

*“Little chariots painted red ...”*  
*Continental Army Vehicle Paint Colors*

John U. Rees



French artillery blue, the color was derived from a French painting of the British troops at Yorktown. (Courtesy of Alan Mitchell, specialist in 18<sup>th</sup> century paints for Colonial Williamsburg.) Below: The miniature painting, *Surrender at Yorktown* (3<sup>1</sup>/<sub>8</sub> inches framed), by Louis-Nicholas van Blarenberghe, 1785.<sup>1</sup>  
(Collections of the Colonial Williamsburg Foundation.)



## Appendices

1. Transcription of, “A Return of Painters Work done in Colonel Benjmn. Flower’s Departmt Commissary General of Military Stores at the Ordnance Yard under the Direction of Lieutenant Henry Stroop for the Month of January 1780”
2. Images of Wheeled Vehicles in the American War
3. Related Monographs by the Same Author



**Oxen and cart (Colonial Williamsburg Foundation)**

Historian Harold L. Peterson wrote about paints used on artillery pieces in his fine work *Book of the Continental Soldier*:

Both wood and iron needed paint for preservation. The iron barrels of the pieces themselves were always painted black, and the mountings [ironwork] of the carriages were also painted black as a general rule. On some occasions ... the mountings seem to have had only a coat of red lead ... [likely due to] a shortage of paint. The wooden parts of the carriages ... seem to have been painted a variety of colors. At the beginning of the war there is evidence that the Americans painted their carriages the same light lead gray color that the British Army favored. On November 30, 1776, for instance, General Philip Schuyler requisitioned sufficient materials ‘to paint 250 carriages of a lead color ...’ The Charles Wilson Peale portrait of Washington at Princeton shows him leaning against a gray gun carriage, and the painting of the Battle of Princeton by William Mercer, done shortly after the event and accurate in all verifiable details, shows a similar gray carriage. At the same time, however, the Mercer painting also illustrates a red brown carriage. This may have been intended to indicate an imported Valliere System carriage since these were customarily painted red in

France or it might have been an American carriage, for there is documentary evidence that American carriages were sometimes painted that color, too. By 1780 there are references to painting carriages blue, perhaps under the influence of the French, who had changed to that color when they adopted the Gribeauval system. Before the end of the war blue seems to have become standard for American carriages ...<sup>2</sup>

The vast array of other Continental Army wheeled vehicles needed protection, too. In 1778 Samuel Hodgdon, Commissary of Military Stores for the Main Army at White Plains, wrote several correspondents for much-needed paints: to John Ruddock, 5 August, "... you will please in addition to other favours send me fifty weight white lead, to paint the waggons and other service—and what lam[p]black you can procure, if you can procure the stamps from Springfield by which their waggons are mark't and number'd you will oblige me much as our painter is not used to makg letters in so eligant a manner as I could wish—pencils suitable for the above service are wanting ... NB I should be glad you would forward the new waggons every time you send stores ..."; to Captain Anthony Post, 2<sup>nd</sup> Continental Artillery, "... exceedingly wanted here is white lead, as the Carriages are suffering for paint, and not one ounce to be had."; to Captain Stephen Buckland, 3<sup>rd</sup> Artillery, "The painter being now out of employment for want of paints, and hearing that there was a large quantity of white Lead at West Point, the General has thought proper to order it brought to this place. you will please therefore to send it forward to Tarry Town ...without delay as the carriages are suffering for want of it." In April 1779 Hodgdon wrote Major James Pearson from the Artillery Park at Pluckemin, New Jersey, "[I] Should be glad [if] you would forward with the next Stores a suitable proportion of Black Paint, Yellow Oker, Venetian Red & white Lead ground, to paint our Feild Waggons as they are now suffering."<sup>3</sup>

Two months later Board of War president Timothy Pickering, sent the Continental Congress, an "Estimate of Articles to be imported in the Department of the Board of War & Defence." Included in this wish list were "Paints & Brushes viz":<sup>4</sup>

	<u>Pounds</u>
"White Lead"	10,000
"Spanish Brown"	10,000
"Yellow Oker"	4,000
"Red Lead"	4,000
"Vermillion"	[illegible, but a small quantity]
"Prussian Blue"	400
"Flake White"	10
"Kings Yellow"	2
"Umber"	2
"Sap Green"	10
"Carmine"	8 ounces

"These paints must be all properly ground ready for mixing, and put up in tight and strong Casks, each cask to contain 50 lbs where the quantity ordered amounts to so much."

Also listed are 200 "Barrels of Oil for the Painters," 2,000 each of "One pound," "Half pound," and "Small ones of different size[d]" paint brushes, as well as 2,000 "Painters small tools or bristle brushes." An "Estimate of Stores &ca. for an Army of Twenty five thousand Men" (circa 1781) included paints of spanish brown, yellow ochre, white lead, and spanish whiting.<sup>5</sup>



**Reproduction of Benjamin Warner's Revolutionary War knapsack, painted "Spanish Brown."  
(Original artifact in the collections of the Fort Ticonderoga Museum)<sup>5</sup>**

“This Napsack I carryd through the war of the Revolution’: Knapsacks Used by the Soldiers during the War for American Independence

- a. Overview
- b. Knapsacks and Tumplines, Massachusetts, 1775
- c. The Uhl Knapsack
- d. Leather and Hair Packs, and Ezra Tilden's Narrative
- e. The Rufus Lincoln and Elisha Gross Hair Knapsacks
- f. The “new Invented Napsack and haversack,” 1776
- g. The Benjamin Warner Linen Pack
- h. British Linen Knapsacks

<http://www.scribd.com/doc/210794759/%E2%80%9C-This-Napsack-I-carryd-through-the-war-of-the-Revolution-Knapsacks-Used-by-the-Soldiers-during-the-War-for-American-Independence-Part-1-of-%E2%80%9C-Cos>

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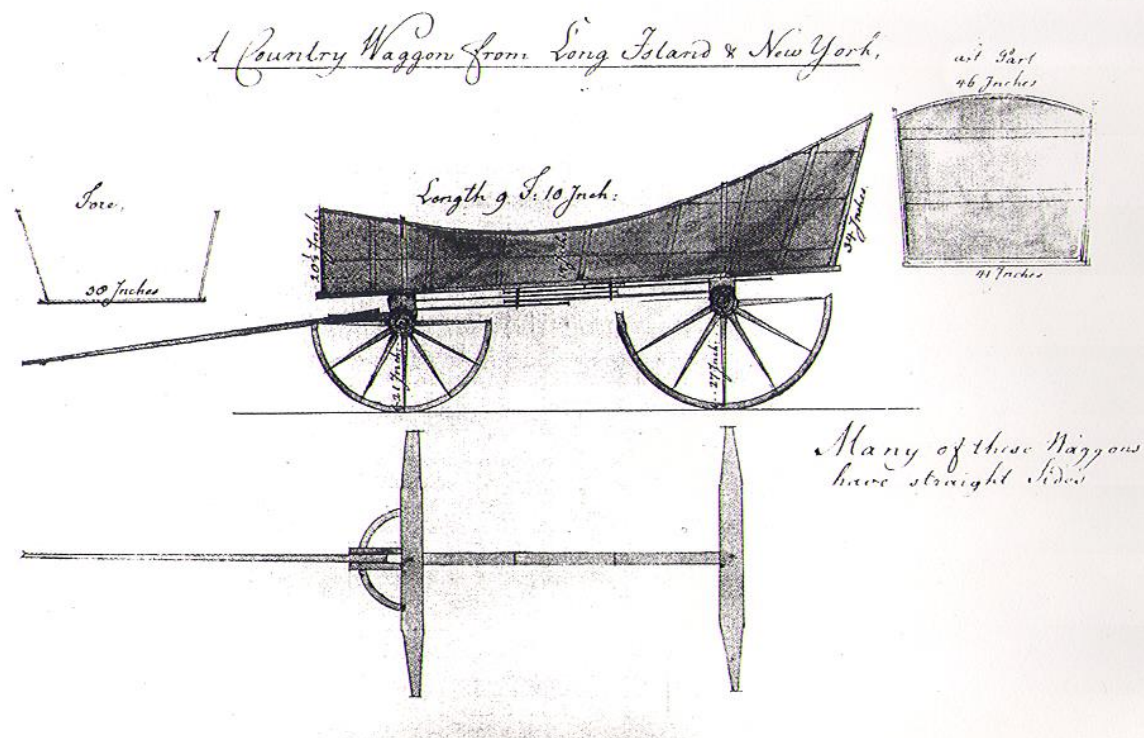
Harold Peterson cited but did not quote the 1780 “Return of Painters Work done in Colonel Benjmn. Flower Departmt Commissary General of Military Stores at the Ordnance Yard under the Direction of Lieutenant Henry Stroop.” The document lists artillery carriages, limbers, wagons, and wheels painted in one of two colors. The complete transcription seen in Marko Zlatich's article, “Colors of Ordnance Carriages, 1780” (*MC&H*, XVI, 3 (1964), 85-86) may be seen in Section 1 of the Appendices. Here is a synopsis:<sup>6</sup>

Painted blue  
Three 3 pounder carriages  
Four 3 pounder limbers  
Two 6 pounder carriages  
One 6 pounder limber  
Two 12 pounder carriages  
Two 12 pounder limbers  
Small cohorn mortar carriage and limber

**Painted red**

Two 3 pounder carriages  
Two 4 pounder carriages  
Two 4 pounder limbers  
Two 12 pounder carriages  
Two 12 pounder limbers  
Three 18 pounder carriages  
Three 18 pounder limbers  
One 24 pounder carriage  
One 24 pounder limber  
Five limbers  
Eleven pairs of wheels  
Two ammunition wagons  
Six traveling forges  
One cart for the armory  
One pair of cart wheels

Vehicle colors are also mentioned in other sources. A German officer described the country wagons his regiment used on Long Island in 1776: "On the morning of the 19th. August, the [von Stirn] brigade set out on the march, the tents and baggage being placed on wagons. The strange vehicles - little chariots painted red with two ponies to each - appeared new and odd-looking to our good Hessians." These "little chariots" were likely the "Dutch" wagons mentioned by Francis Rush Clark, "Inspector and Superintendent of His Majesty's Provision Train of Wagons and Horses." Pennsylvania Conestoga wagons were also traditionally painted varying shades of red. Like those belonging to Long Island and Pennsylvania farmers, red seems to have been the predominant color for most Continental Army wagons and carts. Quartermaster General Timothy Pickering emphasized it as a widely-used vehicle color in August 1781, when noting that the French "Count Chastellux wants exceedingly a good close covered waggon (The French have no good ones) that opens with hinges on the sides. I beg you to have a good substantial one immediately put in complete repair, well covered & painted yellow (for this colour I believe will please better than red)."<sup>7</sup>



"A Country Waggon from Long Island & New York," also known as a "Dutch" wagon, described by a German officer as "little chariots painted red." British Superintendent of Wagons and Horses Francis Rush Clark wrote, "These were taken promiscuously from the Farmers on Long & Island Staten Island, & some from the Jerseys. Many of them in a wretch'd Condition, & none having any Cover, to protect their Loading." Clark also noted that the "Country Waggons" "generally used in this province [New York], are the sort introduced by the first Dutch Settlers, & the same now made use of in Holland," and that "Many of these Waggons have straight Sides." The same style wagon is pictured on a circa-1733 New York overmantel, and is similar to a Dutch wagon pictured in the late-16th century painting *Siege of s'Hertogenbosch* by Van Hillegaert. While the profile of the late-18th century wagon is the same, the body of the 16<sup>th</sup>-century version "consists of a large number of wooden spindles running from a straight frame to a top-rail ..." Historian J. Geraint Jenkins notes that a "large number of sixteenth and seventeenth-century prints and drawings show exactly the same type of vehicle in Britain." "Narrative of Occurrences, relative to His Majesty's Provision Train in North America," (circa 1778), Francis Rush Clark Papers (no. 2338), Sol Feinstone Collection, David Library of the American Revolution, Washington Crossing, Pa. David J. Fowler, *Guide to the Sol Feinstone Collection of the David Library of the American Revolution* (Washington Crossing, Pa.: The David Library of the American Revolution, 1994), between 240-241. J. Geraint Jenkins, *The English Farm Wagon* (Wiltshire, U.K.: David & Charles, 1972), 9-13. Drawing courtesy of the David Library of the American Revolution.



**Van Bergen Overmantel detail, circa 1733. NO366.54, New York State Historical Association (Cooperstown).**



**Detail from "The defeated Spanish garrison leaving 's-Hertogenbosch, " 17 September 1629 by Pauwels van Hillegaert.**

### Acknowledgements

My thanks to Joseph Lee Boyle for providing transcripts of the Samuel Hodgdon letters, Garry W. Stone for bringing the Van Bergen Overmantel to my attention, Alan Mitchell for providing crucial color information, and, as always, the staff of the David Library of the American Revolution.

### Appendices

1. "A Return of Painters Work done in Colonel Benjmn. Flower's Departmt Commissary General of Military Stores at the Ordnance Yard under the Direction of Lieutenant Henry Stroop for the Month of January 1780

Painted two Chests over twice a blue Colour for the War Office ...

**do. three pair of Wheels twice over red ...**

**do. 2 pair of do. once Over red ...**

**do. one 6 pdr. Carriage once Over Blue  
and Limber for do. ...**

The above Work performed by one Enlisted Man

A Return of Painters Work for the Month of Feby. 1780

**Painted a Carriage for a small Cohorn Limber and Tillers[?]  
twice over Blue Colour ...**

Painted a Desk & frame for the state Treasurer Blue ...

do. Chest for the War Office Twice Blue ...

**do. a 3 pdr. Carriage & 2 Limbers twice over blue Colour ...**

do. 1 Chest for the War Office twice over blue ...

The above Work done by one Enlisted Man

Lost time occasioned by sickness 5 days

A Return of Painters Work for the Month of March 1780

**Painted a Travelling forge Three times over red ...**

**Painted a Cart for the Armoury once over red ...**

do. a Chest for the War Office twice over blue ...

**do. an 18 pdr. Carriage & Limbers twice over red Colour ...**

Painted a large Chest with partitions for Books for

The Comsy. Genrl. Militry. Stores Office

Twice over, a Blue Colour ...

The above work done by one Enlisted Man

lost Time Occasioned by sickness 6 days



[page 2]

A Return of Painters Work for the Month of April 1780

Painted a large Bookcase & frame for the War Office

Lead Colour, once Over ...

**do. 2 Ammunitions Waggons Twice over red ...**

**do. 2 Travelling Forges [likely painted red as the forge above] ...**

**do. 2 twelve pdr. Carriages & Limbers once over Blue ...**

**do. One 6 pdr. do. & two 3 pdrs. [likely blue as the same above] ...**

The above Work performed by one Enlisted Man

Lost time by sickness 1 day

A Return of Painters Work for the Month of May 1780

**Painted 2 twelve pdr. Carriages & limbers once over red ...**

**do. 1 Twenty four do. do. once Over red ...**

**do. 11 pair of hubbs do. do. ...**

**do. 2 Eighteen pdrs. & limbers once over do. ...**

**do. 1 Limber & a pair of Wheels do. do. ...**

The above Work done by One Enlisted Man

A Return of Painters work done for the Month of June 1780

**Painted a Travelling forge twice over red ...**

**do. 1 pair of Wheels for a Cart once over red ...**

**do. two 3 pdr. Carriages once over red ...**

**do. a Wheelbarrow once over do. ...**

The above Work done by One Enlisted Man

A Return of Painters Work done for the Month of July 1780

**To 1 pair of Limbers & 1 pr. of Wheels twice over red ...**

**painted a Travellg forge twice over red ...**

**do. 2 pair of Wheels once over do. ...**

**do. 200 Iron Musket Cartridge Cases  
outside and Inside ...**

The above work done by one Enlisted Man

A Return of painters work for the Month of August 1780

**Painted 2 pr. Limbers & 2 pair of Wheels once over red ...**

**do. a Travelling forge Twice over red ...**

**do. 2 four pdr. Carriages & Limbers once over red ...**

The above Work done by one Enlisted Man”

“A Return of Painters Work done in Colonel Benjmn. Flower’s Departmt Commissary General of Military Stores at the Ordnance Yard under the Direction of Lieutenant Henry Stroop for the Month of February 1780,” Miscellaneous Numbered Records (The Manuscript File) in the War Department Collection of Revolutionary War Records 1775-1790's, no. 21128 (National Archives Microfilm Publication M859, reel 69) U.S. War Department Collection of Revolutionary War Records, Record Group 93, Washington, D.C.

2. Images of Wheeled Vehicles in the American War. The types of baggage wagons used by Washington's army cannot be certainly known, but must have been a bit of a hodge-podge. Some vehicles, most notably the large English wagons brought by over from Britain in 1776 to serve General Sir William Howe's troops, as well as the larger Conestoga wagons, were considered too heavy and cumbersome to follow a campaigning army; others like the "Dutch" wagons of Long and Staten Islands, and northern New Jersey, were too fragile for hard service. Francis Clark, "Inspector and Superintendent of His Majesty's Provision Train of Wagons and Horses," reconfigured the large English wagons, lessening their weight by about five hundred pounds, and also devised an even lighter "new Waggon" with rope sides. Continental commanders depended on the Quartermaster Department to build, purchase, or hire wagons for the army. It is known that large numbers of vehicles were hired or purchased in Pennsylvania, and very likely during the Monmouth campaign some portion of Continental Army baggage was carried in smaller Conestoga-style wagons. Other vehicle types were also undoubtedly used for baggage. Below are images of several wagons available in New Jersey and Pennsylvania during the War for American Independence. (See endnote 33 for further discussion of army wagons.)

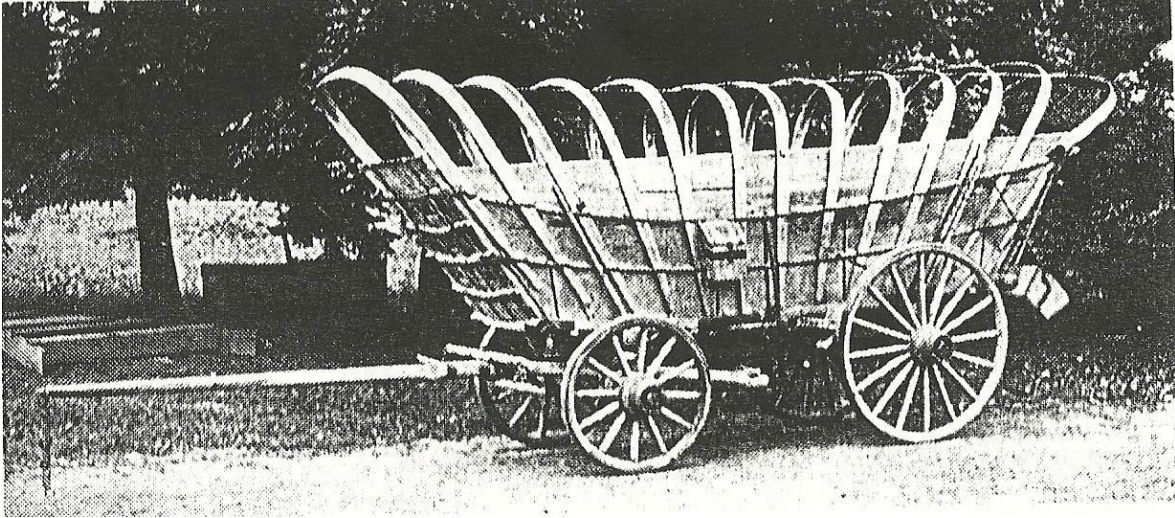


**“A relatively small but graceful nine-bow Conestoga owned by [the late] D.H. Berkebile.”  
George Shumway, Edward Durell, and Howard C. Frey, *Conestoga Wagon 1750-1850* (York,  
Pa., 1964), 51.**



Three mid-18<sup>th</sup> century Conestoga wagons of differing design, reconstructed for Fort Ligonier, Ligonier, Pennsylvania. (<http://fortligonier.org/>)

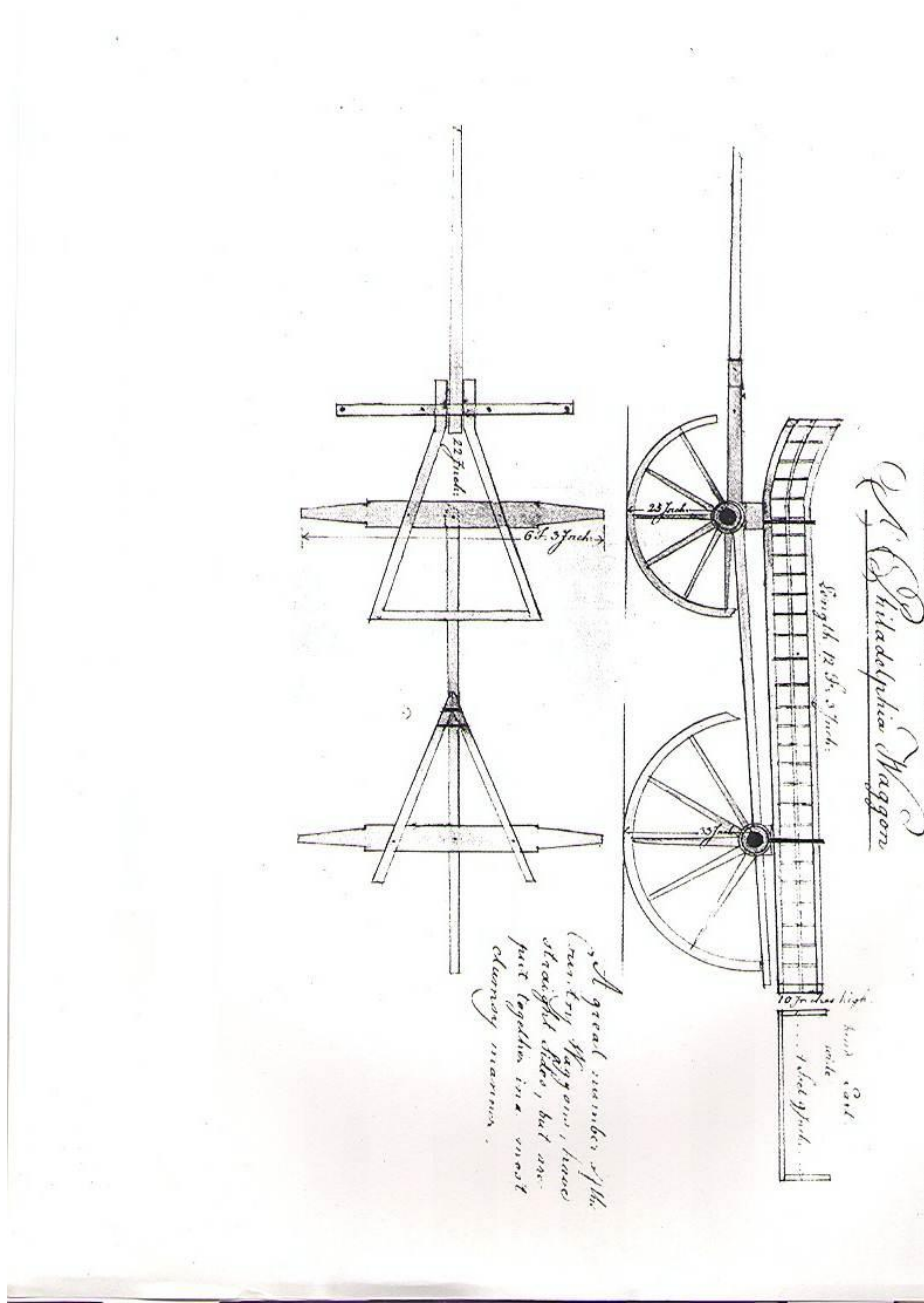




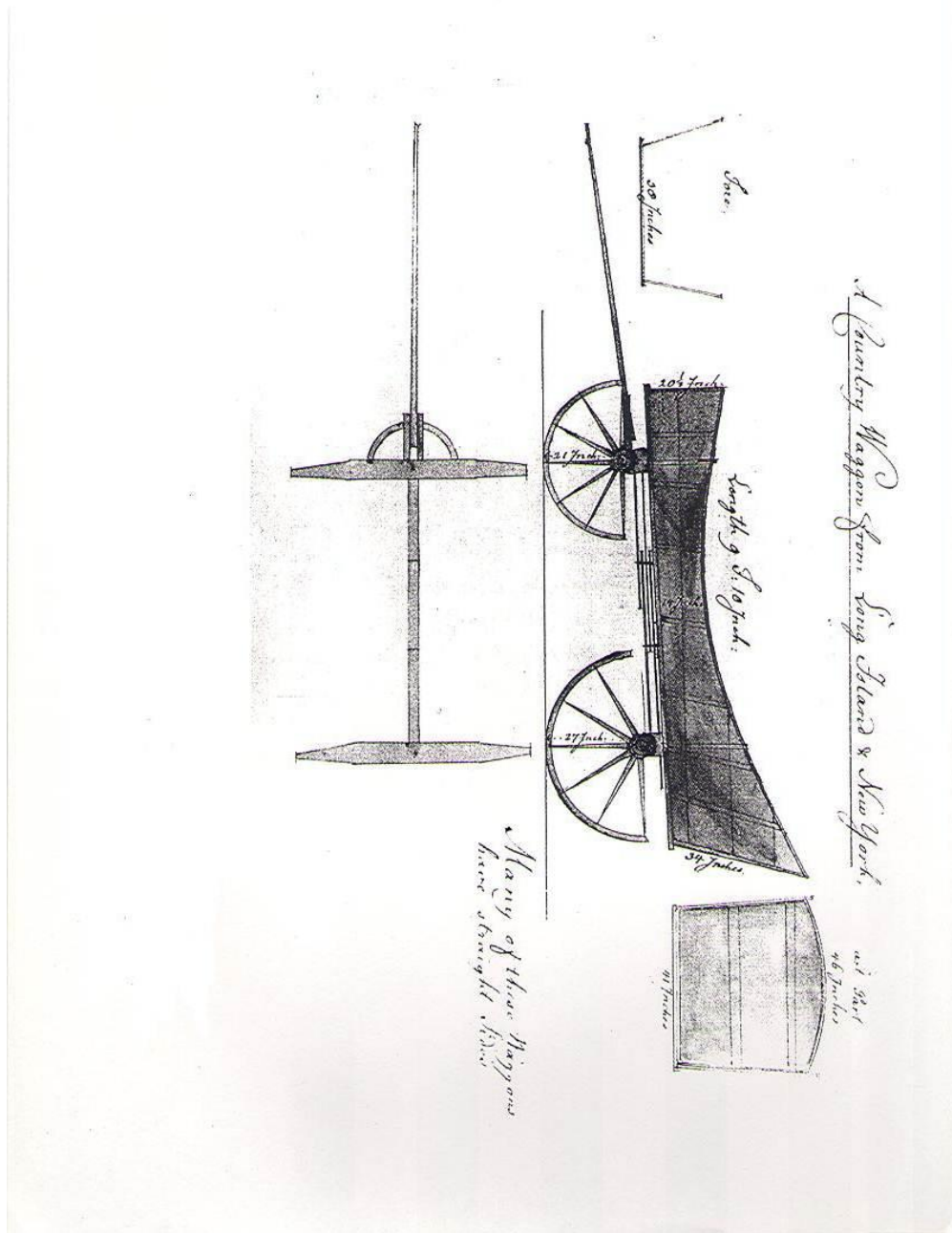
(Above and below.)

Side and rear view of the large Burgner Conestoga wagon, said to have ben built in 1762 at Waynesboro, Pennsylvania, for Cumberland Valley miller Jonathan Keefer. The wagon bed is four feet deep, fourteen feet long at the bottom and nineteen at the top. It held a ten ton load. John Omwake, *The Conestoga Six-Horse Bell Teams of Eastern Pennsylvania* (Cincinnati, OH, 1930), 32, 33.





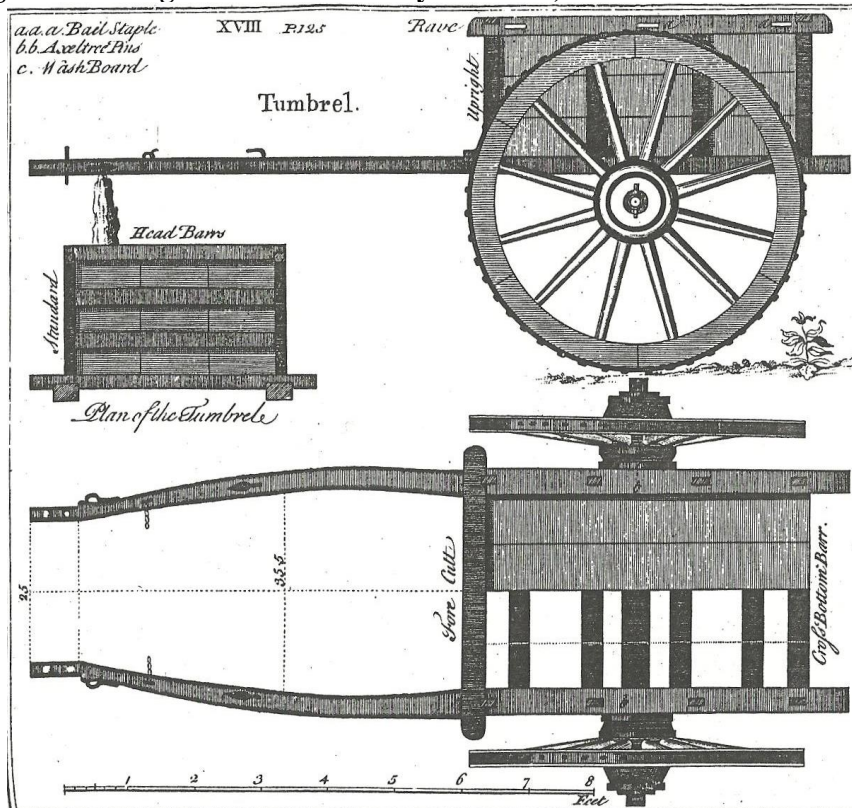
"A Philadelphia Waggon" used by the British army in Pennsylvania. "Narrative of Occurrences, relative to His Majesty's Provision Train in North America," (circa 1778), Francis Rush Clark Papers (no. 2338), Sol Feinstone Collection, David Library of the American Revolution. Drawing courtesy of the David Library, Washington Crossing, Pa.)



"A Country Waggon from Long Island & New York" (drawn circa 1778), also known as a "Dutch" wagon. Francis Rush Clark, "Inspector and Superintendent of His Majesty's Provision Train of Wagons and Horses," wrote: "These were taken promiscuously from the Farmers on Long Island & Staten Island, & some from the Jerseys. Many of them in a wretch'd Condition, & none having any Cover, to protect their Loading." "Narrative of Occurrences, relative to His Majesty's Provision Train in North America," (circa 1778), Francis Rush Clark Papers (no. 2338), Sol Feinstone Collection, David Library of the American Revolution. Drawing courtesy of the David Library, Washington Crossing, Pa.)



Early 18th century New York Dutch two-horse farm wagon. Detail from Van Bergen Overmantel, circa 1733. NO366.54, New York State Historical Association (Cooperstown). Francis Rush Clark, "Inspector and Superintendent of His Majesty's Provision Train of Wagons and Horses," sketched the same vehicle in the 1770's. (My thanks to Garry W. Stone for bringing the Van Bergen Overmantel to my attention.)



English "Tumbrel," circa 1757. The body measures approximately 3 feet 8 inches wide, 4 feet 10 inches long, by 2 feet high. Muller, *Treatise of Artillery*, plate XVIII.

There were several specialized vehicles supporting the army in 1778. Purpose-built ammunition wagons and traveling forges were produced for the Quartermaster General, at first under contract, then beginning in the winter of 1778 by the Artillery Artificers at manufactories at Carlisle, Pennsylvania, and Springfield, Massachusetts. In January 1777 General Washington recommended using "Chaises marine [two-wheeled carts] made for the Artillery and Regimental amunition, light, strong and covered ..." Whether or not these carts were adopted by the Continental Army, in his Treatise of Artillery (first published 1757) John Muller shows a similar vehicle, the two-wheeled English "Powder Cart," whose features included a "roof ... covered with oil cloth to prevent dampness from coming to the powder, and ... shot locker[s] ... divided into four parts by boards an inch thick." Muller noted several "defects" in these carts: "our powder carts hold no more than four barrels, and [as] a great quantity is required in all expeditions, they are not sufficient ... there should be powder waggons to hold twelve barrels each. It is true, that the powder carts carry leaden bullets and flints at the same time; and are therefore more convenient to follow the battalions; but the rest should be carried in much larger quantities." He then gave his objections to two-wheeled transport in general, which "though they may be useful upon some particular occasions, yet they should not be used in carrying great quantities of any kind; for the whole weight lying upon one axle-tree, must require more horses to draw a weight, than when the same weight lies upon two. This every carrier must know; and therefore no more carts should be used than are necessary." By adopting four-wheel ammunition wagons both the British and American armies remedied some of these shortcomings. Several of these vehicles were assigned to each brigade for carrying "spare ammunition and arms." Muller noted that the British ammunition wagon "serves likewise to carry bread, it being lined around in the inside with basket work."

In response to the commander-in-chief's query about wagons needed for the artillery, Brig. Gen. Henry Knox replied that the "Artillery Artificers will make the cover'd ammunition Waggons and travelling forges. I expect they will be able at Carlisle and Springfield to make 200 ammunition Waggons by the Spring which in addition to those we already have will be nearly sufficient. I have given to the QuarterMaster Genl. Colo. [Henry Emanuel] Lutterloh's [deputy quartermaster general for main Continental Army] return for the Horses and Harness to complete them." Knox estimated that the artillery alone would require 1,049 horses, to pull 106 field pieces (at an average of four draft animals each), 50 ammunition wagons with teams of 5 horses, and 60 wagons for spare ammunition needing 6 horses each. The cannon traveling with Washington's army and used at Monmouth ranged from three to six pound guns, with the majority fours and sixes. This is based on a letter by Commissary of Military Stores Samuel Hodgdon, written from "Croton Bridge 19 July 1778" to John Ruddock, Deputy Quartermaster of Stores at Fishkill:

Sir the great Consumption of Cannon Ammunition in the late Battle at Monmouth Renders it Necessary that a Supply be sent With all posable dispatch to Camp

200 six pound strap shott

200 four pound Ditto

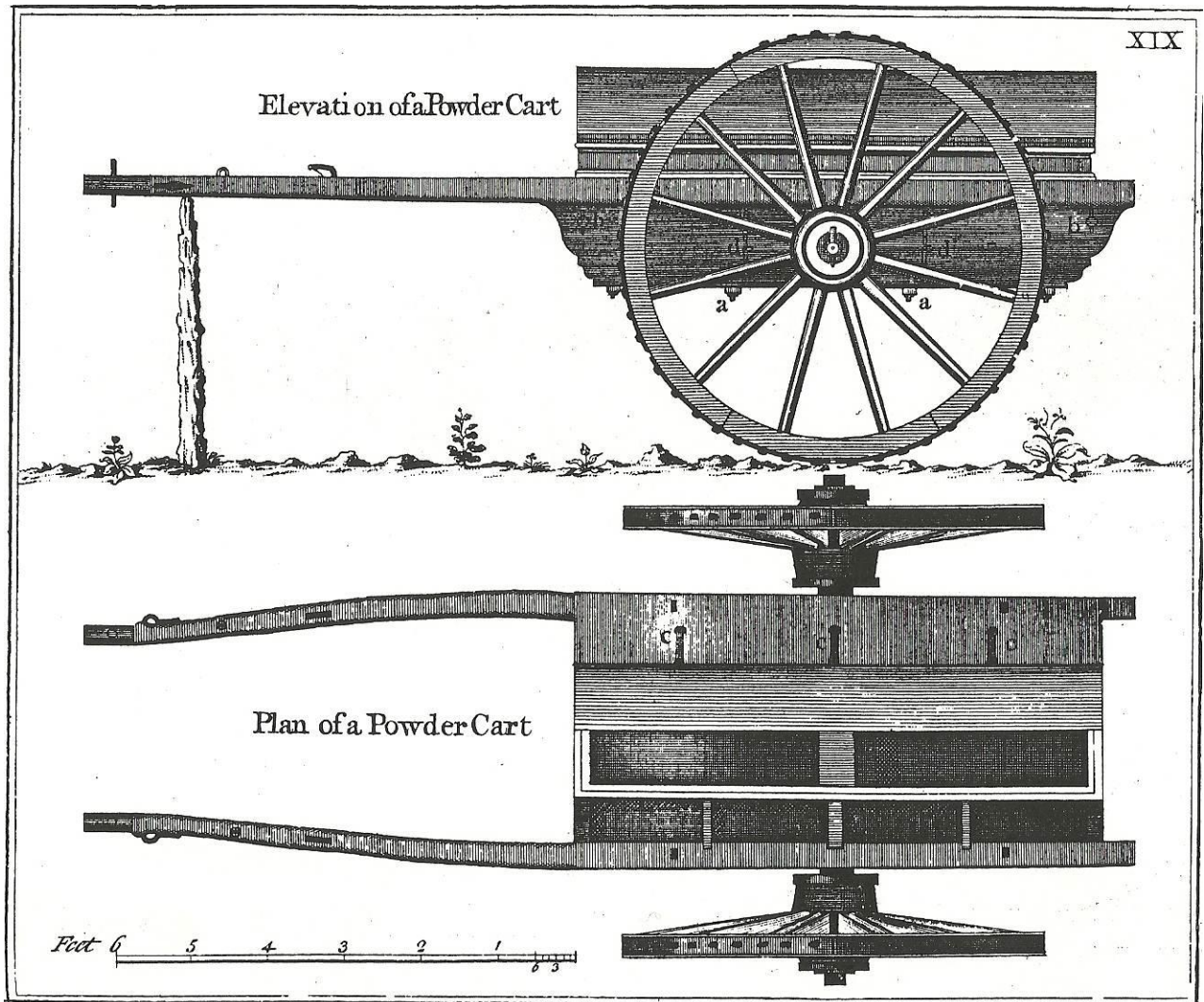
100 three pound Ditto is Much Wanted also

100 Good Arms & Accutrements

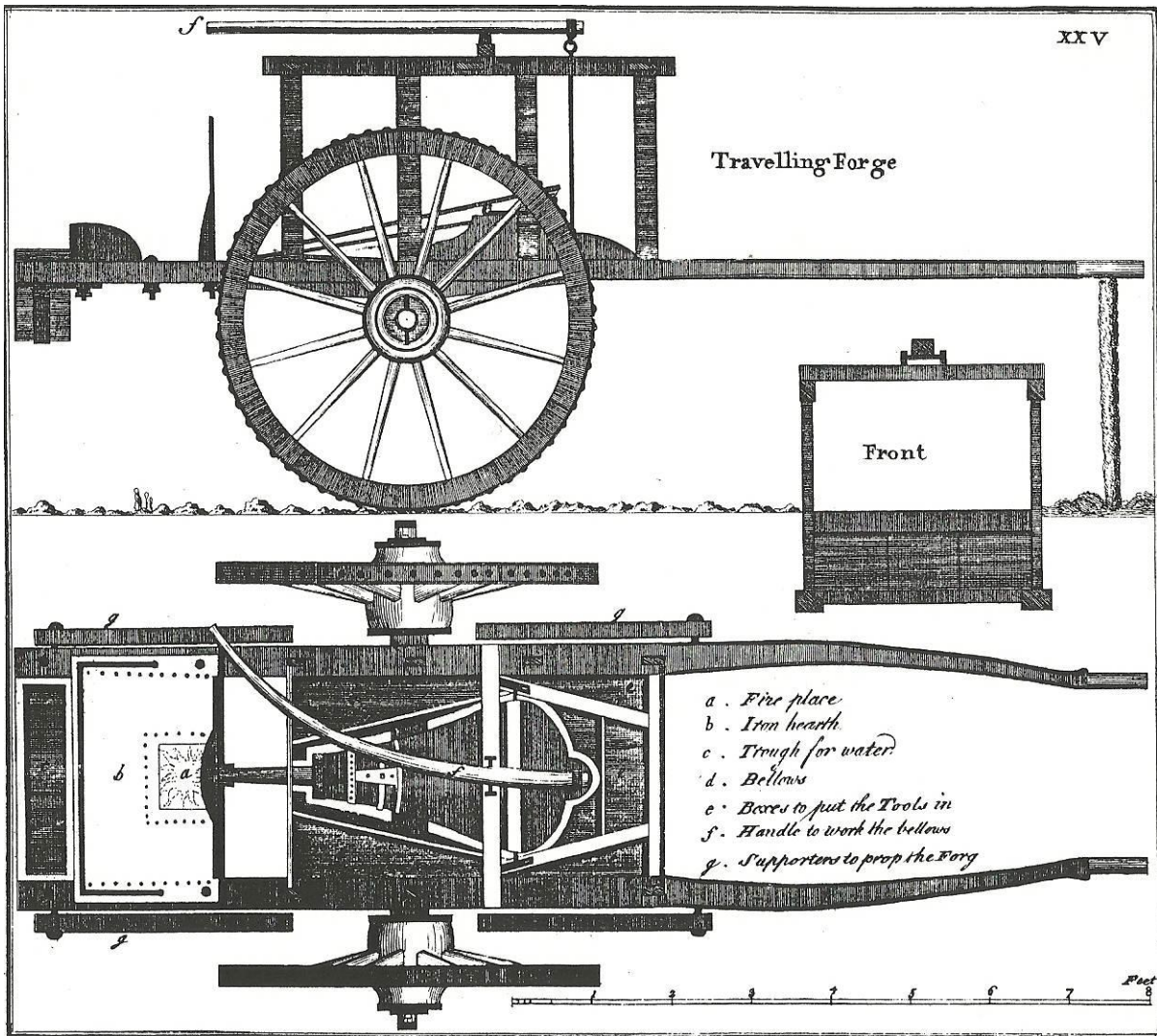
I have sent by Mr. Giles QrM Stores five Load of Damaged Arms & Ammunition Who Will Conduct the Above stores to Camp



When the army was on the move each piece needed a two-wheel limber plus two to four draft horses. Drivers for the artillery limbers and horse teams were often provided by taking common soldiers from infantry regiment for temporary detached duty, though in some cases hired civilian wagoners may also have served.



An English "Powder Cart," circa 1757. Overall length is approximately 13 1/2 feet. In January 1777 General Washington recommended for the Continental army "Chaises marine [two-wheeled carts] made for the Artillery and Regimental amunition, light, strong and covered ..." It is not known if such vehicles were adopted. John Muller, *A Treatise of Artillery*, 3rd edition (London, John Millan, 1780; 1st edition, 1757; reprinted by Museum Restoration Service, Bloomfield, Ontario, 1977), plate XIX. Washington to Thomas Mifflin, 31 January 1777, John C. Fitzpatrick, ed., *The Writings of George Washington*, 7 (Washington, GPO, 1932), 83 (see also pagenote).



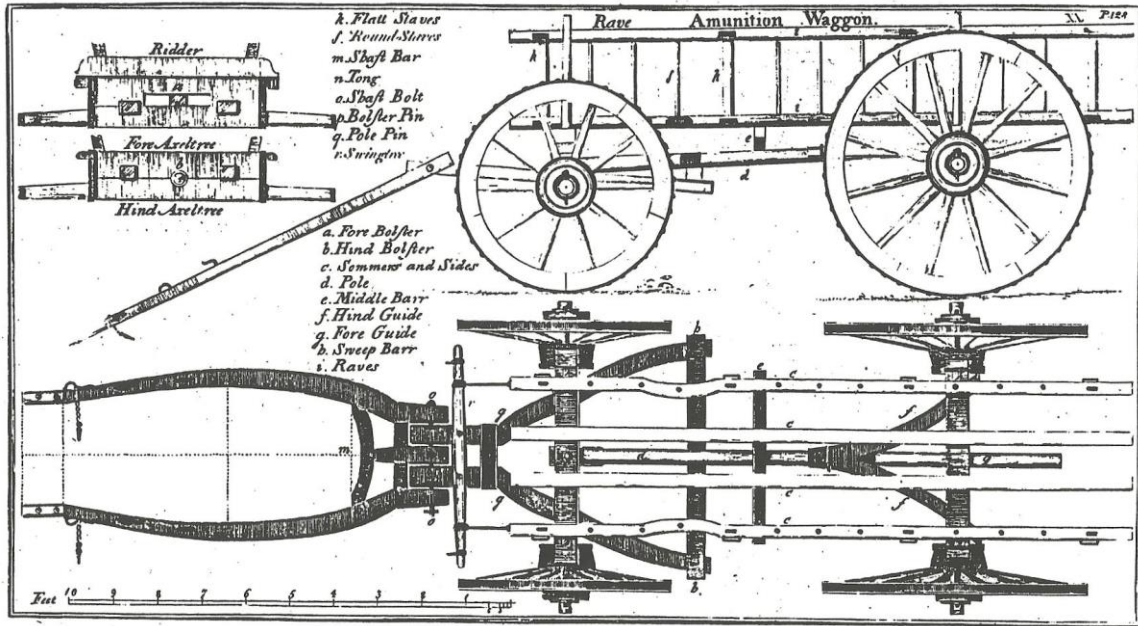
Travelling forge, circa 1757. Overall length, 15 1/2 feet.

Explanation for plate:

- a. The bellows.
- b. Place boarded up to put the tools in.
- c. Iron plate for the fire place.
- d. Wooden trough for water.
- f. Iron plate to receive the cinders, and to lay the hammers and tongs upon.
- g. Iron plate to prevent the flame setting fire to the carriage.

"This forge is very ill contrived: it should have four wheels, that it might stand firm, and be easier carried; the *French* use such as this last described. Since the first impression of this work these forges have been made with four wheels ..."

John Muller, *A Treatise of Artillery*, 3rd edition (London, John Millan, 1780; 1st edition, 1757; reprinted by Museum Restoration Service, Bloomfield, Ontario, 1977), plate XXV, 140.



English ammunition wagon, circa 1757. Overall length is 26 feet; the cargo-carrying body is 14 feet long by 4 feet wide. Most Continental army ammunition wagons were likely made with four wheels. John Muller, *A Treatise of Artillery*, 3rd edition (London, John Millan, 1780; 1st edition, 1757; reprinted by Museum Restoration Service, Bloomfield, Ontario, 1977), plate XX.



Artillery piece on the move, attached to limber and horse team. Detail from Phillippe Jacques de Louthembourg (1740-1812), "Warley Camp: The Review" (1780), Oil on canvas 121.3 x 183.5 cm, Painted for George III, RCIN 406349, The Royal Collection.



Artillery piece and limber can be seen in the background of this detail from the painting “Royal Artillery in the Low Countries, 1748.” Attributed to David Morier (1705?-70), Oil on canvas, 136.1 x 170.8 cm, Commissioned by William Augustus, Duke of Cumberland RCIN 407454, The Royal Collection.

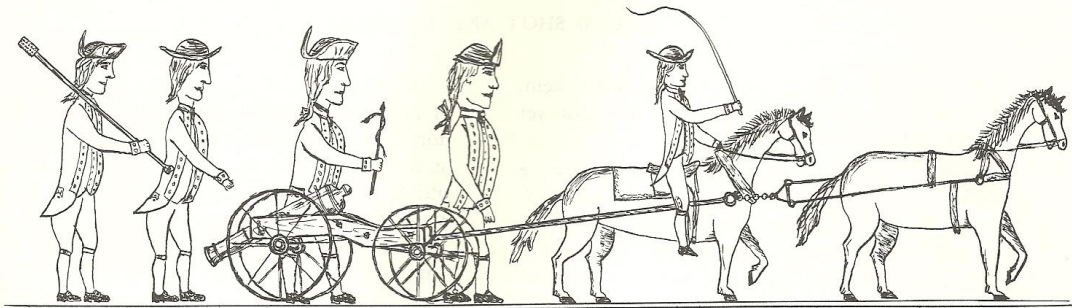
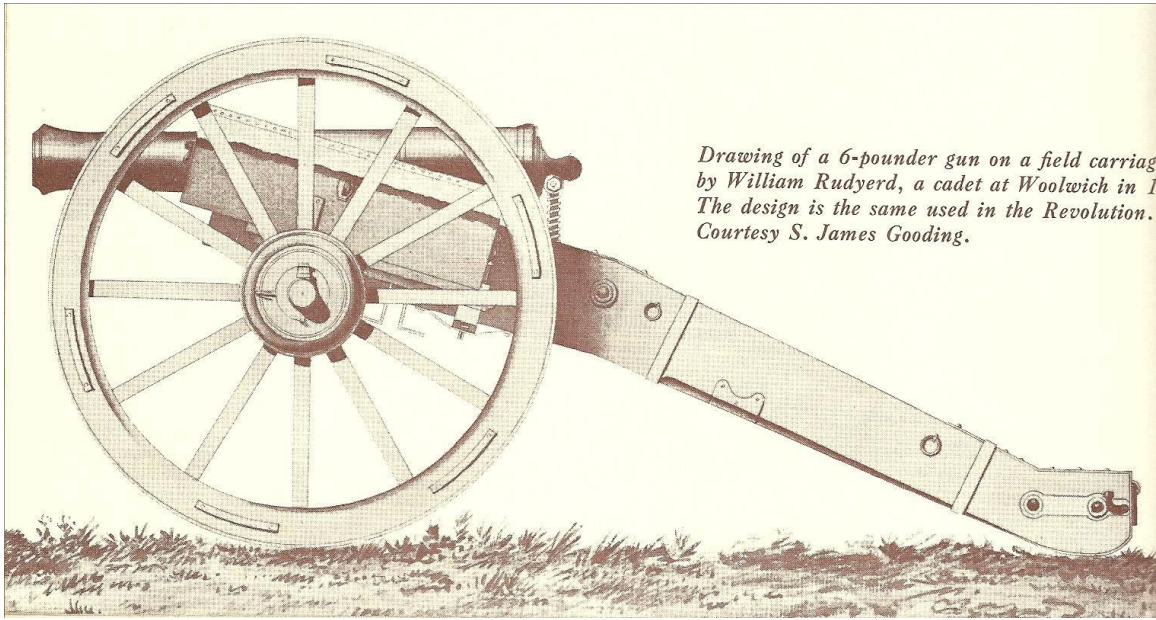
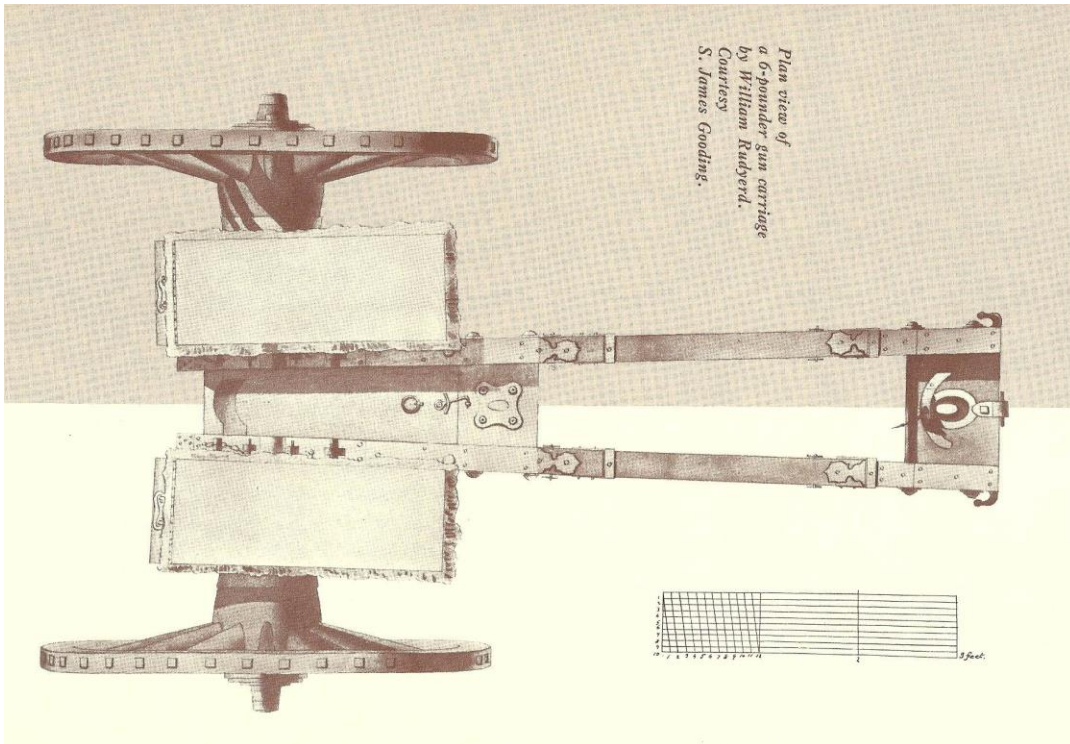


Image of artillery field piece and two-horse limber, from a powder horn engraving. This drawing is from Harold L. Peterson, *Round Shot and Rammers: An Introduction to Muzzle-loading Land Artillery in the United States* (South Bend, In.: South Bend Replicas, 1969), 59. Also see photograph of *powder horn* in *Harold L. Peterson, The Book of the Continental Soldier* (Harrisburg, Pa.: Stackpole Books, 1968), 132.



*Drawing of a 6-pounder gun on a field carriage by William Rudyerd, a cadet at Woolwich in 1776. The design is the same used in the Revolution. Courtesy S. James Gooding.*

**Side and overhead views of British 6-pounder field gun. Harold L. Peterson, *The Book of the Continental Soldier* (Harrisburg, Pa.: Stackpole Books, 1968), 116, 121.**



*Plan view of a 6-pounder gun carriage by William Rudyerd. Courtesy S. James Gooding.*





**Continental Army field artillery in action. Detail from William Mercer, “Battle of Princeton on 3rd January 1777” (Historical Society of Pennsylvania)**

### Wheeled Vehicle Sources

Erna Risch, *Supplying Washington's Army* (Washington, D.C., 1981), 64-90. J

Henry Knox to Washington, 8 January 1778, George Washington Papers (LOC), series 4, reel 45.

John U. Rees, "'Employed in carrying cloathing & provisions': Wagons and Watercraft During the War for Independence," Part I. "'Country Waggons,' 'Tumbrils,' and 'Philadelphia Carts': Wheeled Transport in The Armies of the Revolution," *ALHFAM Bulletin*, vol. XXIX, no. 3 (Fall 1999), 4-9, and *The Continental Soldier*, vol. XII, no. 2 (Winter 1999), 18-25.

<http://www.continentalline.org/articles/article.php?date=9902&article=990202>

“The road appeared to be full of red Coats ...”: The Battle of Millstone, 20 January 1777: An Episode in the Forage War,” *Military Collector & Historian*, vol. 62, no. 1 (Spring 2010), 24-35. <http://revwar75.com/library/rees/pdfs/millstone.pdf>

“A very smart cannonading ensued from both sides.’: Continental Artillery at Monmouth Courthouse, 28 June 1778”

### Appendices

1. Col. Richard Butler’s 1778 Map of the Monmouth Battle (drawn by William Gray)
2. “The Company was sent to Easttown with the pieces taken at Saratoga ...”: Brig. Gen. William Maxwell’s Jersey Brigade Artillery at Monmouth.
3. Recreations of late 18<sup>th</sup> Century Cannons, Limbers, and Ammunition Wagons
4. Period Images of English Cannon and Ammunition/Powder Wagons
5. Images of German (mostly Hessian) Artillery, Limbers, and Ammunition Wagons during the Period of the War for American Independence

<https://www.scribd.com/doc/139365107/A-very-smart-cannonading-ensued-from-both-sides-Continental-Artillery-at-Monmouth-Courthouse-28-June-1778>



**“One of the largest of the Conestoga freighters, this is known as the Burgner wagon. The cloth cover is supported by thirteen bows. George Shumway, Edward Durell, and Howard C. Frey, *Conestoga Wagon 1750-1850* (York, Pa., 1964), 4.**

## Endnotes

1. Miniature painting: Surrender at Yorktown  
1785

Artist: Louis-Nicholas Van Blarenberghe (1716-1794)

After work by: Louis-Alexandre Berthier (1753-1815)

After work by: Charles-Louis Berthier (1759-1783)

Origin: Europe, France, Paris

Framed: 3 1/8"

Gouache on paper; gilt-metal frame

Museum Purchase, The Friends of Colonial Williamsburg Collections Fund

Acc. No. 2003-8,2

These meticulously rendered watercolors depict the Siege and Surrender of Yorktown during the American Revolutionary War. Based on drawings by Alexandre and César Berthier, eye-witnesses to the battles and draftsmen under Rochambeau, each miniature measures only 3 1/8 inches in diameter and illustrates over 300 individual figures.

Label: This miniature painting (one of a pair) depicts the 1781 surrender of British troops to American and French forces at Yorktown, Virginia, a development that effectively ended the Revolutionary War. Few contemporary views of the event are known. Louis-Nicolas van Blarenberghe or his son Henri-Joseph painted this one and its mate in Paris in 1785. Both pictures were likely based on sketches by draftsmen Louis-Alexandre and Charles-Louis Berthier, brothers who served under the French General Rochambeau and were eyewitnesses to the surrender. The Berthier's sketches were sent to the French court where they were available to the van Blarenberghe. The painting shown here is just over three inches in diameter, but meticulously illustrates hundreds of individual figures.

(Taken from "Just Arrived" CW Journal)

Provenance: S.J. Phillips, Ltd., London, 1973

Dr. Anton C.R. Dreesmann

Christie's London, April 2002, Lot. 752

Private Collector (sold to CWF via Robert Hunter)

Inscription(s): Signed and dated: "van Blarenberghe 1785" on lower left of card.

<http://emuseum.history.org/view/objects/asitem/classification@16/122/title-asc?showSite=mobile>

2. Harold L. Peterson, *The Book of the Continental Soldier* (Harrisburg, Pa.: Stackpole Books, 1968), 126.

3. Samuel Hodgdon to John Ruddock, 5 August 1778; Hodgdon to Anthony Post, 5 September 1778; Hodgdon to Stephen Buckland, 5 September 1778; Hodgdon to James Pearson, 20 April 1779, Letters sent by Commissary General of Military Stores and Assistant Quartermaster Samuel Hodgdon ... July 19, 1778-May 24, 1784, Numbered Record Books Concerning Military Operations and Service, Pay and Settlement of Accounts, and Supplies in the War Department Collection of Revolutionary War Records, Record Group 93, National Archives Microfilm Publication M853, reel 33, vol. 111, target 2, 99, 114-116, 179-180 (hereafter cited as Numbered Record Books, Natl. Archives).

4. Timothy Pickering to Continental Congress, 11 June 1779, and "Estimate of Articles to be imported in the Department of the Board of War & Defence," June 1779, The Papers of the Continental Congress 1774-1789, National Archives Microfilm Publications M247 (Washington, D.C.: Government Printing Office, 1958), reel 158, 417-434, 435 (hereafter cited as PCC, Natl. Archives).

5. *Ibid.*, 421. "Estimate of Stores &ca. for an Army of Twenty five thousand Men so far as concerns the Quarter Master Generals Department", circa 1781, Numbered Record Books, Natl. Archives, reel 29, vol. 82, target 4.



6. "Return of Painters Work for 1780 from Jan'y 1 to Sept 1 1780," Miscellaneous Numbered Records (The Manuscript File) in the War Department Collection of Revolutionary War Records 1775-1790's (Washington, D.C.: National Archives Microfilm Publication M853, Record Group 93, 1971), reel 69, no. 21128 (hereafter cited as Misc. Numbered Records, Natl. Archives).
7. "Notes on Tents," *The Brigade Dispatch*, XXIII, 2 (Spring 1992), 19. (Cited source, J.G. Rosengarten, trans., *The German Allied Troops in the North American War for Independence, 1776-1783*, M. von Eelking (Baltimore, 1969)). Timothy Pickering to Hugh Hughes, 29 June 1781, Numbered Record Books, Natl. Archives, reel 29, target 4. *Ibid.*, reel 26, vol. 82, target 2, 108-109. George Shumway, Edward Durell, and Howard C. Frey, *Conestoga Wagon 1750-1850* (York, Pa.: George Shumway, Publisher, 1964), 206. Pickering to Hugh Hughes, 11 August 1781, Numbered Record Books, Natl. Archives, reel 26, vol. 82, target 3, 77. See also John U. Rees, "'The fewer the Waggons to the Army, the better...': Transporting Tents," in part 2 of "'We ... got ourselves cleverly settled for the night': Soldiers' Shelter on Campaign During the War for Independence," *Military Collector & Historian*, vol. 49, no. 4 (Winter 1997), 156-168 (World Wide Web) <http://revwar75.com/library/rees/shelter1.htm>, and "'Employed in carrying cloathing & provisions ...': Wagons and Watercraft During the War for Independence," *ALHFAM Bulletin*, vol. XXIX, no. 3 (Fall 2000), 4-9, and *The Continental Soldier*, vol. XII, no. 2 (Winter 1999), 18-25.

“Make use of Pack-Horses as far as may be practicable ...’: Baggage Carried on Horseback during the American War, 1776 to 1781”

#### Contents

American Campaigns, 1755-1764.

The British Army in 1776.

The 1777 Campaign.

Marching Through New Jersey, 1778.

Going Against the Iroquois, 1779.

Continental Army, 1780-1782.

Cornwallis's Campaigns, 1781.

Addenda: Miscellaneous Pack Saddle Images and Narratives

<http://www.scribd.com/doc/132177295/%E2%80%9C-Make-use-of-Pack-Horses-as-far-as-may-be-practicable-Baggage-Carried-on-Horseback-during-the-American-War-1776-to-1781>

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“A very smart cannonading ensued from both sides.’: Continental Artillery at Monmouth Courthouse, 28 June 1778”

### Appendices

1. Col. Richard Butler’s 1778 Map of the Monmouth Battle (drawn by William Gray)
2. “The Company was sent to Easttown with the pieces taken at Saratoga ...’: Brig. Gen. William Maxwell’s Jersey Brigade Artillery at Monmouth.
3. Recreations of late 18<sup>th</sup> Century Cannons, Limbers, and Ammunition Wagons
4. Period Images of English Cannon and Ammunition/Powder Wagons
5. Images of German (mostly Hessian) Artillery, Limbers, and Ammunition Wagons during the Period of the War for American Independence

<https://www.scribd.com/doc/139365107/A-very-smart-cannonading-ensued-from-both-sides-Continental-Artillery-at-Monmouth-Courthouse-28-June-1778>

Snapshot: “For the use of the field pieces with Colonel Proctor’s Regiment ...’: Equipping Artillery for the Field, 1781”

[https://www.academia.edu/36288660/Snapshot For the use of the field pieces with Colonel Proctor s Regiment Equipping Artillery for the Field](https://www.academia.edu/36288660/Snapshot_For_the_use_of_the_field_pieces_with_Colonel_Proctor_s_Regiment_Equipping_Artillery_for_the_Field)

“Reach Coryels ferry. Encamp on the Pennsylvania side.’: The March from Valley Forge to Monmouth Courthouse, 18 to 28 June 1778”

<http://www.scribd.com/doc/133301501/“Reach-Corvels-ferry-Encamp-on-the-Pennsylvania-side”-The-March-from-Valley-Forge-to-Monmouth-Courthouse-18-to-28-June-1778>

**Endnotes:**

<http://www.scribd.com/doc/133293312/Endnotes-“Reach-Corvels-ferry-Encamp-on-the-Pennsylvania-side”-The-March-from-Valley-Forge-to-Monmouth-Courthouse-18-to-28-June-1778>

**Contents**

1. “We struck our tents and loaded our baggage.”: Leaving Valley Forge
2. Progress, June 18, 1778.
3. Progress, June 19, 1778.
4. “Crost the dilliware pushed on about 5 milds ...”: June 20, 1778: Progress and a River Crossing
5. “4 Wagons & Horses, and 1000 Men at a Try.”: The Mechanics of Ferrying an Army
6. “Halt on the first strong ground after passing the Delaware ...”: June 20<sup>th</sup> River Crossing
7. “The number of boats ... will render the passage of the troops very expeditious.”:  
June 21<sup>st</sup> Ferry Operation
8. “The Troops are passing the River ... and are mostly over.”: June 22<sup>d</sup> Crossing
9. “The Army will march off ...”: June 22<sup>d</sup> and 23<sup>d</sup>, Camp at Amwell Meeting
10. “Just after we halted we sent out a large detachment ...”: Camp and Council: Hopewell  
Township, 23 to 24 June
11. “Giving the Enemy a stroke is a very desireable event ...”: Advancing to Englishtown,  
24 to 28 June
  - a. Progress, June 25, 1778.
  - b. Progress, June 26, 1778.
  - c. Progress, June 27, 1778.
  - d. Forward to Battle, June 28, 1778.
12. “Our advanced Corps ... took post in the evening on the Monmouth Road ...”:  
Movements of Continental Detachments Followng the British, 24 to 28 June 1778
  - a. The Advance Force: Scott’s, Wayne’s, Lafayette’s, and Lee’s Detachments.
  - b. Daily Movements of Detachments Later Incorporated into Lee’s Advanced Corps.
13. Echoes of 1778, Three Years After.

**Addendum**

1. Driving Directions, Continental Army Route from Valley Forge to Englishtown
2. Day by Day Recap of Route
3. The Road to Hopewell.
4. The Bungtown Road Controversy.
5. Weather During the Monmouth Campaign
6. Selected Accounts of the March from Valley Forge to Englishtown
  - a. Fifteen-year-old Sally Wister
  - b. Surgeon Samuel Adams, 3<sup>rd</sup> Continental Artillery
  - c. Henry Dearborn, Lt. colonel, 3<sup>rd</sup> New Hampshire Regiment
  - d. Captain Paul Brigham, 8<sup>th</sup> Connecticut Regiment
  - e. Sergeant Ebenezer Wild, 1<sup>st</sup> Massachusetts Regiment
  - f. Sgt. Jeremiah Greenman, 2<sup>d</sup> Rhode Island Regiment
  - g. Dr. James McHenry, assistant secretary to General Washington
7. List of Related works by the author on military material culture and the Continental Army

**Endnotes contain:**

1. Army General and Brigade Orders, June 1778.
  - a. Orders Regulating the Army on the March from Valley Forge.
  - b. Orders Issued During the Movement from Valley Forge to Englishtown.
2. Division and Brigade Composition for Washington’s Main Army to 22 June 1778
3. Washington’s army vehicle allotment for the march to Coryell’s Ferry,
4. Wheeled Transportation (a primer on the vehicles and artillery on the road to  
Monmouth, including twenty-one illustrations)
5. Division and Brigade Composition for Washington’s Main Army after 22 June 1778