 195, 196, 255, letters of, 4, 258;
 mentioned, 6, 28, 80, 89, 104, 162,
 196, 206, 224, 231, 232, 234, 235,
 256, 257, 258.
 Robertson, William, 177.
 Robinson, Col. Beverly, mentioned,
 32.
 Robinson, H., mentioned, 6.
 Robinson, Jack, negro laborer, 141.
 Robinson, John, mate, 145.
 Robinson, Tom, negro laborer, 141.
 Robinson, William, carpenter, 147.
 Robinson, William, laborer, 154.
 Rogers, Jack, negro laborer, 141.
 Ronalds, Henry, wagoner, 144.
 Roop, Isaac, blacksmith, 52, 191.
 Rose, Anthony, driver, 184.
 Rose, Edward, driver, 170.
 Rosgrove, Thomas, seaman, 145.
 Ross, Anthony, driver, 184.
 Ross, David, laborer, 141.
 Ross, Edward, master, 45, 67, 158.
 Ross, George, laborer, 124.
 Ross, Stewart, master, 47, 67, 158.
 Rote, James, butcher, 122.
 Rowden, Richard, carpenter, 140.
 Rowett, Thomas, laborer, 124.
 Rudder, Michael, carpenter, 147.
 Rudkin, William, driver, 172.
 Rudolph, Hans C., driver, 186.
 Rum, amount of, bought in America
 per year for the British Army, 10;
 the most expense to the army, 81,
 82, 83.
 Rush, Martin, carpenter, 153.
 Russell, James, cockswain, 166.
 Russell, John, laborer, 123.
 Russell, Joseph, driver, 118.
 Ruttan, Daniel, carpenter, 153.
 Ruttan, John, carpenter, 153.
 Ryerson, John, driver, 192.
St. Andrews, schooner, 29, 64, 94,
 145, 164, 195.
St. John's Island, garrison at, 100.
 Sailmakers, mentioned, 238, 239,
 240, 241.
 Saily, John, master, 69, 164.
Sally, sloop, 26, 44, 46, 66, 68, 158,
 160, 162.
 Salmon, Charles, driver, 172.
 Salt, Maurice, master carpenter, 50,
 176.

- Sam, negro laborer, 134.
 Samms, Toby, laborer, 194.
 Sampson, negro laborer, 123.
 Sampson, William, driver, 118.
 Sampson, William, laborer, 56.
 Sandy Hook, N. Y., mentioned, 112, 115, 170.
 Saunders, John, blacksmith, 51, 177.
 Saunders, John, laborer, 148.
 Saur, Jacob, driver, 104.
 Saur, John, driver, 104.
 Saur, Peter, driver, 108.
 Savage, Capt. Henry, mentioned, 10, 77.
 Savage, Maj., mentioned, 204, 224.
 Savage, Thomas, driver, 172.
 Savage, Wanney, driver, 116.
 Savannah, Ga., garrison, at, 100.
 Sawyers, mentioned, 14, 42, 210; list of, 50, 51, 149, 150, 153, 154, 156, 157, 177.
 Saxton, Joseph, carpenter, 151.
 Scadden, Thomas, sawyer, 153.
 Schabacker, Adam, driver, 108.
 Schade, Adam, driver, 178.
 Schebrumst, George, driver, 106.
 Schenk, Conradt, driver, 186.
 Schmidt, Christoph, driver, 106.
 Schneider, George, driver, 106.
 Schnider, John, driver, 184.
 Schooner, cost of materials to fit out a, 242-247.
 Scoffil, Isaac, carpenter, 148.
 Scott, Nathaniel, carpenter, 156.
 Scott, Princus, negro laborer, 142.
 Scott, Robert, laborer, 123,
 Scott, Robert, 177.
 Schrader, Conradt, driver, 104.
 Schreiner, Johannis, driver, 106.
 Scudder, Jesse, driver, 170.
 Scully, Jack, negro laborer, 141.
 Seaburn, Frederick, blacksmith, 53, 110.
 Seaman, Henry, carpenter, 52.
 Seaman, John, carpenter, 182.
 Seaman, wages of, 238-241.
 Secretary's Office, mentioned, 87.
 Segar, Peter, driver, 186.
 Shaade, Henry, driver, 174.
 Shaffer, Johannes, driver, 178.
 Shaffer, Martin, harnessmaker, 53.
 Shannon, John, carpenter, 151.
 Shannon, Roger, master, 47, 67, 160.
 Sharp, Henry, carpenter, 156.
 Shaw, John, laborer, 56.
 Shearman, Adrian, carpenter, 154.
 Sheldon, Joseph, carpenter, 154.
 Shelhase, Martin, driver, 174.
 Shepherd, Philip, blacksmith, 53, 182.
 Shepherd, William, assistant, 133, 139.
 Sheriff, Col. Charles, mentioned, 6, 8, 74, 75, 227.
 Sherrington, William, driver, 172.
 Shewend, Henry, driver, 174.
 Shields, John, driver, 144.
 Shields, William, carpenter, 149.
 Shilling, John, driver, 186.
 Shintnetzs, Adam, driver, 174.
 Ship carpenters, list of, 50, 176; mentioned, 238, 239, 240, 241.
 Ship Chandlers, mentioned, 238, 239, 240, 241.
 Ship Yard, establishment of, 44; mentioned, 36, 76.
 Sholts, Frederick, laborer, 122.
 Shonewalf, Nicholas, driver, 174.
 Shriver, George, conductor, 55.
 Shultz, George, driver, 106.
 Shultz, Henry, driver, 106.
 Sibiston, William, laborer, 129.
 Siebalt, Dederick, driver, 106.
 Simmons, John, carpenter, 154.
 Simon, Isaac, laborer, 57.
 Simpson, Alexander, carpenter, 156.
 Simpson, William, foreman, 152.
 Sinclair, Alexander, blacksmith, 110.
 Sipp, Jordan, blacksmith, 111.
Sir James Wallace, sloop, 27, 46, 66, 160, 240.
 Sizland, Solomon, driver, 118.
 Skelton, Thomas, letter of, 153, 159; mentioned, 163, 167.
 Skillman, Caesar, driver, 116.
 Skinner, Benjamin, blacksmith, 52.
 Skinner, Brig.-Gen. Cortlandt, mentioned, 30, 90, 112.
 Skinner, Mr., surveyor, 188.
 Skinnick, Lawrence, driver, 144.
 Slade, Thomas, laborer, 129.
 Slaughter, Dempsey, carpenter, 191.
 Slaughter, Dennis, carpenter, 52.
 Slaytor, John, driver, 192.
 Slidell, Michael, laborer, 123.
 Sloop, cost of materials to fit out a, 242-247.
 Smallbridge, Edward, laborer, 124.
 Smedley, William, driver, 172.
 Smith, Abraham, driver, 118.
 Smith, Abraham, laborer, 56.
 Smith, Adam, carpenter, 149.
 Smith, Alexander, driver, 114.
 Smith, Andrew, conductor, 55.
 Smith, David, foreman, 147.
 Smith, Ebenezer, carpenter, 140.
 Smith, Fower, seaman, 146.

- Smith, George, carpenter, 140.
 Smith, Hugh, Master, 47, 67, 158.
 Smith, James, laborer, 143.
 Smith, John, laborer, 55, 56.
 Smith, John, master, 69.
 Smith, John, secretary to Sir Henry Clinton, 5.
 Smith, Joseph, laborer, 56.
 Smith, Newcomb, carpenter, 153.
 Smith, Peter, laborer, 134, 138.
 Smith, Thomas, master, 47, 67, 158.
 Smith, Thomas, H., cooper, 126.
 Smith, Thomas W., cooper, 126.
 Smith, William, laborer, 124.
 Smith, William, master, 47, 67, 160.
 Smith, William, negro laborer, 142.
 Smy, Richard, cooper, 121.
 Sneedan, Samuel, ship carpenter, 50.
 Sneedan, William, ship carpenter, 50, 176.
 Snyder, William, sawyer, 51, 177.
 Sobrisko, Samuel, driver, 184.
 Somerset, Jacob, negro laborer, 141.
 Sommers, Tom, negro laborer, 141.
 Soule, John, laborer, 132.
 Soules, Daniel, carpenter, 152.
 Soules, George, carpenter, 152.
 South Carolina, cost of provisions for use of the British Army in, 84; mentioned, 10.
 Spanish River, mentioned, 98.
 Sparrington, Joseph, laborer, 132.
 Spaun, George, driver, 106.
Speedwell, ship, 25, 68, 162.
 Speckman, William, carpenter, 148.
Spitfire, ship, 27, 48.
 Splato, negro laborer, 139.
 Sproule, Capt., assistant engineer, 205.
 Sprout, Thomas, carpenter, 150.
 Sprowles, John, driver, 112.
 Stackhouse, Charles, wagoner, 144.
 Stagg, Michael, laborer, 124.
 Stamper, John, driver, 116.
 Stanton, Giles, master, 65, 166.
 Stanton, Jack, laborer, 134.
 Stanton, John, master, 65, 146, 164.
 Stanton, Lethan, laborer, 141.
 Stark, Peter, master, 48.
 Staten Island, N. Y., vessels hired at, 15; mentioned, 20, 71, 81, 97, 127, 135, 137, 142, 151, 160, 168; flag staff at, mentioned, 96; cost of wood at, 102; return of tradesmen in the Quartermaster General's Department at, 110-113; list of carpenters at, 125; post at, 47; muster roll of artificers, sawyers, etc., employed in the Engineer's Department at, 148-150; mentioned, 207, 208, 228.
 States, Morris Dyckman, clerk, 54.
 Stayman, Jacob, cartman, 141.
 Steadman, Dover, wagoner, 144.
 Steel, Benjamin, laborer, 141.
 Steenburg, John, carpenter, 148.
 Steir, Maj., mentioned, 207.
 Stennix, John, carpenter, 191.
 Sterns, Benjamin, conductor, 55, 108.
 Stepney, William, laborer, 56, 111.
 Stewart, A., Secretary to the Board of General Officers, 57, 58, 59, 61, 62, 80.
 Stewart, Capt., mentioned, 112, 115.
 Stewart, George, Assistant Deputy Quartermaster General, mentioned, 189.
 Stewart, James, mason, 157.
 Stewart, John, laborer, 124.
 Stewart, John, mason, 157.
 Stewart, John, wagon master, 54.
 Stewart, Peter, laborer, 141.
 Stiefell, Lorentz, driver, 104.
 Stigby, Stephen, driver, 112.
 Stillwell, John, conductor, 55.
 Stilwell, Daniel, cooper, 122.
 Stirling, Gen. Thomas, mentioned, 28, 89.
 Stites, William, sawyer, 149.
 Stivers, James, negro laborer, 142.
 Stocomb, William, carpenter, 148.
 Stokes, Robert, laborer, 122.
 Stoney, Jonathan, driver, 170.
 Stoney, Jonathan, laborer, 143.
 Storekeepers, list of, 54, 109; mentioned, 16, 73, 199, 210.
 Stratford, Thomas, laborer, 124.
 Stringham, William, carpenter, 154.
 Stuart, John, wagon master, 182.
 Stump, John, conductor, 55, 190.
 Sukl, Christopher, driver, 188.
 Sullivan, Dennis, driver, 182.
 Sullivan, Roger, carpenter, 152.
 Sumberger, John, driver, 106.
 Summimin, Jacob, driver, 106.
 Summons, Frank, laborer, 56.
 Sunderland, John, driver, 170.
 Sunderland, William, laborer, 55.
 Supio, negro laborer, 123.
 Supplies and Fuel, letter concerning, 97-103.
 Surveyors, mentioned, 90.
 Sutherland, Daniel, sawyer, 153.
 Sutherland, O'Sullivan, assistant, 143.
 Sutherland, William, batteauxman, 166.

- Susannah*, sloop, 64, 94, 166, 195.
Swallow, schooner, 27, 48.
Swan, sloop, 24, 68, 162.
 Sweed, John, laborer, 132.
 Sweeney, Edmund, laborer, 124.
 Sweethen, John, laborer, 136.
Swift, ship, 48.
 Swiney, Charles, driver, 180.
 Sypher, William, carpenter, 148.
- Tailer, Gillam, assistant, 126.
 Tarbet, Peter, negro laborer, 142.
 Tausher, John, driver, 174.
 Taylor, Charles, carpenter, 150.
 Taylor, Charles, cartman, 141.
 Taylor, James, master, 48.
 Taylor, John, carpenter, 156.
 Taylor, John, laborer, 132.
 Taylor, Martin, master, 49.
 Taylor, Mr., surveyor, 188.
 Ternyea, Christopher, laborer, 124.
Theodosia, sloop, 28.
Thetis, transport, 208.
 Thomas, Alexander, sawyer, 154.
 Thomas, Christopher, driver, 178.
 Thomas, Harry, laborer, 148.
 Thomas, John, laborer, 57.
 Thomas, Joseph, carpenter, 50, 190.
 Thomas, Samuel, carpenter, 140.
Thomas, sloop, 25, 68, 162.
 Thompson, Archibald, laborer, 124.
 Thompson, Edward, driver, 184.
 Thompson, Joseph, driver, 120.
 Thompson, Tom, negro laborer, 142.
 Thorn, Joseph, mason, 125.
 Thorne, Thomas, carpenter, 150.
Three Friends, brig, 28, 64, 94, 146, 164, 195.
Three Sisters, sloop, 164.
 Thurzton, Mr., mentioned, 92.
 Tiebout, Anthony, laborer, 148.
 Till, Jacob, smith, 148.
 Tither, Edward, driver, 172.
 Tobin, Thomas, laborer, 134.
 Tom, negro laborer, 134.
 Tomson, John, laborer, 138.
 Toney, negro laborer, 123, 139.
 Tonkin, Capt. Thomas; list of vessels under the inspection of, 48, 49, 62, 63; letter to, 60; letter from, 61-63.
 Top, Elias, carpenter, 150.
 Tournay, John, butcher, 125.
 Towers, John, mason, 147.
 Towler, Cato, negro laborer, 141.
 Townshend, Gregory, Asst. Com. Gen., 125, 131.
 Tradell, Abraham, storekeeper, 54.
- Trainer, Daniel, seaman, 146.
 Trenton, N. J., mentioned, 72.
 Trouden, Andrew, batteauxman, 166.
 Trumbull, Robert, carpenter, 52.
 Trusler, Lambert, driver, 192.
 Tucker, George, carpenter, 155.
 Tucker, George, driver, 174.
 Turnbull, Col. George, ordered to make a muster roll of all vessels and men in the military department, 79; mentioned, 92.
 Turnbull, Robert, carpenter, 182.
 Turnbull, William, driver, 114.
 Turner, John, carpenter, 150.
 Turner, John C., wagoner, 144.
 Twigg, Thomas, driver, 186.
 Tybout, Albert, cartman, 140.
 Tyers, Benjamin, conductor, 143.
 Tyng, William, Dep. Com. of Force, 137.
 Tyrrell, John, master, 164.
- Umback, Monitz, driver, 178.
 Underwood, John, wagoner, 144.
 Ure, John, harnessmaker, 53.
 Ursprung, Casper, driver, 108.
- Vallancey, Capt., mentioned, 248.
 Valleaw, Faulkner, carpenter, 156.
 Van Buskirk, Lawrence, carpenter, 156.
 Van Clack, Ahasuerus, carpenter, 156.
 Van Clack, Levi, carpenter, 156.
 Van Clack, Simon, carpenter, 156.
 Vandeford, Peter, carpenter, 152.
 Van Gesen, Samuel, carpenter, 125.
 Van Hook, Jacob, laborer, 123.
 Van Horn, Mandit, cartman, 140.
 Van Horne, Cornelius, laborer, 122.
 Van Iderstine, John, carpenter, 125.
 Van Laun, Peter, laborer, 57.
 Van Ryper, Samuel, laborer, 57.
 Van Saun, Peter, laborer, 57.
 Van Saun, Wanney, driver, 116.
 Van Sucklin, Michael, blacksmith, 53.
 Van Sucklin, Minas, blacksmith, 191.
 Van Voorst, Cornelius, 160.
 Van Voorst, Cornelius, master, 49, 69.
 Van Winkel, Benjamin, laborer, 124.
 Varden, Jacob, smith, 147.
 Varden, William, smith, 147.
 Vessels, comparative view to purchase or hire, in the Quartermaster General's Department, 201-

- 203; portage bills and charges of, 238-241; cost of materials for fitting out, 242-247.
- Vigilant*, ship, 29.
- Vint, George, batteauxman, 167.
- Virginia, vessel at, 45; mentioned, 47, 49.
- Voit, Col. Aug. V., mentioned, 168.
- Vonck, Peter, carpenter, 154.
- Von Donk, Augustine, laborer, 131.
- Wagon Master, mentioned, 16, 36, 42, 54, 199, 210.
- Wagons, cost of repairs to, 214.
- Wainwright, John, cartman, 140.
- Wakefall, George, laborer, 57.
- Walch, Patrick, laborer, 125.
- Walden, Jacob, laborer, 126.
- Waldron, Isaac, carpenter, 153.
- Waldron, William, cartman, 141.
- Waleing, Edward, laborer, 123.
- Walker, John, carpenter, 156.
- Wallabout, guard at, 47.
- Wallace, Peter, blacksmith, 53.
- Wallace, William, master, 65, 164.
- Wallis, Provo, ordered to make a muster of all vessels and men in the military departments, 79.
- Wallop, Capt. Bennet, mentioned, 90.
- Walsh, James, carpenter, 147.
- Walstine, Samuel, carpenter, 152.
- Ward, George, driver, 112.
- Ward, Major, mentioned, 103.
- Ward, W., master, 65, 164.
- Warne, Samuel, carpenter, 155.
- Warner, John, sawyer, 153.
- Warring, Ishmael, driver, 192.
- Warwick, Cuffie, negro laborer, 142.
- Waters, Anthony, driver, 184.
- Waters, Laban, carpenter, 52.
- Waters, Levens, carpenter, 191.
- Waterson, Peter, batteauxman, 167.
- Watkins, John, laborer, 55.
- Watkins, Joseph, foreman, 152.
- Watner, Reuben, negro laborer, 142.
- Watson, Caesar, laborer, 134.
- Watson, James, master, 48.
- Watson, Joshua, carpenter, 151.
- Way, Daniel, laborer, 126.
- Weakley, Stephen, driver, 144.
- Weatherspoon, William, master, 47, 67, 158.
- Webb, William, cartman, 141.
- Weber, Conradt, driver, 174.
- Webster, John, sawyer, 150.
- Weedright, Justice, carpenter, 182.
- Week, John, driver, 188.
- Weeks, Isaac, carpenter, 153.
- Weir, Daniel, Commissary General, mentioned, 6, 8, 70, 88; letter to, 58, 234; letters of, 81-83, 88, 250, 251.
- Weir, George, blacksmith, 53.
- Welch, James, Acting Commissary of Muster, 109, 111, 115, 117, 121, 127, 137, 142, 151, 171, 179.
- Welchford, Edward, master, 45, 67, 158.
- Wenman, Richard, carpenter, 121.
- Werdright, Justice, carpenter, 52.
- Wesdekind, James, driver, 180.
- West, George, clerk, 54, 109.
- West, James, stacker, 132.
- Whart, Christopher, laborer, 130.
- Wheaten, John, joiner, 51.
- Wheelrights, mentioned, 14, 42, 50, 210.
- White, David, conductor, 55.
- White, Duncan, master, 47, 67, 160.
- White, Henry, appointed member of the Board, 3; attends meeting, 3, 4, 58, 60, 70, 80, 104, 105, 196.
- White, James, laborer, 132.
- White Plains, N. Y., mentioned, 71.
- White, William, cooper, 126.
- White, William, master, 69, 162.
- Wiedeman, Nicholas, driver, 184.
- Wier, Archibald, batteauxman, 167.
- Wier, George, blacksmith, 182.
- Wierning, Johannis, driver, 106.
- Wieurgan, Patrick, laborer, 128.
- Wiler, Conrad, foreman, 151.
- Wiler, Michael, driver, 151.
- Wilkerson, George, carpenter, 52, 191.
- Wilkins, William, carpenter, 154.
- Wilkinson, Jacob, laborer, 126.
- Wilkinson, Richard, carpenter, 152.
- Wilkinson, Robert, foreman, 150.
- Willett, Thomas, conductor, 54.
- William, negro laborer, 130, 142.
- William*, schooner, 29, 64, 68, 94, 145, 164, 195.
- Williams, Abraham, cartman, 140.
- Williams, Daniel, driver, 145.
- Williams, Henry, laborer, 141.
- Williams, Jack, negro laborer, 142.
- Williams, Joe, negro laborer, 142.
- Williams, John, cartman, 140.
- Williams, John, carpenter, 152, 154.
- Williams, John, Jr., cartman, 140.
- Williams, Oliver, sawyer, 150.
- Williams, Samuel, cartman, 140.
- Williams, Thomas, laborer, 132.
- Willis, John, wagoner, 144.
- Wilson, John 1st, carpenter, 50.
- Wilson, John, 2nd, carpenter, 51.

- Wilson, John, carpenter, 190.
Wilson, John, master, 69, 162.
Wilson, Pompey, driver, 112.
Wilson, Robert, carpenter, 155.
Wilson, Samuel, blacksmith, 53.
Wilson, William, batteauxman, 167.
Wine, James, laborer, 138.
Wingfall, George, driver, 118.
Wintered, William, driver, 186.
Wiser, Frederick, carpenter, 149.
Wisher, James, laborer, 132.
With, Jacob, driver, 180.
Wood, Caesar, laborer, 143.
Woolsey, Glasco, laborer, 56.
Worster, William, carpenter, 150.
Wright, Adam, driver, 192.
Wright, Charles, carpenter, 149.
Wright, John, batteauxman, 167.
Wright, Robert, cartman, 140.
Wurmb, Maj. Gen. Frederick W.,
mentioned, 32, 89, 107.
Wurschmidt, George, driver, 178.
Wylie, John, cartman, 140.
Wynants, Vincent, master, 49.
Wynants, Winant, master, 69, 160.
Yarson, Peter, driver, 188.
Yates, John, assistant, 138, 139.
Yellow Hook, L. I., Barrack Master
General's Department at., 143;
mentioned, 126, 208.
Yonge, William, master, 45, 67, 158.
York, negro driver, 118.
York, schooner, 64, 94, 146, 166, 195.
Young, Isaac, cartman, 141.
Young, Peter, blacksmith, 53, 110.
Young, Philip, cooper, 130.
Young, Robert, driver, 174.
Young, William, master, 45, 67, 158.
Zell, Johannes, driver, 178.
Zeugh, Melchier, driver, 106.
Zohrbach, Caspur, driver, 108.

LIBRARY OF CONGRESS



0 011 801 316 5

