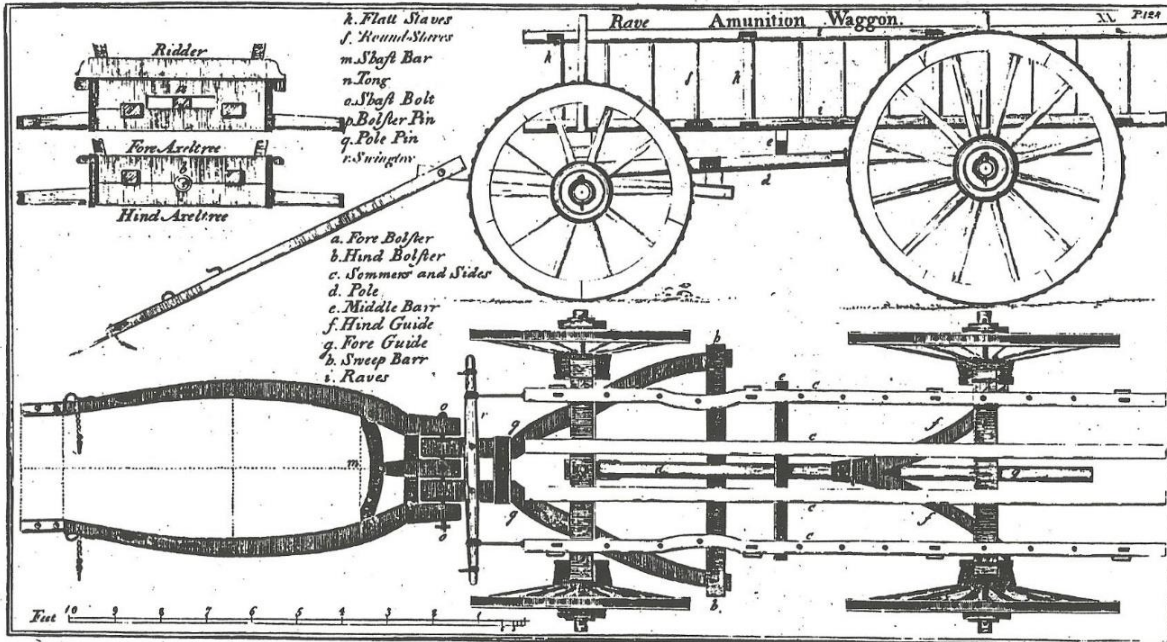
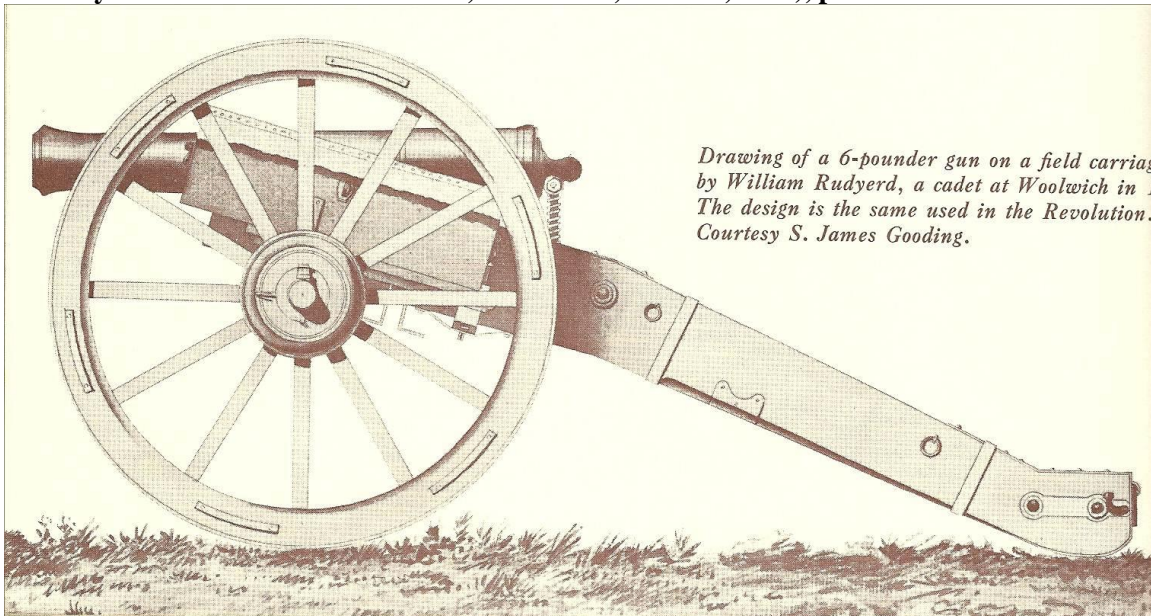


*“The Waggon sent from England were found to be totally unfit for the Country ...”
 ”British Army Wheeled Vehicles in the American War: A Primer”*

John U. Rees



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.



Drawing of a 6-pounder gun on a field carriage by William Rudyerd, a cadet at Woolwich in 1757. 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.

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1. "Orders were given, to hire Country Waggon in preference ...': An Overview of British Army Wheeled Transport in the American War, 1775-1783"

2. "Proceedings of a Board of General Officers of the British Army at New York, 1781," *Collections of the New-York Historical Society for the Year 1916*, vol. XLIX (New York: Printed for the Society, 1916)

"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."

3. Images of Vehicles Used by the British Army in America, 1775-1783

(Note: The Appendices contents are scanned pages of "Proceedings of a Board of General Officers of the British Army at New York, 1781," *Collections of the New-York Historical Society for the Year 1916*, vol. XLIX (New York: Printed for the Society, 1916))

Appendices

1. "No. 9 – Return of Drivers, Horses and Waggon furnished by Brigadr-General William Dalrymple, Quarter Master General of the Army in North America in the District of New York by order of His Excellency the Commander in Chief for the General and Staff Officers and several Corps of the Army between 1st January & 31st March 1781 inclusive being 90 days"
2. "Return of Drivers, Horses and Waggon belonging to the Quart. Master General's Department attached to the General and Staff Officers and Several Corps of Hessians in the District of New York. – 26th August 1781."
3. "Return of Drivers, Horses and Waggon attached to the several British Regiments in the District of New York 26th August 1781."
4. "Enclosure 2d Return of Drivers, Horses and Waggon that are with the Corps to the Southward [Virginia] New York 23d August 1781."
5. "Enclosure 4 Return of Conductors, Drivers, Horses and Waggon in the Quarter Master General's Department, attached to the Several Corps at and near the Six Mile Stone. 26th August 1781."
6. Enclosure No. 6, Johann Friedrich Cochenhausen (also Cockenhausen or Kochenhausen), colonel and quartermaster general, Hessian forces, to Board of General Officers, 14 May 1781 (regarding wagons for the German troops).

Related Works by the Same Author

Excerpted from "The great [wastage] last Campaign was owing to their being wet in the Waggon." Allotment and Transporting Tents in the Armies of the Revolution

<https://www.scribd.com/doc/301615108/We-got-ourselves-cleverly-settled-for-the-night-Soldiers-Shelter-on-Campaign-During-the-War-for-Independence-Part-2-The-great-wastage-l>

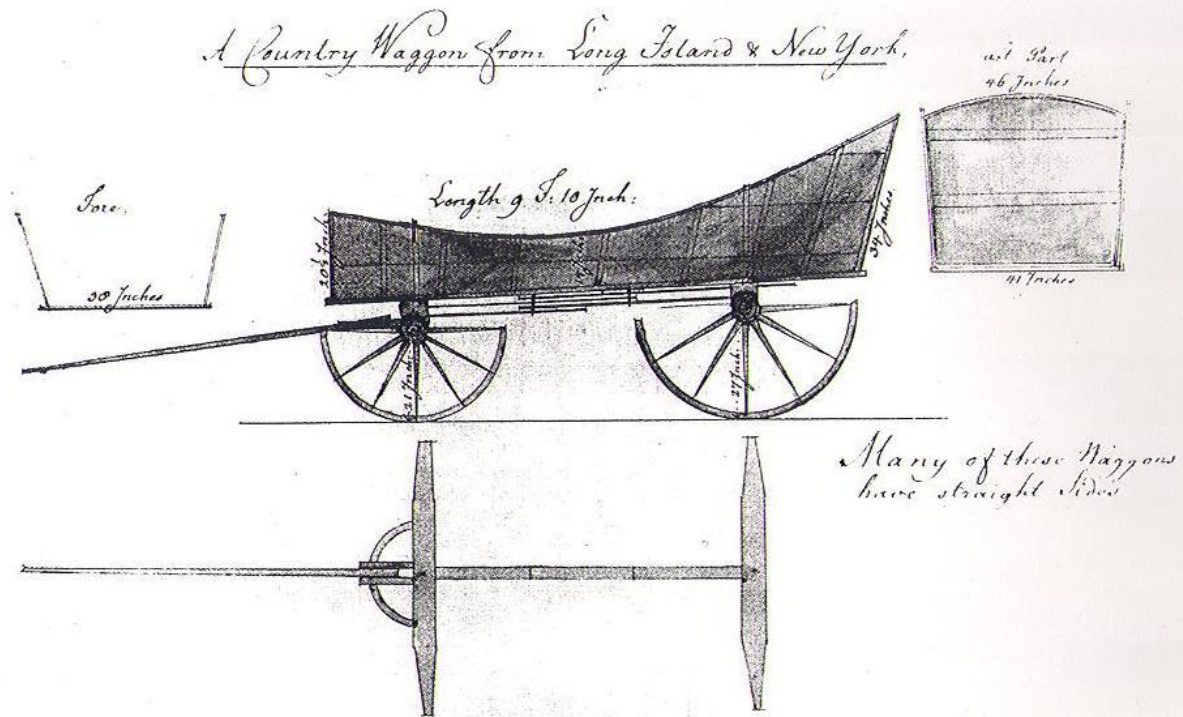
**“Orders were given, to hire Country Waggons in preference ...”
An Overview of British Army Wheeled Transport in the American War, 1775-1783**

According to Edward Curtis's *The British Army in the American Revolution*, in spring 1776 “three hundred four-horse wagons were sent to the forces under Howe and Carleton. These were built under the directions of the Ordnance board by a Mr. Fitzherbert at a contract price of £31: 11: 6 apiece [most likely the large English wagons].” In all, 523 wagons were used by the British army between 25 December 1776 and 31 March 1777, that number increasing to 763 from April to June 1777, and to 1,376 in the three months after that. The loss of between 40 and 50 wagons in the 20 January 1777 Millstone action, was hardly insignificant, especially considering the crucial need for food and forage, but quickly made up by Crown forces.¹

Interestingly, the large English wagons were a matter of some contention within the British army. Francis Rush Clark, "Inspector and Superintendent of His Majesty's Provision Train of Wagons and Horses," wrote extensively on transport problems in 1776 and 1777. "Nothing, but absolute necessity, can justify the hiring [of] Carriage for the Army, which must always be incompleat, & attended with considerably more expence, than having it the property of the Crown ... The English Waggons, sent over for the use of the Army, were undoubtedly much heavier, than was either necessary or proper. It furnish'd a plausible excuse for not using them ..." Clark's recital of deficiencies in the hired wagons used as replacements seems to highlight the positive attributes of the English wagons: “Orders were given, to hire Country Waggons in preference ... Nothing of this sort could be constructed more unfit for an Army. They are so slight, as to be perpetually in want of repair. The Harness is made of slight leather & ropes, instead of Chains. 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.”²



The "large English" wagons used by the British army in 1776 and 1777 were likely similar in size and style to English carrier's wagons of the period. This example, built at Colonial Williamsburg and completed in late 2007, weighs approximately 2,700 pounds. (Wagon constructed by the Colonial Williamsburg wheelwright shop; photo courtesy of same.)



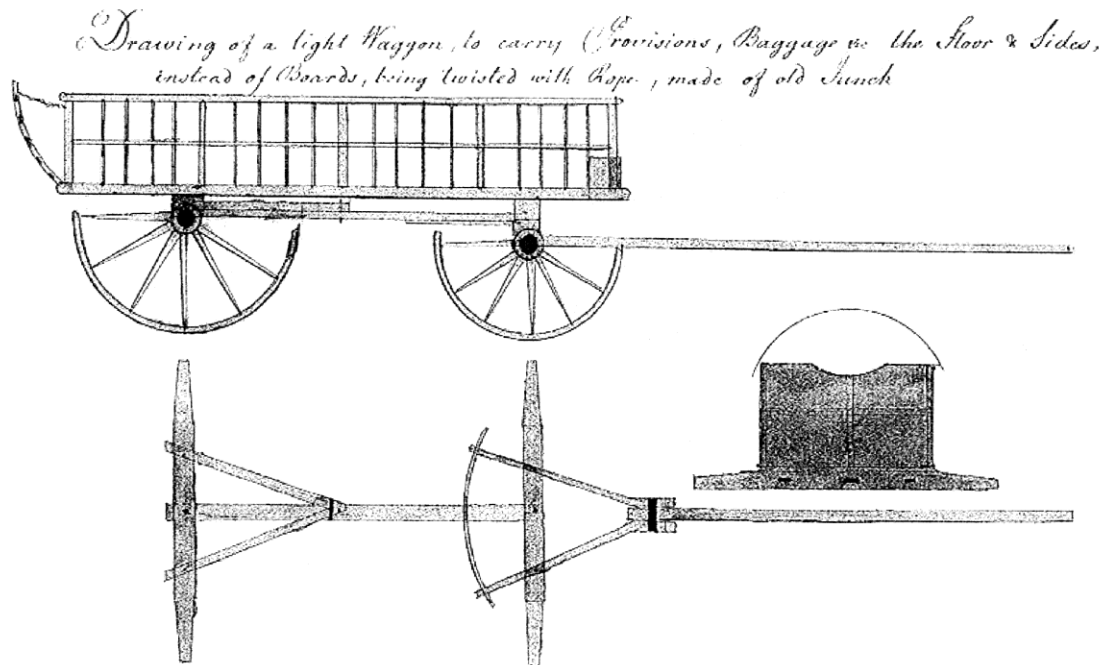
"A Country Waggon from Long Island & New York" (drawn circa 1778), also known as a "Dutch" wagon. Francis Rush Clark, "Inspector and Superintendent of His Majesty's Provision Train of Wagons and Horses," wrote: "These were taken promiscuously from the Farmers on Long Island & Staten Island, & some from 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.)

The "large English" wagon was likely similar in size to the "Carrier's wagon" commonly used in Great Britain during the period of the American Revolution. Like Clark's "large English," carrier's wagons were noted to be of "great weight." Both were probably the type known as a box wagon, with large wheels, and able to carry heavy loads over rough road surfaces, though Superintendent Clark still deemed them unsuited for use in America.³ Francis Clark compiled a comparative listing of the different vehicles, used by the British army in America:

"The Weight of the Waggon of the Army."	[hundredweight]
The large English	13: 3:
The Philadelphia [two examples]	13: 3: 11
&	13: 2: _
The Dutch or American [four examples]	7. _ . _ .
	7. 2. _ .
	8. _ . _ .
	8. _ . _ .
The English reduced	8. 2. _ .
A new Waggon with Rope Sides & Bottom, runs light & handy	7. _ . _ .
NB This Waggon has been greatly approved by all that have seen it, as the best & most fit for American Service. ⁴	

Wheelwright John Boag and Apprentice Andrew De Lisle provide details of an English carrier's wagon completed in late 2007 by the Colonial Williamsburg Wheelwright Shop, which, despite the weight difference, gives some idea of British Army large English wagons' dimensions:

Bed length	- 11 feet 4 inches
Bed Length at top rail height	- 11 feet 11 1/4 inches
Width	- 3' feet 9 1/4 inches
Height of sides	- 2 feet 3/4 inches ⁵



Drawing of an English reduced wagon recommended by British Superintendent of Wagons and Horses Francis Rush Clark to replace the cumbersome large English wagons. "Narrative of Occurrences, relative to His Majesty's Provision Train in North America," (circa 1778), Francis Rush Clark Papers (no. 2338), Sol Feinstone Collection, Courtesy of the David Library of the American Revolution, Washington Crossing, Pa.

The weight of the large English wagons limited or precluded off-road travel, likely explaining the ease of their capture at the January 1777 Battle of Millstone (for which see, "The road appeared to be full of red Coats ...": The Battle of Millstone, 20 January 1777: An Episode in the Forage War," <http://www.scribd.com/doc/123985060/%E2%80%9C-The-road-appeared-to-be-full-of-red-Coats-%E2%80%A6-An-Episode-in-the-Forage-War-The-Battle-of-Millstone-20-January-1777>), and that operation may have contributed to their being sidelined in favor of lighter vehicles. In any case Superintendent Clark was intent on lessening the weight of wagons and enhancing their durability. One of his solutions was "The English reduced" wagon, a modification of the "large English." He was "Greatly distress'd at seeing the English Waggons & Stores, sent over at a considerable expence, remain unemployed ... With this view, I had several of the Waggons reconstructed, by which means I reduced the Weight from thirteen hundred & a half, to Eight hundred & a half, This made them very little heavier than the Country Waggons, & in every respect better & more compleat, besides the advantage of Covers, to protect the bread & baggage & screen the sick & Wounded." A "new Waggon," designed by Clark, was proposed for adoption by the British army. "The Body of this Waggon is 10 Feet long, & 3 Feet 6 Inches wide, The Sides are 18 Inches high, & turn down with hinges; a Box before, a hind Board framed light, to take off at pleasure, The Hind Wheels 4 Feet 8 Inches high, & the Fore Wheels 3 Feet 8 Inches high ... This Waggon is made 4 Inches lower before than behind, which greatly facilitates the draught & light going, & the floor & Sides are made of Rope, spun of old Cordage, as few or no boards are to be purchased in these times; But if thought better, the floor & sides might be made with thin, light battins, flat hoops or twisted hay." (This sounds very like John Muller's description of the earlier ammunition wagon which could also transport "bread, it being lined around in the inside with basket

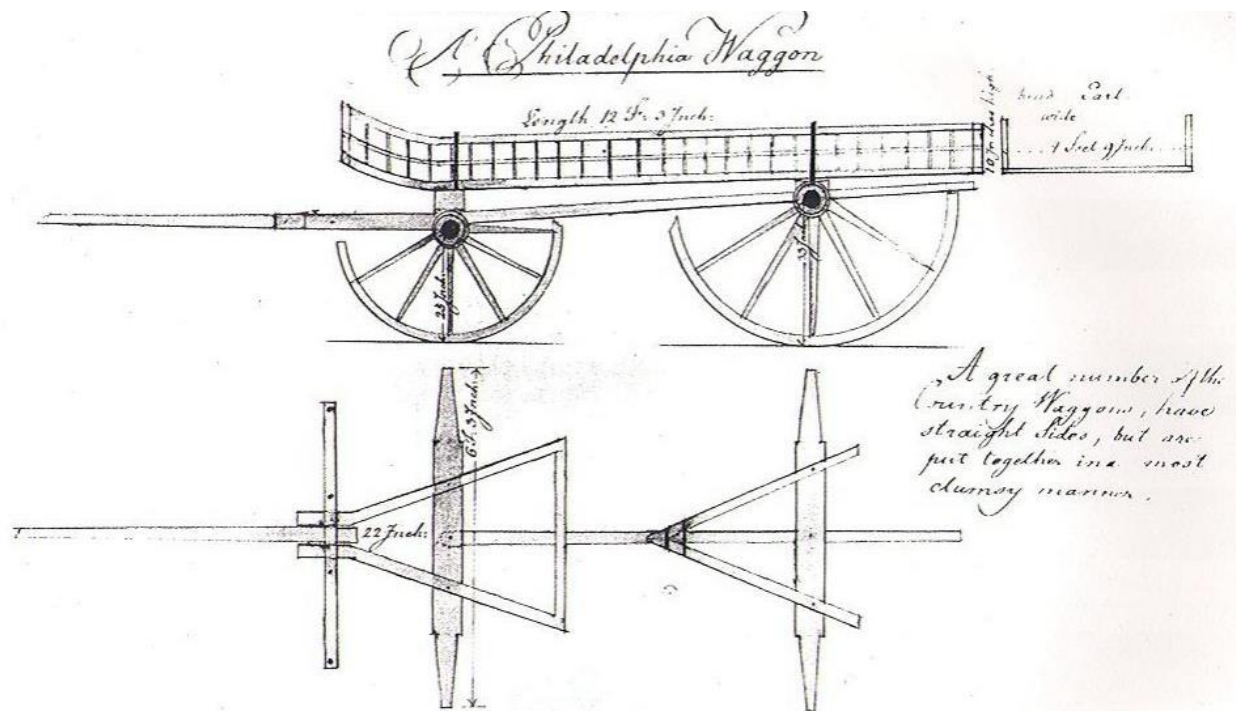
work.") Not one to wait complacently while the new wagon was being considered, the Superintendent had "One of the English Waggon's ... alter'd & set up upon the same principle, & reduced in Weight from 1350 lb to 900 lb, & made up very serviceable, & with some still lighter." In this manner the large English wagons, minus those captured at Millstone, were relegated to special uses or converted to "English reduced" wagons.⁶

Afterward: Francis Clark executed drawings of several locally-built wagons used during the war. In addition to a simple two-wheeled "Philadelphia Cart," he drew and described a "Philadelphia Waggon" (length, 12 feet 3 inches; width, wheel to wheel, inside measurements, 6 feet 3 inches; height of sides, 10 inches), and the "Country Waggon from Long Island & New York" (length, 9 feet 10 inches; wagon body, front, 30 inches wide by 20 1/2 high; body rear, 41 inches wide by 34 inches high). Clark noted, "A great number of the Country Waggon's ... are put together in a most clumsy manner."⁷

The last-named wagon is of particular interest. Francis Clark noted that the "Country Waggon's" "generally used in this province [New York], are the sort introduced by the first Dutch Settlers, & the same now made use of in Holland." He also wrote that "Many of these Waggon's have straight Sides." Clark's drawing shows a vehicle with sloping concave side boards (called a "curved profile" by J. Geraint Jenkins, in his work *The English Farm Wagon*), 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 earlier version "consists of a large number of wooden spindles running from a straight frame to a top-rail ..." Mr. Jenkins also notes that a "large number of sixteenth and seventeenth-century prints and drawings show exactly the same type of vehicle in Britain."⁸

Note: The next section contains information from a "Proceedings of a Board of General Officers of the British Army at New York, 1781," *Collections of the New-York Historical Society for the Year 1916*, vol. XLIX (New York: Printed for the Society, 1916).

That resource details the workings of the British wagon department during the entire war and fills in many elements of the narrative of those operations.



"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.)

Francis Clark's commentary gains perspective when laid alongside the "Proceedings of a Board of General Officers of the British Army at New York, 1781." Among a myriad of other subjects, that collection of documents lays out the structure and workings of the wagon department up to 1781. Appended are several letters on Crown forces wheeled transportation, with a preface outlining the contents of each.

"Proceedings of a Board of General Officers of the British Army at New York, 1781," *Collections of the New-York Historical Society for the Year 1916*, vol. XLIX (New York: Printed for the Society, 1916)

"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."

(This missive focuses on wagons used for hauling provisions for the army, and the circumstances of their employment from 1775 to 1777. Horses for light infantry and German Jaegers are mentioned in passing.)

[pages 71-73]

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 Decembr 1775 to the 17 March [1776] 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 [1776] 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 [1776] 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 [page 72] went to the Jersies 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 seal) 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 Jersies 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 Waggons 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 Waggons, belonging to the Provision Train, Staff Officers and different Corps, upon the Expedition from New York up the Chesapeak to the head of Elk.

[page 73]

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 [page 74] and repairing of Hutts for the Troops Cantooned, the supply of Waggon & 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. ...

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

Henry Bruen
Archd Robertson

(This document focuses on the hire of horses and vehicles for the army, the unsuitability of the large English wagons sent over (“too heavy and made of bad materials”), and the use of horses for extra duties. Also mentions, “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.Q.M. General who conducted it. “)

[pages 74-79]
His Excellency

Lieut Genl 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 Waggon & Horses contracted for the use of the Army we understand that Lieut Colonel Sherriff who was the principal in [page 75] 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 Quarter Master General in September 1776 but did not enter into this part of the business of his Department 'till 1st Janu'y 1777 when having received the Commander in Chief's Instructions to pursue the same mode as was customary by hiring what Horses and Waggon &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 Sherriff his Predecessor had done.

Sir William Erskine did employ a number accordingly, which with, a few Horses and Waggon 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 Waggon 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 Waggon 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 Willm Erskine to take that Branch under the immediate care and [page 76] management of his own Department, and directed him to pursue the same plan as was customary for all Quarter Master Generals in this Country to do, by taking, Drivers, Horses and Waggon into the Service at a daily hire according to the rates that were then established, indemnifying the Proprietors for their Horses and Waggon 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 & Waggon 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 Vizt. 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 bawling 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. [page 77]

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.Q.M. 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 Qur. Mr. 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 & [page 78] 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 [page 79] 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

(The two ensuing letters give numbers of wagons used for each year from 1777 to 1781, the varied aspects of hiring vehicles and teams and the conditions that led to that practice, and prices paid to hire horses and different sized wagons in 1781.)

[page 226]

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 Acct 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. [page 227]

1st Upon what footing the Waggon employed in the Quarter Master General's Department stood at the first landing on Long A 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 Waggon 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 Quarter Master 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 Waggon and Horses were furnished by Lieut Colonel Shirreff, And

That the mode he used in this Business was that of hiring the Waggon 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 Waggon used in the Quarter Master General's Department with the grand Army were hired by Lieut Colonel Shirreff.

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 Waggon 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 Waggon and Horses hired by Sir Wm Erskine who had entered into all the functions of his office at the Commencement of that Year.

[page 228]

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 Waggon, as that would draw on expences that never could be defined, but told him that he depended upon the Quarter Master General to hire a sufficient Number of Waggon 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 Waggon 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.

[page 229]

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 Quartr 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 Waggon & Horses have been worn down by most of the [page 230] 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 Waggon & 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 Expencc 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

(This last letter the accomplishments of wagons provisioning Crown forces occupying Philadelphia, carrying the army's rations during the June 1778 Monmouth campaign, and hauling forage through the lines on Manhattan Island.)

[page 250]
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 Waggon belonging to the Qur Mr 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 Our 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- [page 251] 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 subsistance 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.

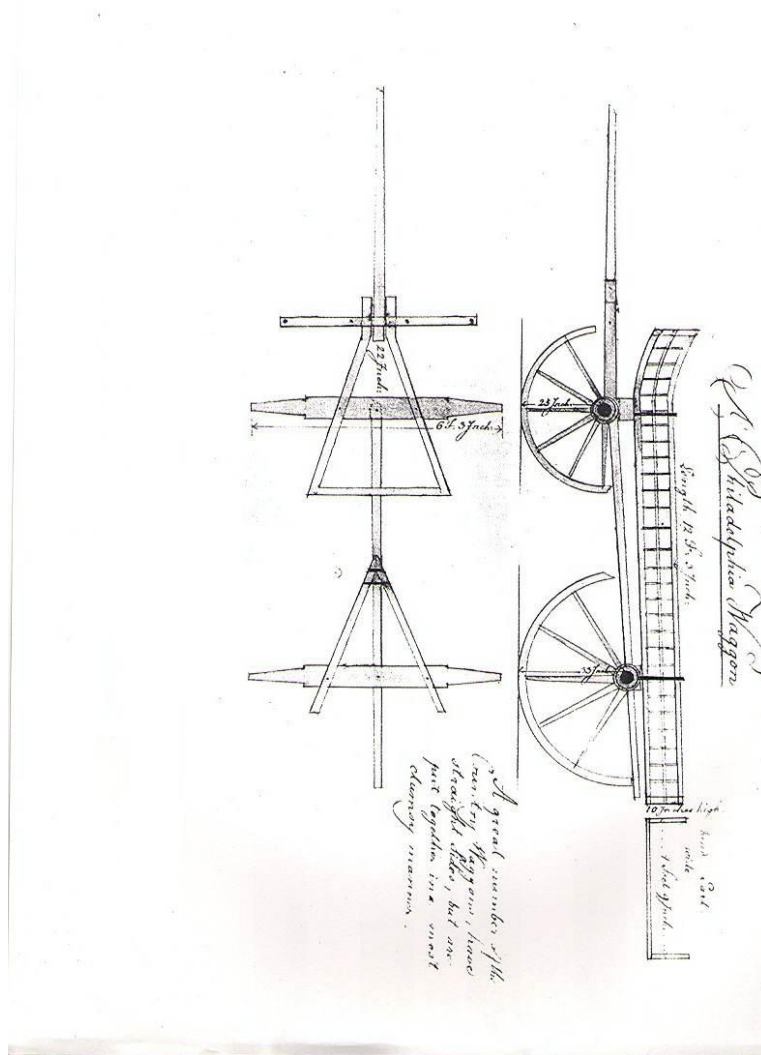
Notes (for appendix)

1. Edward E. Curtis, *The British Army in the American Revolution* (Originally published 1926. Reprinted, Gansevoort, N.Y.: Corner House Historical Publications, 1998), 136, 184, 188–189.
2. "Narrative of Occurences, 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.
3. J. Geraint Jenkins, *The English Farm Wagon* (Wiltshire, U.K., 1972), 9–13.
4. "Narrative of Occurences, 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.

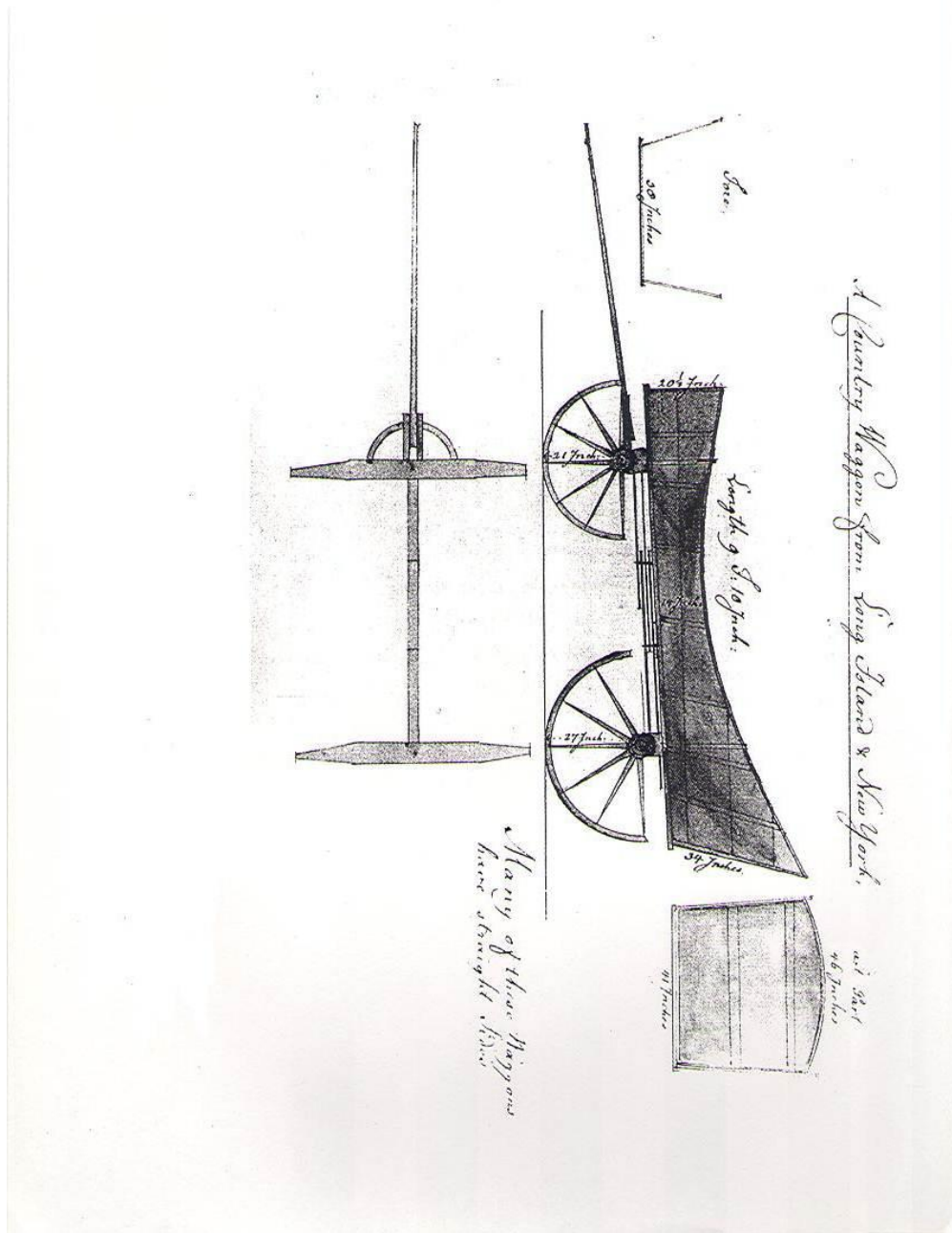
5. Andrew De Lisle: "The length of the bed was measured from the inside edge of the tailgate to the inside edge of the headgate. The length at the top rail was measured in the same manner. The difference between those two measurements is caused by the outward rake of both the tail and headgates. The weight is approximate, as we are unable to weight the completed wagon and weighing individual pieces at this point is not practical. The rear pair of wheels alone total 500 lbs. ... the wagon was constructed by the Wheelwright's Shop, and was finished up in late 2007."

6. Colored drawings and descriptions of wagons, "Narrative of Occurrences," Clark Papers, Feinstone Collection, PWacD. 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, and page 131.

7. Images of Vehicles Used by the British Army in America, 1775-1783



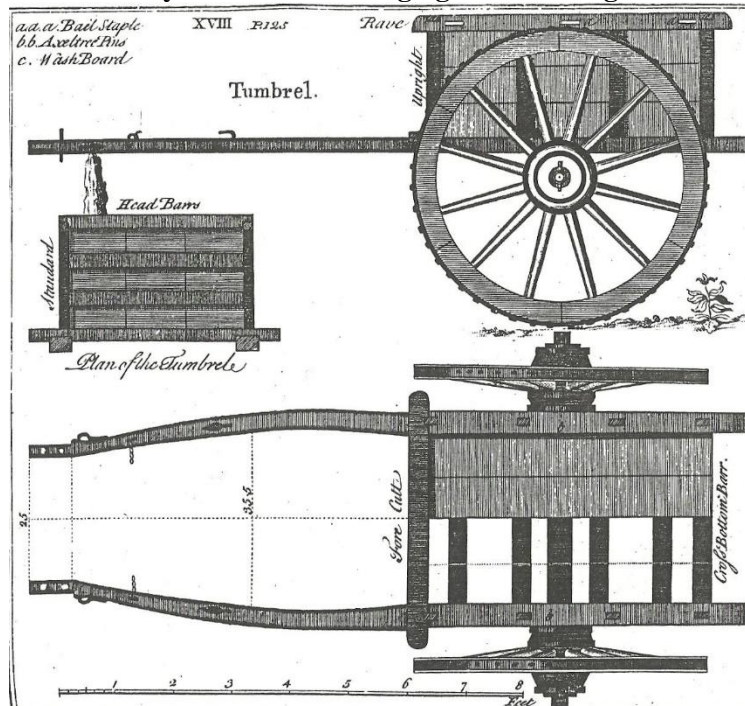
"A Philadelphia Waggon" used by the British army in Pennsylvania. "Narrative of Occurrences, relative to His Majesty's Provision Train in North America," (circa 1778), Francis Rush Clark Papers (no. 2338), Sol Feinstone Collection, David Library of the American Revolution. Drawing courtesy of the David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



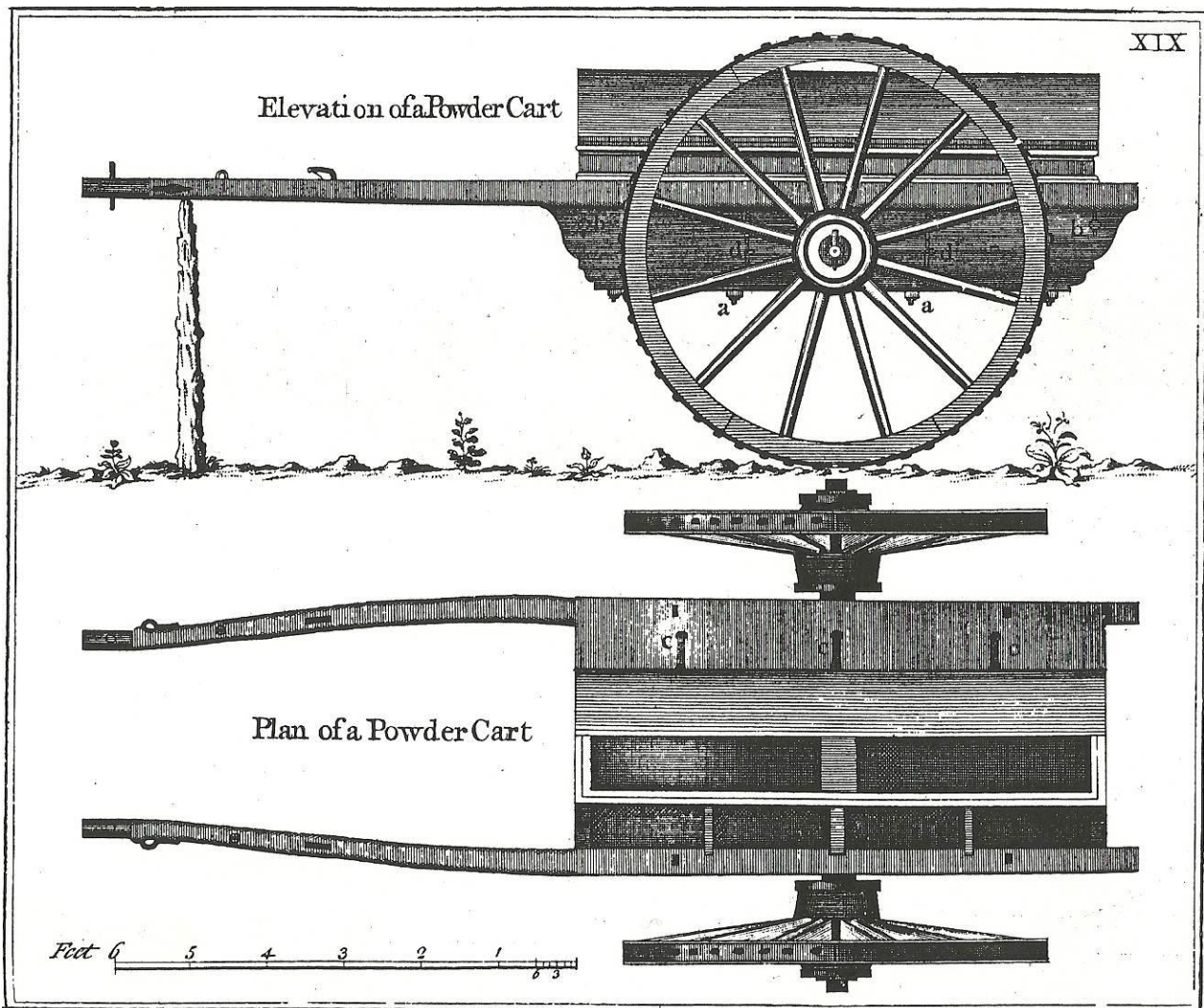
"A Country Waggon from Long Island & New York" (drawn circa 1778), also known as a "Dutch" wagon. Francis Rush Clark, "Inspector and Superintendent of His Majesty's Provision Train of Wagons and Horses," wrote: "These were taken promiscuously from the Farmers on Long Island & Staten Island, & some from 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.)



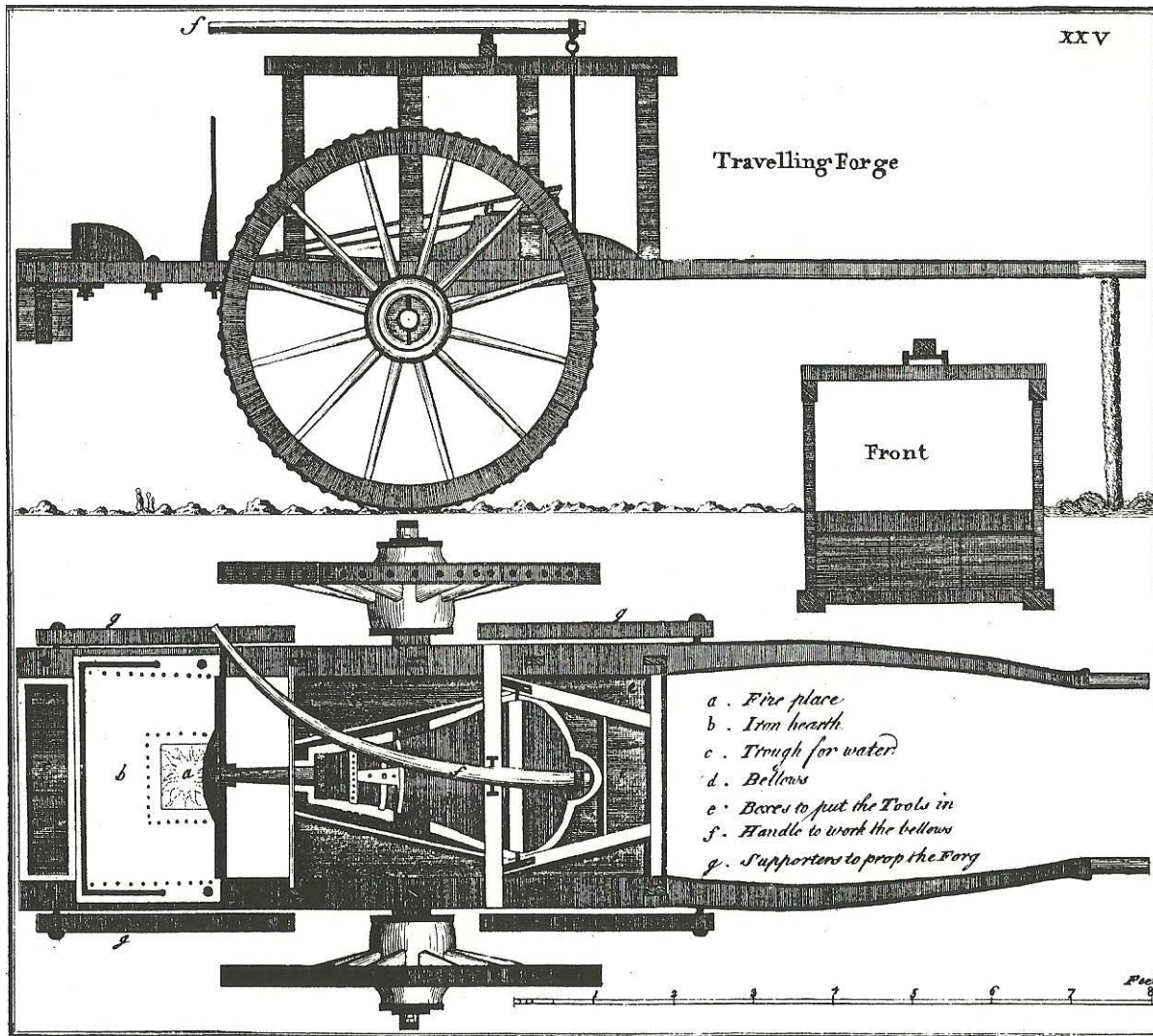
Early 18th century New York Dutch two-horse farm wagon. Detail from Van Bergen Overmantel, circa 1733. NO366.54, New York State Historical Association (Cooperstown). Francis Rush Clark, "Inspector and Superintendent of His Majesty's Provision Train of Wagons and Horses," sketched the same vehicle in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



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).



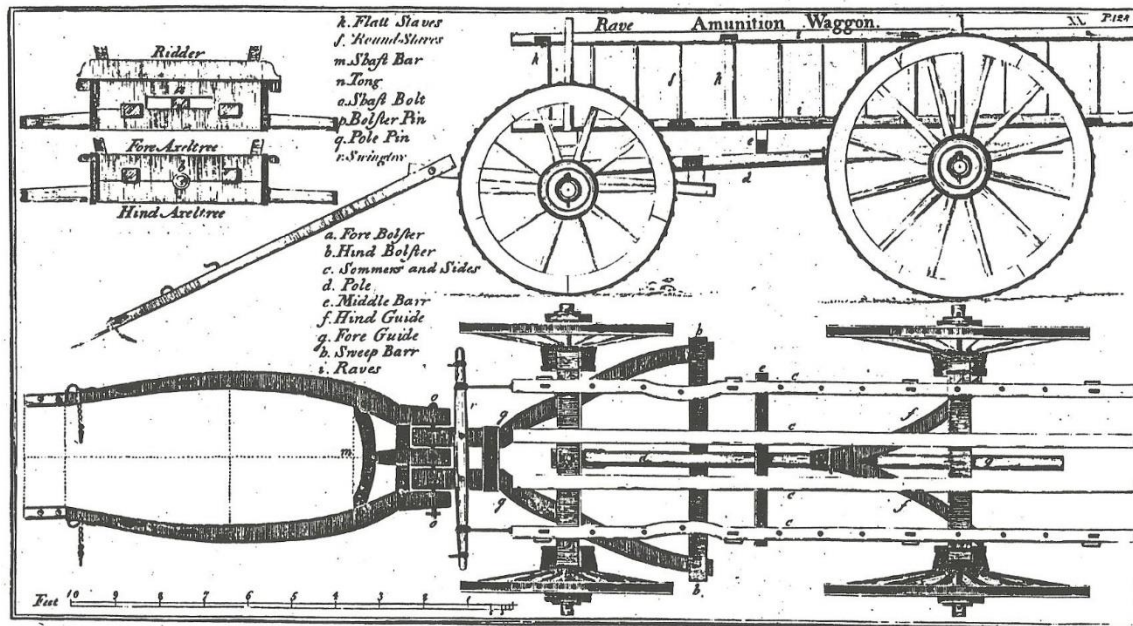
Travelling forge, circa 1757. Overall length, 15 1/2 feet.

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 ..."

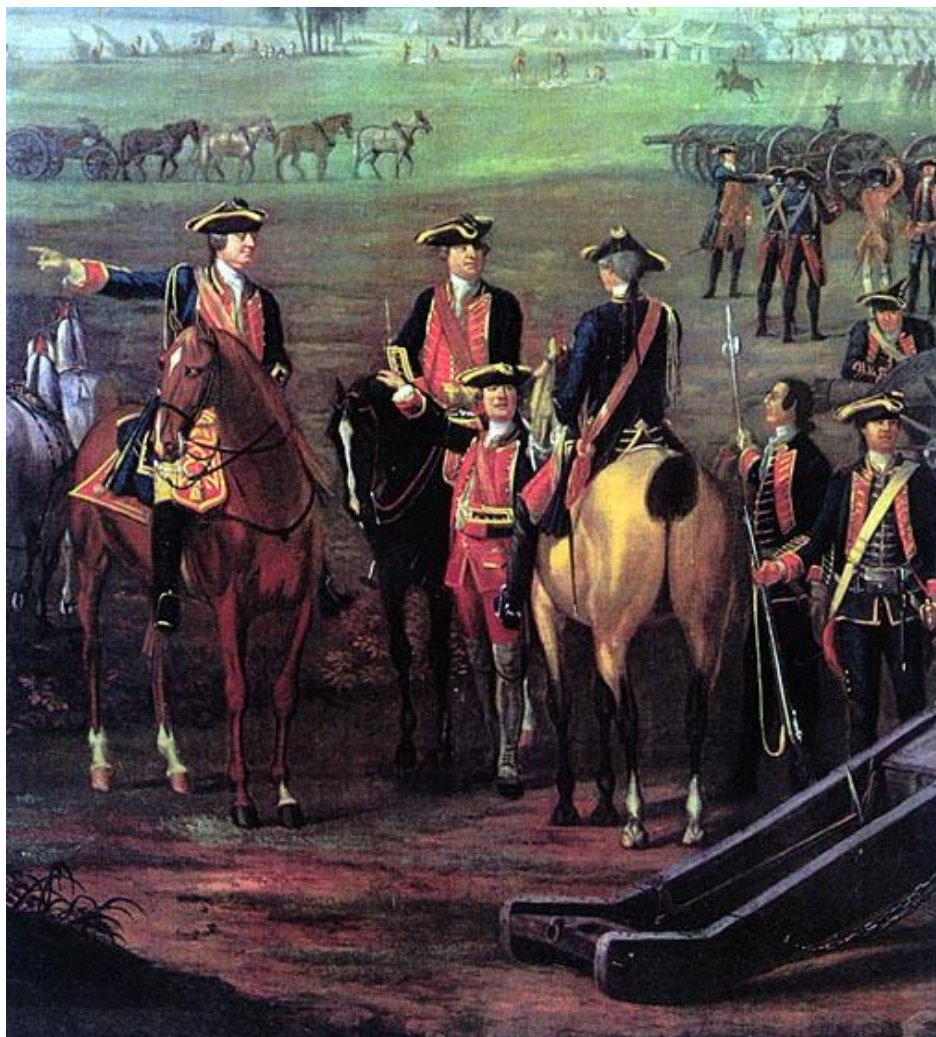
John Muller, *A Treatise of Artillery*, 3rd edition (London, John Millan, 1780; 1st edition, 1757; reprinted by Museum Restoration Service, Bloomfield, Ontario, 1977), plate XXV, 140.



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 Louterbourg (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.

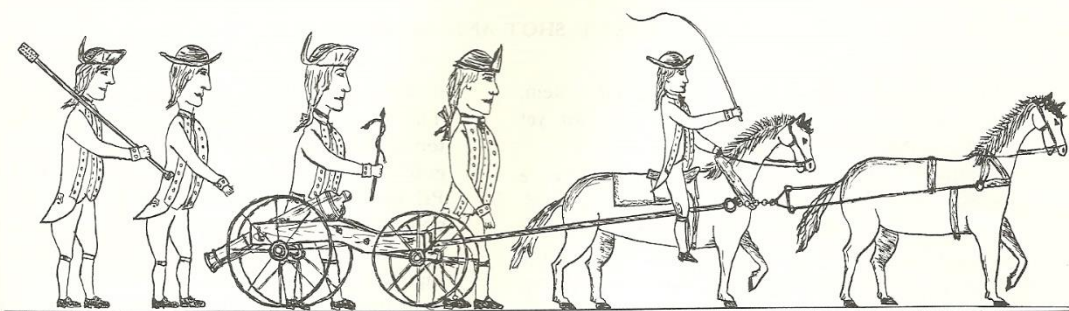
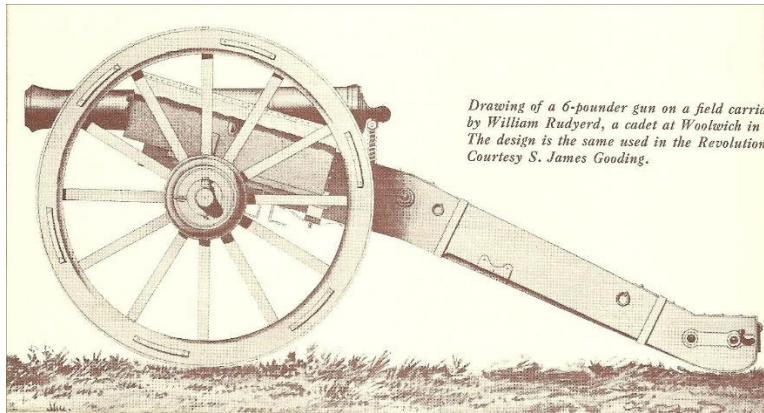
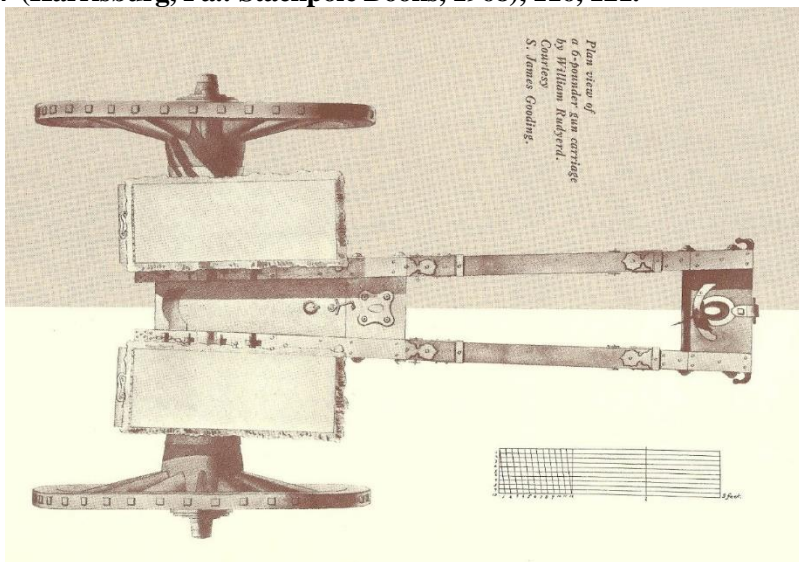


Image of artillery field piece and two-horse limber, from a powder horn engraving. This drawing is from Harold L. Peterson, *Round Shot and Rammers: An Introduction to Muzzle-loading Land Artillery in the United States* (South Bend, In.: South Bend Replicas, 1969), 59. Also see photograph of *powder 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 1781. The design is the same used in the Revolution. Courtesy S. James Goding.

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 Goding.

7. "Proceedings of a Board of General Officers of the British Army at New York, 1781," *Collections of the New-York Historical Society for the Year 1916*, vol. XLIX (New York: Printed for the Society, 1916)

"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."

	Tons	Men
Barrack Master General's Department In December 1780		
Brig Three Friends.....	103	
Sloop Friendship.....	90	
" Governor Provost.....	55	
" Peggy.....	963/4	
" Beggars Banishment.....	119	
" Happy Couple.....	75	
" Mary.....	83	
" Mohawk.....	50	
Schooner Hope.....	1001/2	
" Lord Howe.....	1021/2	
" Lady Howe.....	66	

Engineer Department	Tons	Men
Sloop Freeloze.....	280	
Theodora.....		

No 9—

Return of Drivers, Horses and Waggon 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' in Chief 7 large Waggon with 4 horses to each Waggon.....	
Lately attached to Lt Genl Earl Cornwallis now attending on Major Genl Phillips & Reidesel 3 large Do.....	
Lient General Robertson.....	
Paterson.....	
Brigad' Generals { Stirling.....	
{ Ireland.....	
{ Birch.....	

	Tons	Men
Barrack Master General's Department In December 1780		
Schooner George.....	95	
" Betsy.....	69	
" St Andrews.....	973/4	
" Friends.....	651/2	
" Free Mason.....	871/4	
" Mary.....	74	
" Vigilant.....	103	
" Escape.....	85	
" General Phillips.....	132	
" William.....	761/2	

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

Brigad' 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	Waggon	Commenc'd	Ending	Days	per Day	New York Currency
7	28	7	Jan 1	Mar 31	90	147/	661-10-0
3	12	3	"	"	"	69/	289-10-0
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 Marshal.....

BATTLES COYS

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 Wagons now attached to the Drafts and
 the Recruits under the Command of Major Cuffe.....
 67th Regiment.....
 76th Ditto.....
 80th Ditto.....

PROVINCIAL STAFF COYS

Brigade Generals { Delaney.....
 Skinner.....
 Arnold.....

	Drivers	Horses	Waggons	Commenc ^d	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
	5	10	5	"	"	"	"	270
	10	20	10	"	"	"	120	540
	119	238	119	"	"	"	"	£6831
	119	238	119	"	"	"	"	£6831
	5	10	5	Jan	Mar	90	90/	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.	108
Queens Rangers Mounted & Dismounted.	486
3d Battalion of Delaney's Brigade.	216
1st Battalion.	162
2d Do	162
4th Do	162
} Skinner's Brigade.	162
Loyal American Regiment Colonel Robinson	108
Garrison Battalion.	108
Slaten Island Troop Light Horse.	54
Captain Diemar's Troop of Hussars.	54
Detachment at the Light House.	54
Loyal New Englanders.	54
Governor Wentworth's Vol. Troop.	54
Guides and Pioneers.	54
HESSEAN STAFF	
General Knyphausen Staff and suit.	688
De Losberg.	108
De Gasen.	108
De Kospoth.	108
De Heckenburg.	108
De Wurmb.	108
Carried forward.	£11941 10
Brought forward.	11941 10
Artillery Staff & Train of Reserve under the Command of Lt Col Pittel [Etkell].	189
Ditto, Ditto, for Stores & Tools.	54
Ditto for a Field Forge Ammunition lost & Spare Wheel Carriages.	175
Hessian Hospital for Medicine Chest, Bag &c.	216

	Drivers	Horses	Waggons	Commenc ^d	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	3	"	"	"	"	162
	3	6	3	"	"	"	"	162
	3	6	3	"	"	"	"	162
	2	4	2	"	"	"	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
	1	2	1	"	"	"	"	54
	12	26	12	"	"	"	"	688
	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	Jan	Mar			11941 10
	3	8	3	"	31	90	42/	189
	1	2	1	"	"	"	12/	54
	"	13	"	"	"	"	39	175
	4	8	4	"	"	"	48/	216

Distribution

Hussars Mounted & dismounted	
For Baggage.....	8
Canon & Ammun.....	4
Combined Batt. Baggage.....	5
Carried forward.....	316
No 9—Continued	
Brought forward.....	316
REGIMENT OF ANSPACH	
1st Regiment ¹	
For Baggage.....	7
Canon & Ammunition.....	"
2d Regiment ¹	
For Baggage.....	7
Canon & Ammunition.....	"
Anspach Yeagers for Baggage.....	2
Extra Waggon with 4 horses for each 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, & Huttis for the Troops Cantoned, the supply of the King's Ship Yards and other Publick Works.....	200
Extra Ditto Carts and Drays for Do Do and Extra duties for the Army.....	50
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	38
Wagon 2 Do with 2 horses each.....	64
Horses for the mounting of Guides & Expresses as also for the Wagon Masters & Conductors and the transportation of Field Forges.....	620

Drivers	Horses	Waggon	Commenc ^d	Ending	Days	per Day	New York Currency
8	16	8	"	"	"	98/	432
4	10	1	"	"	"	45/	202 10
5	10	5	"	"	"	60/	270
316	805	313	"	"	"	"	£19447 10
316	805	313	"	"	"	"	19447 10
7	14	7	Jan	Mar	90	84/	378
"	12	"	1	31	"	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	"	"	"	"	£48909 10

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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

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 Honourable 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

Jaob Saur.....
John Saur.....
Conrad Fenner.....
John Gunderslach.....
Theodorus Dorstenburg.....
John Nolke.....
John Gabriel.....
Nicholas Brown.....
John Morgan.....
George Gaudelach.....
George Charles.....
John Rhibeth.....
Martin Demane.....
Jacob Rehres.....
Conradt Schrader.....
Lorenz Stiefel.....

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 Honourable Andrew Elliot
- &
- The Honourable Henry White } Esq^s

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 Kuyhnyen Staff and Suite	12	26	12
Major General Koepoth.....	2	4	2
Major General DeHackenberg.....	2	4	2

Drivers Names

George Olerwin.....
Conradt Keiche.....
George Schneider.....
Jacob Summazin.....
Johannis Hupfeld.....
Adam Moller.....
Christ. Haubauld.....
Johannis Wiering.....
Malbler Zeugh.....
Jost. Ostewm.....
Justus Krug.....
Phillip Fisher.....
Johannis Schreier.....
Christoph Schmidt.....
John Graf.....
Anton Frederick.....
Herrich Fredler.....
Christoph Bete.....
Adam Braun.....
Henry Graling.....
Henry Shultz.....
John Henning.....

George Keltig.....
George Spaun.....
George Schebrunski.....
John Sumberger.....
Adam Otto.....
John Florey.....
Dederick Siebalt.....
George Shultz.....
Daniel Grockwul.....
John Jost Eesse.....

To whom attached	Drivers	Horses	Waggons
Major General DeWurmh.....	2	4	2
Major General DeBischeusen.....	2	4	2
1st Colo Bixell'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 Buman for Baggage.....			
Ditto for their Artillery.....			

Drivers Names

Conradt Pfr.....	
Caapur Zolrbelch.....	
Nicholas Farnbach.....	
Caaper Ureyprung.....	
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 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 servicable order.

Return of Waggon Masters, Conductors, Clerks, Store-
ers in the Quart: 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 Montcrief

To whom attached

To whom attached	Drivers	Horses	Waggon
"	6	12	6
"	"	"	"
"	"	"	"
Ditto for their Artillery.....	1	13	1
Combined Battalion.....	"	"	"
"	"	"	"
"	"	"	"
"	"	"	"
"	"	"	"
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 Waggon have also appeared before me,
mentioned, Pursuant to His Excellency the Commander In
be perfectly servicable and the Waggon with their Harness

J. WELCH Qui 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
- Stanes M. Dyckman
- George West

STOREKEEPERS

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

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& Waggon (allowing one Driver two Horses & one Waggon on missing with the Loy' Am. Regt one Horse at Grass, and one perfectly serviceable, and that the Waggon do with their Order.

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

Drivers Name
Lewis Panster.....
Thomas Brown.....
Richard Ballum.....
Isaac Morgan.....
Thomas Hookaday.....
John Hunter.....
James Pierson.....
James Mitchell.....
Alexander Mckenzie.....
John Hanover.....
Donald McLeod.....
Thomas Cameron.....
George Peebles.....
William Arnot.....
Alexander Smith.....
William Turnbull.....
Daniel McKoy.....
Henry McKoy.....
Murdock McLeod.....
John Hutchinsson.....
William Edinon.....

OF THE BRITISH ARMY AT NEW YORK, 1781 115

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, Qui' M^r 17th Dragoons,
Acting as Comm^r of Musters.

several British Regiments in the District of New York 28th

To Whom Attached	Drivers	Horses	Waggon
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 BOURDITT
W. Master General

Drivers Names

George Wingfall
 John Barwell
 John F. Drayer
 Quash, a Negro
 Jack, a Negro
 James Hornwist
 William Hawtins
 John Ochart
 Abraham Smith
 Solomon Shiland
 York, a Negro
 James Black

John Harvey
 John Logan
 Hugh McDowell
 John Green
 Dennis O Dair
 Caesar, a Negro
 John Frits
 Robert Logan
 Pompey, a Negro
 William Stimpson
 Joseph Russell
 Joseph Black
 John Fraser

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

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, Waggon, &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

Driven Names

James Souder.....
 George Arnold.....
 George Richards.....
 Walter Lloyd.....
 Thomas Aw.....
 Hector McKenzie.....
 Alexander McKay.....
 Edward Rose.....
 James Carrer.....
 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 Waggon, 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 servicable 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.

Benj^r Ritz, Qui^r M^r 17th Lt Dragons
 Acting as Comm^r of Musters.
 Joseph Gardner, Qui^r M^r 17th Lt Dragons
 Acting as Comm^r of Musters
 James Welch, Qui^r M^r 17th Lt Dragons
 Acting as Comm^r of Musters

the Corps to the Southward New York 22d August 1781.

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

Drivers Names

William Rippeth.....
 Neal McCormick.....
 Robert Young.....
 John Larnont.....
 Robert Oaks.....
 Isaac Harman.....
 Solomon Parent.....
 George Tucker.....
 William Gerrard.....
 Charles Jones.....
 Charles Gordon.....
 James Black.....
 Robert Green.....
 Cuff (a negro).....
 Henry Sheward.....
 Rheinhard Hayse.....
 Martin Shabase.....
 John Majora.....
 Henry Shaebe.....
 Nicholas Shonewall.....
 John Feeigh.....
 Conradt Weber.....
 Ernest Groeman.....
 Conradt Drosler.....
 Adam Shintekam.....
 Conradt Newhauser.....
 George Bauman.....
 Jacob Heintzell.....
 John Geister.....
 Gotlieb Kopy.....
 Casper Kerath.....
 John Tauscher.....
 John Kurydorfer.....
 Christian Hartung.....
 Albrinck Lantaback [or Lantaback].....

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

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 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 in
 Several Corps at and near the Six Mile Stone.

the Quarter Master General's Department, attached to the
 26th August 1781.
 J. WALTON, Q^r M^r 17th Dragoons
 Acting as Comm^r of Musters.

To Whom Account
 Small Waggon, Carts, Drays, Timber Wheels &c.

Men's Names

Thomas Dakton	
Johannes Horn	
Moniz Umbak	
Conradt Fulling	
Hartman Cloves	
Erich Brasun	
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 Redberg	

Quart. Master General's Departm ^t ...	1		
Grenadier Batt ^r Linsing for Baggage.			
"			
"			
"			
"			
"			
"			
"			
"			
"			
Ditto for Artillery	6	12	6
Grenadier Batt ^r Lengke for Baggage.	1	17	1
"			
"			
"			
"			
"			
Ditto for Artillery	6	12	6
Grenad. Batt ^r Lowenstein for Baggage.	1	13	1
"			
"			
"			
"			
"			
"	6	11	6

Men's Names

Henrick Kalle.....
John Haber.....
Henrick Gerlach.....
James Westekind.....
George Masler.....
John Cook.....
Henry Hellvig.....
Casper Oehler.....
Alexander Dunbar.....
Lewis Kirby.....
Ralph Cortk.....
Charles Strney.....
Jacob With.....
George Caesar.....

I do hereby Certify that the within named Conductors and the above mentioned Number of Horses, small Waggon, Carts, four Drivers, One hundred and eighteen Horses, thirty five small to me, and were Murthered 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

To Whom Attached	Conductors	Drivers	Horses	Small Waggon, Carts, Drays, Timber Wheels &c.
Ditto for Artillery.....	1	13	1	
Grenadier Batt ^s Draft for Baggage..	"	"	"	"
"	"	"	"	"
"	"	"	"	"
"	"	"	"	"
Ditto for Artillery.....	1	13	1	
Carried forward.....	1	28	108	28
Brought forward.....	1	28	108	28
British Recruits.....	"	"	"	"
"	"	"	"	"
"	"	"	"	"
With the Engineers.....	2	4	2	
"	"	"	"	"
"	"	"	"	"
"	4	11	5	
TOTAL.....	1	34	118	35

OLIVER BONDERTT
Wagg^s Master General

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

JOE GARDNER
Qui^t M^r 17th Lt. Dragons
Acting as Comm^d of Musters.

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

Names	To whom attached	Conductors	Carpenters	BlackSmiths	Drivers	Horses	Large Waggon	Small Waggon, Carts, Drays, Timber Wheels, &c.
John Stuart, Wagon Master.	4						
James Morfit.							
Samuel Grant.							
John Campbell.							
Barrella Dodge.							
William Owen Foreman.							
John McKenna.							
Peter Duck.							
Henry Arrowmith.							
John Seaman.							
Richard Hollinsby.							
Robert Turnbull.							
Burcharl Blossach.							
Justice Weedright.							
Henry Fisher.							
Samuel Dowling.							
Philip Shepherd.							
George Wier.							
Jacob Chryst.							
Thomas Benmitt.							
Aaron Brown.							
John Brown.							
John Mullen.							
John Miller.							
John Anabel.							
James Jackson.							
Dennis Sullivan.							
Richard Price.							
Edward Colville.							
Drivers Do attending on the Engineer and Commissary General's Department.		..	..	4				
Black Smiths Ditto.		..	10					

Men Names	To whom attached
John Collins.....	Drivers—Qui M ^r Gen ^l Dep ^t , attending on the Engineer and Commissary General's De- partment.....
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.....	
	Brought forward.....
John Parks.....	Drivers Qui M ^r General's De- partment Attending the En- gineer's & Comm ^r General's Department.....
Henry Milton.....	
Abraham Bayard.....	
Cato Forsythe.....	
Samuel Soborsko.....	
William Finn.....	
Anthony Waters.....	
Thomas Dick.....	
Peter Lagrs.....	
Peter Johnson.....	
	Carried forward.....
	Brought forward.....
POSTROOM TRAIN.....	Lieut. Genl Losberg.....
Nicholas Wriedeman.....	
John Schneider.....	

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

Men's Names	To whom attached
John Kolsenberg	} Maj: Genl DeCoen.
John Shilling	
George Groues	38th Regiment
George Rehtor	
Joseph Absop	
Edward Forest	
John Reeves	" "
William Pitt	
David Brown	57th Regiment
Jonas Hull	
Thomas Hawthorn	" "
Thomas Twigg	
Mathew Anderson	54th Regiment
John McCulloch	
David Gaaken	" "
William Key	
John Derrin	" "
Adam Baum	
Nicholas Dopeer	Regiment De Donop for Baggage
Hans Chart Rudolph	
Henry Junger	" "
Jacob Diekhaud	
Wilhelm Winkered	" "
Casper Katsman	
John Jost Gurtball	Ditto for their Artillery
Peter Segar	
Christopher Holtz	Regim: Losberg Junr for Baggage
Conradt Schenk	
George Meyer	" "
Peter Gabering	
Johannes Gries	Ditto for artillery
	Carried forward

Conductors	Carpenters	BlackSmiths	Drivers	Horses	Large Waggones	Small Waggones, 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
..	67	216	67	38
4	10	4	67	216	67	38

Men's Names	To whom attached
John Hartman.....	Brought forward.....
Christopher Suhl.....	Essenian Yeagers for Baggage...
John Week.....	"
Carl Klüner.....	"
Peter Dörting.....	"
John Laut.....	"
John Baltzer.....	"
John Donler.....	"
Rhyndard Burwand.....	"
Philip Moller.....	Ditto for Artillery.....
John Casper.....	"
John Krim.....	Amspach Yeagers.....
George Book.....	"
John Crouse.....	"
Andrew McGregor.....	Mr Skinner, Surveyor.....
John Murphy.....	Mr Taylor Do.....
William Page.....	Mr Hill Engineer.....
Peter Yanson.....	Detach ^t Queen's Rangers & Troops of Hussars.....
	Total.....

I do Certify that the above named Waggon Masters, 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 taxed, Pursuant to His Excellency the Commander in Chief's perfectly serviceable, and that the Waggon &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, Cart, Dray, 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	85

GEO. STEWART
Asst. Dir. of 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, Cart, Drays, Trucks Mustered by me this day at Fort Mifflin as above mentioned, and that the said Number of Horses appears to be Harness are to be perfectly serviceable, and that the Waggon and Serviceable Order.

JOE. GARDNER, Q^u M^r 17th Lt. Dragoon
Acting as Comm^d of Masters

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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.^s MERCER,
Comm^s Engineer.

Majors Bruen & Robertson,
Dep. Qu^r M^r 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 Waggons 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, encreases 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: M: 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: M: General's Department at Great Neck
1	" with the Qu: M: 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: M: General's Department at Haerlem.

Related Works by the Same Author

“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%9CMake-use-of-Pack-Horses-as-far-as-may-be-practicable-Baggage-Carried-on-Horseback-during-the-American-War-1776-to-1781>

“It is in Contemplation to employ as few Waggons as possible ...’: Continental Army Vehicle Returns, 1778 to 1781”

Contents

1. Gen. George Washington’s Main Army, Monmouth Campaign, 1778

2. Maj. Gen. John Sullivan’s Army/Division, Tioga, Pennsylvania, August 1779

3. Gen. George Washington’s Main Army, “Camp Tappan,” New York, 1780

4. “Estimate of Waggons for a regiment of infantry ... Octr. 1780”

5. Maj. Gen. Nathanael Greene’s Army, North Carolina, August 1781

6. Brig. Gen. Anthony Wayne’s Pennsylvania Brigade, Virginia, June 1781

7. Maj. Gen. Arthur St. Clair’s Pennsylvania Division, Southern Virginia, November 1781

8. Images of Wheeled Transportation

[https://www.academia.edu/35923511/ It is in Contemplation to employ as few Waggons as possible Continental Army Vehicle Returns 1778 to 1781](https://www.academia.edu/35923511/It-is-in-Contemplation-to-employ-as-few-Waggons-as-possible-Continental-Army-Vehicle>Returns-1778-to-1781)

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

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 Transportation in the American War

3. Related Monographs by the Author

Military Collector & Historian, vol. 60, no. 2 (Summer 2008), 154-156.

<https://www.scribd.com/document/364227450/Little-chariots-painted-red-Continental-Army-Vehicle-Paint-Colors>

“You will extend your Enquiry to the Number and Kind of Waggons ...’: Wheeled Vehicles in the Armies of the Revolution”

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“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>

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5. “4 Wagons & Horses, and 1000 Men at a Try.”: The Mechanics of Ferrying an Army
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12. “Our advanced Corps ... took post in the evening on the Monmouth Road ...”:
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 - a. The Advance Force: Scott’s, Wayne’s, Lafayette’s, and Lee’s Detachments.
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Addendum

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2. Day by Day Recap of Route
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6. Selected Accounts of the March from Valley Forge to Englishtown
 - a. Fifteen-year-old Sally Wister
 - b. Surgeon Samuel Adams, 3rd Continental Artillery
 - c. Henry Dearborn, Lt. colonel, 3rd New Hampshire Regiment
 - d. Captain Paul Brigham, 8th Connecticut Regiment
 - e. Sergeant Ebenezer Wild, 1st Massachusetts Regiment
 - f. Sgt. Jeremiah Greenman, 2d 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

“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 18th 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

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1. Edward E. Curtis, *The British Army in the American Revolution* (Originally published 1926. Reprinted, Gansevoort, N.Y.: Corner House Historical Publications, 1998), 136, 184, 188–189.
2. "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.
3. J. Geraint Jenkins, *The English Farm Wagon* (Wiltshire, U.K., 1972), 9–13.
4. "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.
5. Andrew De Lisle: "The length of the bed was measured from the inside edge of the tailgate to the inside edge of the headgate. The length at the top rail was measured in the same manner. The difference between those two measurements is caused by the outward rake of both the tail and headgates. The weight is approximate, as we are unable to weight the completed wagon and weighing individual pieces at this point is not practical. The rear pair of wheels alone total 500 lbs. ... the wagon was constructed by the Wheelwright's Shop, and was finished up in late 2007."
6. "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.
7. Colored drawings and descriptions of wagons in "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. (hereafter cited as "Narrative of Occurrences," Clark Papers, Feinstone Collection, PWacD); J. Geraint Jenkins, *The English Farm Wagon* (Wiltshire, U.K., 1972), 9-13.
8. Ibid.