



# THE CONTINENTAL SOLDIER

*The newsletter of the Continental Line, Inc.*

## MESSAGE FROM THE EDITOR

Any feedback from the Summer news letter or if you have anything you would like to have added to the newsletter, please e-mail them to me (erick.nason.ctr@jpra.jfcom.mil) and I will make sure it's added.

*Erick Nason, 2nd South Carolina, Editor*



Photo: Cincinnati Enquirer

## IN THE NEWS

This photo was published in the Cincinnati Enquirer and was sent in by Janie Ritchie, Continental Line Treasurer and member of the United Train of Artillery.

Before the game, Bengals receiver Chad Ochocinco talked with Janie, a member of the New England Patriots End Zone Militia, after telling the media he was going to shoot one of their guns when he scored a touchdown. While he was on the field he kept motioning for Janie to please let him have her musket. "When leaving the field after his warm up he walked over and Captain Campbell shook hands with Chad. I then extended my hand to shake his. He took my hand and then proceeded to place a very nice, gentlemanly kiss on my cheek."



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## UP COMING EVENTS

### Northern Department

Oct 2-3	Time Line, Lebanon, CT
Oct 15-17	Richardson Farm, Millis, MA Lexington Training Band
Nov 5-7	Putnam Park, CT



## THE FIGHT AT RICHARDSON'S TAVERN

Oak Grove farm, Millis MA

October 17-18, 2010.

The Lexington Training Band will be sponsoring a Revolutionary War event at Oak Grove Farm in Millis, Massachusetts on October 15-17, 2010. Composed of approximately 150 acres of open fields, swamps, trails, cleared woods and period structures, the site is ideal for a Revolutionary War encampment. Millis is a very reenactor friendly town and has hosted several Civil War encampments and battle reenactments over the past decade. The town is located in Southeastern Massachusetts approximately fifteen (15) miles south of Framingham.

Co-sponsored by the 2nd Massachusetts Regiment and the 10th Regiment of Foot.

This event will encompass a 1778 "what-if scenario" of an action between American troops advancing to support the ongoing Rhode Island campaign and British troops

foraging northward into Massachusetts. Both forces will collide at Oak Grove Farm, located near Richardson's Tavern. Once located along the post road, Richardson's Tavern served as an inn and tavern from 1720 through the early 1800s.

Activities for the weekend will include two public battles, a tactical, patrols and an evening tavern sponsored by the Lexington Training Band. Usual amenities will be provided and every effort will be undertaken to ensure participants will enjoy their stay in Millis, Massachusetts. Invitations are expected to be sent to member and applicant units of the Continental Line and British Brigade.

*For further information, please feel free to contact Alex Cain, Lexington Training Band, 85 Church Street, Merri-mac, MA 01860, Mass1775@msn.com, (978) 346-0629*

<http://millishistory.org/default.aspx>



# MT HARMON PLANTATION,

EARLEVILLE, MD » OCTOBER 23-24, 2010



Mid Atlantic Sanctioned event

Hosted by the First New Jersey Regiment and the Royal Marines.

Online registration and directions available at <http://www.mountharmon.org>

POC: Tom Vogeley, First New Jersey Regt. TVoageley@Juno.com

Site of a CL/BB event in Sept. 2011

This gorgeous site is at the northern end of Maryland's Eastern Shore and is easily accessible from I-95 or from Rte 301 if coming up the Delmarva Peninsula.

Mount Harmon Plantation is the northern most colonial plantation open to the public in the region, and is a historic and scenic treasure. Surrounded by water on three sides, Mount Harmon's history is deeply connected with its waterfront location at the head of the Chesapeake Bay. Mount Harmon Plantation flourished in the 18th century as a tobacco plantation and port of trade in the evolving settlements of the upper Chesapeake. Mount Harmon is restored to its period of significance during the late 18th century and early 19th centuries, and provides visitors with a rare glimpse into the lifestyle and culture of a waterfront colonial plantation.

Mark your calendars for October 23 & 24 - Mount Harmon is hosting a full-scale Revolutionary War Re-enactment & Colonial Festival featuring over 200 re-enactors and an array of colonial craft vendors and activities for our members and the public to enjoy.

Each day will feature military skirmishes, tactical demonstrations and drills, colonial crafts, food vendors, and of course a full-fledged Revolutionary War Encampment of both British and "Rebels" (the good guys, continental and militia groups) will be at hand.

Southern units are encouraged to participate.

## Mid-Atlantic Department

Oct 2	Battle of Germantown, Philadelphia, PA
Oct 17	Fort Mercer, Red Bank, NJ
Oct 23-24	Mount Harmon Plantation, Earleville, Md.
Nov 6-7	Hope Lodge, Whitemarsh, PA
Nov 13-14	Fort Mifflin, Philadelphia, PA
Dec ?	Battles of Trenton, Trenton, NJ

# MT SIEGE OF FORT MIFFLIN,

NOVEMBER 13-14, 2010



The 232nd Anniversary of the Siege of Fort Mifflin is commemorated with two re-enactment battles, living history programs, tours, demos, games, 18th century music concerts, sutlers with Colonial wares, and much, much more. Don't miss this special event at the "Fort That Saved America." General Gate Fees Apply. For units interested in participating in this event, please contact Ed Kane of the Olde Fort Mifflin Historical Society at [edkane@comcast.net](mailto:edkane@comcast.net) to register your unit. Attendance is limited and it is on a first come, first served basis.

Located on the scenic Delaware River, Fort Mifflin was originally built by the British in 1771. It is the site of the largest bombardment the North American continent has ever witnessed. In 1777, during the American Revolution, a valiant five-week battle took place when the British Navy attacked Fort Mifflin on Mud Island. The British had the garrison of approximately 400 Continental soldiers surrounded from three sides. Attempting to open the supply line for the British Army already in the Rebel capital of Philadelphia, the British shot over 10,000 cannonballs at the Fort, causing the garrison to eventually evacuate.

Over 150 Continental soldiers died as a result of the battle and led Thomas Paine to write: *"The garrison, with scarce anything to cover them but their bravery, survived in the midst of the mud, shot & shells, and were obliged to give up more to the powers of time & gunpowder than to military superiority."*



This allowed General Washington and the Continental Army to repair to their winter quarters in a place called the Valley Forge. Too late in the season for British General Howe to chase them, the garrison at Fort Mifflin thus extended the war and allowed the American army time to regroup until the spring of 1778.

**Forever** after that known as the "**Valiant Defender of the Delaware**", Fort Mifflin was reconstructed in 1798 as one of the coastal defenses of the era. An active military post until the Korean War, this made the Fort one of the longest continually used military posts in the nation up until that time. The Fort has played many roles in the security of our Nation in its 235 years of existence; garrisoned in the War of 1812, a Confederate prison during the Civil War and a munitions depot in World Wars I & II.

**The Fort** is home to 14 restored historic structures constructed from 1778 to 1875, including an Enlisted Barracks, Officer's Quarters, Blacksmith Shop and the casemates (or as the students like to call them, the dungeons.) The Fort is situated on the beautiful banks of the Delaware River, where you can eat a picnic lunch and watch the abundant fauna and flora or investigate the ancient moat, which is home to all sorts of aquatic life. The fully stocked Gift Shop located inside the Fort offers authentic reproduction Revolutionary and Civil War items, as well as a tremendous selection of books and art work



# CAMDEN, SOUTH CAROLINA,

NOVEMBER 5-7 2010



This year's Revolutionary War Field Days event at Historic Camden will be a little different... 40 years ago Historic Camden opened to the public, and also held its first Rev War event!

This year's event will feature a Reenactor Reunion, and we're looking to contact all those folks who attended in the past, and invite them back for a party! We've been in touch with some, and this could be interesting. Saturday's schedule will be lighter on the reenactor participants, and the reenactor schedule ends early, to allow for socializing.

Normally, attendees to Camden must be part of a registered Unit etc. etc., but for this year we will allow Individuals to register as well, and allow them to attend the Reunion in modern clothing, as folks find the moths have eaten what has not shrunk sitting in the closet. IF we have individuals who wish to participate in the battles (Battle of Camden on Saturday, TBD Southern Siege Battle on Sunday) they will be brigaded with units on site willing to take responsibility.

Registration has gone High Tech this year, and is available online at <http://events.rncr.org/Camden>.

The normal Unit registration is there, so please pass this along to your unit's Responsible Person for submitting such, and then poke them a bit to get them to register the unit... Individuals, Sutlers, and Demonstrators also have a registration page there as well. The schedule (tentative for now) has been posted, as are the event Rules and Guidelines.

## GENERAL INFORMATION

**Registration Deadline:** October 22, 2010.

**On Site Registration:** 12:00 pm Friday to 9:00 am Saturday. Registration Tent: near the Kershaw House= enter via upper driveway entrance on Bull Street (off Broad Street).

## Southern Department

Oct 2-3	Walnut Grove Plantation, Roebuck SC
Oct 9-10	Prelude to Victory, Colonial Williamsburg, VA
Nov 6-7	Battle of Camden, Camden SC
Dec 4-5	Grand Illumination and British Night watch, St. Augustine, FL

**Camps close:** 3:30 pm Sunday

**Site Departures:** Saturday: before 9:00 am/after 5:00 pm; Sunday: before 9:00 am /after 3:30 pm.

**Waiver:** every person participating must sign a waiver when registering.

**Public Event Hours:** 10 am–5 pm daily (no cars in camps during those hours)

**1:30 pm Daily Battle: Saturday:** Battle of Camden, Sunday: Charleston or Savannah

**Amenities:** firewood, bedding straw, water, Sutlers Row, after-hour events and Guy Fawkes

**After Hours:** Jollification at the Kershaw-Cornwallis House from 6:00-7:30; Guy Fawkes 7:30 pm; McCaa's Tavern 8:00-11:45pm (BYO or beer/wine for purchase to benefit Historic Camden). There will be a Keg of beer provided for the 40th Reunion.

**Presentations/book signings:** participating re-enactor authors encouraged to “hawk” their wares.

**Public Events:** Period Fashion Show, kids' colonial games, kids' conscription, other hands-on activities

**Event Coordinator:** John Thornton/RNCR

Spread the word, give someone who's been away from the event a few years a call, and invite them back.

John Thornton, RNCR

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## 36TH ANNUAL GRAND ILLUMINATION AND BRITISH NIGHT WATCH PARADE

ST. AUGUSTINE FL » DECEMBER 4, 2010



### WHAT IS THE BRITISH NIGHT WATCH?

The British Night Watch is a weekend long event commemorating the British Period of St. Augustine, 1763 to 1783. The main feature of the event is the Grande Illumination~British Night Watch Parade, which is a re-enactment of the ceremony used on special occasions and

Holidays. Every night, the town was secured by guards marching by lantern light to lock the gates, but on special occasions, it was made festive by involving the entire population in a candle or lantern lit parade that ended with volleys of muskets, singing, and much merriment.

### WHERE DOES THE EVENT TAKE PLACE?

Downtown St. Augustine Florida. Various locations are identified in the Schedule of Event Activities. Those locations include the Spanish Quarter Museum on St. George Street, The Castillo de San Marcos, National Monument, and the Colonial St. Augustine Foundation Spanish Garden across from the Columbia Restaurant on St. George Street, Government House, and the Plaza de la Constitucion.

[www.britishnightwatch.org/](http://www.britishnightwatch.org/)



## EVENTS OF INTEREST

### FOR YOUR CONSIDERATION

#### Warner Hall, Virginia

Warner Hall in Gloucester County Virginia (site of the Battle of the Hook) hosted the 7th Virginia to a day of battles (and evening of dancing) during the Memorial Day weekend. The owners of the site offered the possibility of hosting a modest sized event (in the range of 200 reenactors) next year. Their offer provides the Southern department with an opportunity to hold a regional event next Memorial Day weekend. The question is, besides the 7th Virginia, are there other Southern department units interested in returning to Warner Hall for an event next May.

#### Mount Vernon, Virginia

(From the 1st VA) – Mt. Vernon just approached me (M. Smith) about organizing a muster at Mt. Vernon Sept 9-10, 2011. They are interested in commemorating the W3R in Virginia and having an event similar to the CL event we held there on site in 2007. I explained that we didn't have enough time to organize a large CL event, but I would send out an inquiry for interested units that would like to participate independently. In particular I will contact units in the southern and mid Atlantic departments for their interest. It's too early to discuss event activities, at least until a planning meeting occurs later this fall but in the meantime if you wouldn't mind putting a blurb in the CL newsletter and have unit commanders (including those with French impressions) that would like further info contact me by email: [Smithmdlt@aol.com](mailto:Smithmdlt@aol.com) or phone 703.978.5687. Thanks for your help. — Marshall Smith

## LOGISTICS AND THE CONTINENTAL ARMY

*by Joe Wagner*

**Logistics:** “. . . the branch of military science dealing with the procurement, maintenance, and movement of equipment, supplies, and personnel.”

### PART TWO –TRANSPORT & FORAGE

The success or failure of a Quartermaster General (QMG) was largely judged on his ability to bring support to the troops while in winter camp and keeping them supplied on the move during the summer campaign. The very center of the logistical problems of the Revolution lay in the transportation of equipment and supplies or the failure thereof. Washington later cited General Nathaniel Greene for the “great facility” he displayed in transporting and supporting the army from the Valley Forge camp to the Monmouth battlefield, and on to the Hudson Highlands in the 1778 campaign. His praise stands out as the exception amidst a difficult process that the Continental Army would never really master.



The policy throughout the war was to move goods by boat wherever possible. But the British navy largely controlled the seacoast, and the vast majority of supplies moved by road, even over such long distances as between the southern colonies and New England. In this Part II on Logistics, we'll break down our discussion of Transport into Land and Water, followed by the topic of Forage.



## LAND TRANSPORT

As noted in Part I of this series, the army at Boston in 1775 did not require large amounts of transport, since they were in static positions besieging the city.

Nevertheless, Washington had designated a Wagonmaster General for the

Army in August 1775. His name was John Goddard, and he had already played a role at the start of the war for independence. It was he who delivered the arms and munitions from Boston to Concord that the British were after when they took the road to Lexington and Concord on April 19th, 1775.

When Boston fell in March 1776, Goddard's work really began. Washington decided that New York was the likely target of British troops. It was necessary to quickly move the army to the threatened city. Goddard, using Washington's influence, obtained from Massachusetts the loan of 300 wagons to transport the army. They were organized into 10 brigades of thirty teams each. The procedure for keeping track of supplies enroute set a pattern for future conduct of the transportation department. It was a common problem in transport in the colonies that portions of a load would disappear, being sold or abandoned by the driver whenever the opportunity or need arose.

To forestall this problem with the army's goods, in addition to brigade wagonmasters, who were in operational command of the drivers and wagons, each brigade had a "conductor" serving as a freight agent, responsible for everything loaded in his 30 wagons. The conductor recorded each driver's name, place of residence, and wagon contents. At the end of the journey, the conductor verified the arrival of the same contents at the New York camp. Once the driver had this bill of lading signed by the conductor, he would be paid for his work.

After the fall of New York, once again Washington had to call upon a colony for help. This time, New York authorized him to impress (take by force) whatever wagons and animals he could find in the counties of Dutchess and Westchester, along his route of march. Apparently this provided little relief, since there was a great loss of

materiel during the retreat across New Jersey in the fall of 1776. The original Wagonmaster General Goddard drops from the scene and apparently had returned to Massachusetts sometime before the battle of Long Island.

Congress provided authority for a Continental Army Wagonmaster General in the spring of 1777. Because of the capture of Philadelphia, the catastrophic departure of QMG Mifflin in the fall, and the delay in his replacement, no candidate took the field until spring 1778. As noted in Part I of this series, Mifflin's failure to provide a Wagonmaster responsible for transporting supplies to Valley Forge was a key cause of the disaster there. This management failure combined with the poor quality of roads into and around Valley Forge. During the month of February 1778, not a single supply wagon reached the camp at Valley Forge.

"Almost every species of camp transportation is now performed by men, who without murmur, patiently yoke themselves to little carriages of their own making, or load their wood and provisions on their backs"

Letter from Congressional Committee to President of the Congress, Valley Forge, 12 February 1778.

In the spring of 1778, after General Greene had become QMG, a James Thompson was named as Wagonmaster General. We have no information on his background, but he had apparently been acting as a Wagonmaster for Washington in an unofficial capacity as far back as late 1777. He served as a civilian, with no military rank, until the reorganization of the department in 1780. We told in Part I of the tremendous growth of the QMG under Greene— and the wagon department was doing its share. Records indicate that by 1780 there were 125 wagonmasters overseeing some 450 wagoners and packhorsemen with the main Army.

The vast majority of these drivers were enlisted men either taken from line units or from militia units as they were leaving Continental service. They were paid a bounty to join the wagon corps, plus a pay equivalent to line enlisted pay. Both Washington and his QMG preferred to obtain drivers from civilian sources – not drawing down the troop strength, but they simply could not pay the wages demanded by the civilian market. QMG Greene reported to Washington that his actual need was for over 1,000 wagoners.



It's instructive to look at the structure that Wagonmaster General Thompson was attempting to provide to the Army, to see how much transport a Continental regiment or brigade actually needed. The following details the number of wagons authorized per brigade:

Brigadier Commanding - 1, tools and equipment - 1, ammunition - 1, forges/blacksmith - 2, commissary - 4, forage - 4, line regiments - 4 each, (usually 4 regiments per brigade) - 16. Total of 29.

For the nineteen brigades of the main army, it means 551 teams, and this excludes the artillery, which had a requirement for over 230 teams of its own. The headquarters, engineers, sappers, cavalry, artificers, hospital, and other specialty units needed some 200 more. The grand total for Washington's main army during the campaign of 1780 was 1,071 wagon teams.

As the war moved into 1779 and 1780, the lack of funds and massive depreciation of continental currency took its toll on transport. Where wagons were available, drivers could not be hired at the wages offered. Hard money was not available, and the usual source of animals and wagons - the local farmer - wasn't available unless hard currency was offered. In April 1780, while still in winter camp at Morristown, NJ, QMG Greene informed Washington that there would be no transport to move his army into the field.

He simply did not have the men or animals under contract to do the job. In June, for the first time on a large scale, Washington resorted to impressment orders to obtain transport. He ordered Henry Knox into neighboring counties of Pennsylvania and New Jersey, where they seized some 250 wagons and teams to move supplies.

In September 1780, a line military officer was selected to serve as the main army Wagonmaster. He was Major Thomas Cogswell, and the transport task would be his until the end of the war. Another important change in 1780 was that, as noted in Part I, because of the failure of the QMG to obtain supplies without funding, the colonies were tasked with directly providing for the army's supply needs, and the Wagonmaster's department would carry those supplies to the army wherever it resided.

Transport for the campaign of 1781 was achieved by a combination of cajoling the colonial governments for men and wagons, promises of payment with specie, and

the ever more necessary impressment orders. An example of the process survives in the form of an impressment order for 100 horses deliverable to the artillery (Knox), to be executed in certain counties of Pennsylvania. It was decided to use oxen teams for the normal army supply wagons, while saving the horse teams for artillery and cavalry support.

The needs for transport were completely transformed with the sudden decision in early August 1781 to move the entire main army to Virginia for an attack on the Chesapeake at Yorktown. No longer were movement needs measured in tens of miles. Suddenly the entire American and French forces must be quickly sent some 600 miles to Virginia. During August, the army transported over 700 tons of supplies and equipment from throughout New York, New Jersey and Pennsylvania to the transshipment point at Head of Elk, MD on the Chesapeake. With the French fleet controlling the Chesapeake, most supplies could go by ship down to the James River below Yorktown.

It was decided to also send a wagon train south by land, since the availability of transport in Virginia was reported to be worse, if possible, than in New Jersey. At least 75 wagons were sent along this route. That the situation in Virginia had been reported accurately is obvious from orders issued by Washington from Williamsburg in mid-September that all officers should turn over their personal wagons or other transport for use in hauling ammunition to the Yorktown lines. Although the troops and much of their camp supplies arrived by ship, the transfer of the massive amounts of armament and supplies from the French fleet necessary for the siege had to be brought overland from the James river anchorage. It was not until the arrival of the wagons sent by land from New York, that this problem was solved in mid-October.

With the close of the Yorktown campaign, the need for large and immediate amounts of transport for the army greatly declined. For the rest of the war, the transport department used the practice of selling off livestock and material to finance the operations of the remainder needed to support the army until 1783 and the end of the war.

## WATER TRANSPORT.

The use of water as a transport vehicle was an established practice of the colonial settlers since the beginnings of



America. The skills for building small river and lake-going craft were widespread among the colonists, and everything from canoes to schooners were plying the waterways of the eastern seaboard.

The first use of shipping by the Continental Army even pre-dated the Boston siege, when in June 1775, supplies were shipped up the Hudson by schooner to Gen. Schuyler at Fort Ticonderoga.

Rivers and streams often impeded the movement of the army, since at the beginning of the Revolution there was not a single bridge over any significant river in the entire 13 colonies. Many smaller streams had bridges, but ferries were much more common. Floating bridges (pontoons) were sometimes constructed, but they required so much transport and effort, that often they could not be used in a timely manner.

Use of existing ferries, as with all things in the colonies, was on a cash basis. They were operated by independent owners, who charged by the trip, and the wider the stream to be crossed, the higher the fee. The army spent so much time along the Hudson River during the war that from about 1779, the QM department created its own ferry network, to allow free passage for continental forces. One of the Quartermaster's responsibilities while on the march was to see that needed ferries were properly manned and ready to transport the forces, and that lacking such, as many boats as needed were gathered to perform the task.

In 1779 the expanding QM under Greene created the Boat Department. By campaign season 1779, water transport available to the army included four schooners, seventeen Durham boats (similar to large pirogues), and numerous scows and rowboats. These resources were located at two ferry locations on the Susquehanna, one on the Potomac, two on the Schuylkill, and other places along the Delaware about Philadelphia. Separate fleets were operated in New England and along the Canadian routes such as Lake Champlain.

By the time of greatest need – the Yorktown campaign of 1781 - these resources were greatly diminished.

The first need was to move 7,000 American and French troops from the Hudson River area and New Jersey down to the Head of Elk for embarkation down the Chesapeake. The forces gathered at Trenton, on the Jersey side of the Delaware, and were moved by a fleet of approximately 30 scows and flatboats down to the Christiana Bridge (near present-day Newark, Delaware). From there they marched to Head of Elk.



To carry the army down the Bay, Washington personally enlisted every influential personage he knew in the Bay area. He had Robert Morris in Baltimore seeking ships from his merchant friends, the Maryland governor, Thomas S. Lee providing influence to assist, and to various Eastern Shore gentlemen and merchants who had vessels available. Movement of most of the army, its artillery, stores, and equipment, took place by water, moving from Head of Elk, Maryland down the Bay to the James River, Virginia, between September 10 and September 23, 1781. Once at Yorktown, it required a considerable fleet to provide supplies and transport for the allied armies operating on the James-York River peninsula. There are several impressment orders issued during this period in Virginia, for boats to serve both the American army and to move goods from the French fleet to shore positions about Yorktown. As with land transport, the winding down of the war saw boats and equipment being sold off to support the much diminished needs of the last years of the war.

## THE FORAGE DEPARTMENT

If transport was the crux of the overall Continental supply problem, the heart of the transport problem was forage. If you could not feed the animals that pulled the wagons, nothing moved. In the opening year or two of the war, there was little involvement of the Army QMG in forage matters. Traditionally, the owners of the transport were responsible for forage for their animals. So long as civilian contractors made up the bulk of transport sources, the army had no need to involve itself. During the reign of QMG Mifflin (1775-77), nothing was done to provide consistent forage, even for the



Army's own animals in use by the cavalry and artillery.

By the end of 1777, deep in the supply disaster that became the winter at Valley Forge, Washington recognized the need for an organization devoted to supplying forage. He named Clement Biddle as Forage master for his army. By spring 1778, there were 45 members on his staff, responsible for gathering and distributing forage within the army. Forage magazines were established at Berks, Lancaster, and Northampton, PA, Chatham, Princeton, and Trenton, NJ, and a transfer station at Head of Elk to receive supplies from Virginia and Maryland.

The term forage was applied to the grains used to feed both horses and oxen. It consisted of corn, oats, hay, other grains, and wheat and by-products of wheat threshing. Wheat was last to be used, since it was also important to the feeding of the troops themselves. Throughout the war, there were always, in the mind of the Forage master, too many horses about the camp. There are continuous edicts that officer's horses and other army support animals must be removed from the camp during winter stand-downs, so as not to require the import of vast quantities of forage.

The desired solution was to move the animals out into the countryside for wintering, allowing them to live on local grasses and hay, requiring much less transport and supply. Of course, the officers would have none of that. As quoted from Continental Army Brig. Gen. Alexander McDougall, "every branch of a department had horses sufficient for a Field Marshall's suite." It was also necessary to keep what animals and wagons were available at camp to move food and other supplies necessary for the troops.

The importance of forage was made evident in the wintering of the army in 1778-79. Due almost entirely to lack of animal forage, Washington had to disperse the army throughout New Jersey, the Hudson region of New York, Connecticut, and Rhode Island. Cavalry animals were moved as far away as Winchester, VA for the winter. The forage master estimated the total Continental Army horse population at over 10,000 animals. By spring 1779, the same problem of inflated currency and lack of any funding from Congress that hurt the other logistics areas also affected the forage department. Also, from four years of war, the middle colonies were greatly depleted of forage and the means to move it.

More and more, forage grains were shipped up the Chesapeake Bay from Virginia and Maryland through Head of Elk. In 1779-80, some 200,000 bushels of grain, mostly Indian corn, were sent from Virginia to Head of Elk. Britain's off and on naval control of the Bay only added to the uncertainty.

As with the other logistical solutions, the use of impressments grew as other options failed. The state of Pennsylvania issued impressment authorizations to Washington in 1779, and direct impressments by the army without state authorization also became common. Washington always hated to do it, and was reluctant to order it because he wanted the goodwill of the population. Virtually all of the forage obtained for the main army camp in 1780 was obtained by impressments. The disagreeable process involved can be glimpsed in a letter from QMG Pickering to Congress. The supply of forage at New York was obtained by "military authority which has lately occasioned bloodshed."

From 1780 on, Congress solved the supply problem by handing it over to the individual states to support the forces in their areas. For the winter camp of 1780-81, which was in the highlands of New York, on the Hudson, western Massachusetts and Connecticut were to be the primary source of forage. To aid the effort, the Forage master Biddle moved large numbers of cavalry and supply animals to Berks and Lancaster County, PA. When the campaign of 1781 to Virginia got underway, once again impressment was the standard approach for forage supply. "a warrant of impress, I fear, will be for the most part your only resource."

QMG Pickering to Deputy Forage master William Keese

To ease the pain for the Maryland and Virginia farmers and merchants from whom the supplies would be taken, the QMG issued 525 specie certificates, which served as promise of payment for items taken. By the end of the war, Washington and many other officers were purchasing their horses' forage with their own funds.



## IN THE WINTER ISSUE: PART III – SUBSISTENCE AND CLOTHING

*Wooden Shoes-From Mike Barbieri*

One of the ladies in our group has, for years, worn a pair of wooden shoes and is quite enamored with them. I have noticed a few more pairs in the camps and some time ago I began to mildly ponder the propriety of such things. While reading the “New York Journal” for 6 July 1775, I came across an article about a dinner with General Wooster and the officers of the Connecticut line. It listed the toasts offered up during the dinner and one, in particular, caught my eye: Death and Jack Boots, before Dishonour and Wooden Shoes. This raised my brow a bit as it indicates they held a rather negative view of wooden shoes so I decided to keep track of any comments on said shoes that I came across and here are ones that I found.

*As to the country people [of France], as well as many in the towns, they are very poor; more than half of them go bare-foot all their lives, the greatest part of the remainder with wooden shoes, and some very few with leather.*

[extract of a letter from William Clarendon, Rouain, France, to a friend, London, 10 Oct. 1764 (“The Newport Mercury;” 28 Jan. 1765, p1)]

*The Memory of our brave Country-Men who so gallantly defended Derry against King James, preferring the worst of Deaths (Famine) to a Popish Stuart, Brass Money and wooden Shoes.*

[one of several toasts offered up at an entertainment celebrating the Feast of St. Patrick (“Boston Post Boy;” 23 March 1767; p3)]

*A Correspondent speaking of the Exportation of Calve Skins, says, the Ministry finding they cannot make real slaves of the Americans, have form'd the design of making them so in Appearance, and not as common slaves, but those of the most abject kind, viz. like the vassals of France, in Wooden shoes.*

[opinion piece (“New-Hampshire Gazette;” 11 August 1769; p2)]

*For, should the diabolical Doctrine of Roman Catholics, or Popery, take Place; wooden Shoes, Fetters, Chains, Racks, burning to Death, with every other hellish Torture practiced in the infernal INQUISITION, would be the Lot of those who should deny a single Article of the blasphemous Creed of the Church of Rome.*

[ad for reprinting a book on Catholicism (“The Boston News-Letter;” 11 Feb 1773; p4)]

*That the customs of France is the thing they must choose, Such as arbitrary power and curs'd wooden shoes; That they made Popish laws, we all know to be true;*

*So d—n the old parliament, heigh! for a new!*

[song verse (“Norwich Packet;” 15-22 Dec. 1774; p4)]

*I will suppose for a moment, that the Legislature should establish it as a law, that all the people for the future shall wear wooden shoes. In this case there would be no subordination; but my wooden shoes would not be any more agreeable to me because all my fellow-citizens are obliged to wear wooden shoes too.*

[opinion piece (“Independent Chronicle;” 6 April 1780; p1)]

*The total alteration in the French Government, will render a revisal and alteration of most of our comedies and farces, absolutely necessary—all the jokes about wooden shoes, slavery, and the Grand Monarque, that were wont to set honest John Bull in a roar, having, happily for our Gallic neighbours, lost all their point.*

[commentary on the French Revolution (“New-York Daily Gazette;” 5 Oct. 1789; p2)]

While this is a quite small sampling, none of them give a positive view of wooden shoes. In fact, most of them refer to the people of France wearing wooden shoes. None of them indicate English or Americans wore them. Further, I haven't found a single mention of wooden shoes in droves of runaway and deserter ads. Since those typically mention all sorts of things in their clothing descriptions and wooden shoes seem to be unusual enough to warrant mention, the lack of their inclusion leads me to believe that nobody had them on.



The geography of the quotes also caught my eye. All of them are from northern papers. I found no mention of wooden shoes in papers from the middle-Atlantic or the south. Granted, there are more papers from the north available and I spend the majority of my time reading them but, I do spend time looking at papers from other regions. In part, I attribute the northern distribution and the negative attitude to the proximity of Canada with its French and Catholic culture and the lingering effects of the French and Indian War on northern colonies/states.

While I found little mention of wooden shoes in English North America, I did find droves of ads for clogs—wooden-soled shoes with cloth or leather uppers and no back around the heel. Leather may have been more common but there are several ads for “brocaded clogs” so cloth uppers certainly existed. Also, I came across a couple ads for “silk tied clogs” whatever those may be.

This certainly has not been an exhaustive study on my part but I did come away with a couple impressions

based on what I have read. It seems wooden shoes would not have been at all common for English or Americans. The only mentions of them are from the north and relate to French of the lowest class and Catholics—groups to which few English or Americans would care to admit belonging. Clogs might be more appropriate but there are far more ads for clogs in the 1760s and early 70s than during the period of the war so they probably would not be all that common. Lastly, it seems that only women and children wore them. Final impression: use them for kindling.



## SPANISH “BULLETS” FOR THE CONTINENTAL LINE’S QUARTERLY *by: Capt. Héctor L. Díaz, Spanish Louisiana Infantry Regiment*

Although supported by historical fact, it is still not widely known that the assistance of Spain and her colonies was an important factor in the triumph of the American Revolution. This being the Fall issue of our newsletter, I would like to present in its spaces a few sample “bullets” on contributions which took place, appropriately, during the late Summer and early Fall throughout the conflict, and let our readers do the judging.

Spain had been assisting the revolutionaries ever since they declared independence in 1776, however, it did not declare war against England until June 21, 1779.

Once Spain entered the war, 42 of its warships joined a French squadron to form the spearhead of a planned invasion of England. The combined fleet numbered 65 warships and it penetrated the English Channel on 14 August 1779. The British home defense fleet numbered 35 units and it kept avoiding combat. However, one of its units, the 74 gun “Ardent” did come out on 17

August, in the mistaken belief that it was heading to a rendezvous with its own. Immediately, French frigates “Juno” and “Chantil”, and the Spanish “Princesa” fell upon the unsuspecting “Ardent” and captured it after a 15 minute fight within sight of land. The demoralizing effect these developments must have had upon the English public cannot be discounted. It was the first time anything like it had ever happened in their waters!

Between August 27 and September 24, 1779; thirty year old Spanish Brigadier Bernardo de Gálvez, Governor of Spanish Louisiana, captured eight British forts, eight naval units, and close to 1,000 men, ending the British presence in the lower Mississippi. With this action, Gálvez pre-empted a British offensive against New Orleans which intended to capture and close the Mississippi, then basically, the only major supply route left for General Washington’s armies. (1)

On 9 August 1780, Spanish Admiral Luís de Córdoba encountered a 52 ship British convoy sailing off the Azores, escorted by a ship-of the line and two frigates. A total of 55 vessels in all. They were transporting thousands of men and war materiel to Jamaica and other Caribbean islands, and to Bombay and Madras, India, and St. Helens island.

Córdoba ordered the chase, which resulted in his fleet capturing all of the transports. The escorting ships fled. This was the largest convoy loss England suffered during all of the 18th Century. Córdoba would go on to further fame in July of the following year, when he would capture a 19 ship convoy right in the English Channel!

From July to August 1781, and after a series of meetings in Sainte Domingue with French Admiral de Grasse, Spanish Royal Commissioner Don Francisco de Saavedra y Sagronis gives him his full and complete support. De Grasse was headed to Yorktown, to help in the siege against Lord Cornwallis there. Saavedra assisted him in the following manner. He:

... appropriated 100,000 pesos for the Admiral, from the yearly Mexican monetary allotments of Puerto Rico and Santo Domingo. De Grasse needed the money to resupply and outfit his ships for the upcoming campaign against the British fleet that was expected to come to rescue Cornwallis...

... released the French troops of the Marquis de Saint Simon, men experts in siege warfare then deployed to the Spanish service, so they could bring their skills to Yorktown...

...arranged for Spanish Admiral José de Solano y Bote, then in Cuba, to take over the protection of the French colonies in the Caribbean with his 16 sail-of the-line. This allowed de Grasse to mobilize his whole squadron to confront the British fleet... (2)

...more importantly, when de Grasse requested more funds, this time to help pay for the French and American efforts at Yorktown, he suggested that they go to Havana, Cuba, to seek them. Once disembarked, however, they

were informed that the treasury did not have the funds, but that if they so desired, they could make a public subscription to see if they obtained the 500,000 pesos de Grasse calculated he needed.

In six hours, 28 donors provided 4,000,000 reales, an amount equivalent to the 500,000 pesos de Grasse hoped to get. In 1990 dollars this would be \$15,000,000, more or less. The reales weighted so much that when deposited at the house occupied by the French commissary-in-chief Claude Blanchard, they completely destroyed the ground floor and ended strewn around in the basement, along with the sole guard protecting them.

Some of those coins are still being found in archeological digs in Yorktown. They are considered by historian Stephen Bonsal ("When the French Were Here") as part of the "...bottom dollars upon which the edifice of American independence was erected..."

*(1) On 27 August, Brigadier Bernardo de Gálvez, Governor of Spanish Louisiana goes on the offensive against all the British outposts in the lower Mississippi, with an army comprised mostly of militia. The British had been preparing to capture New Orleans and St. Louis, Missouri, which was also Spanish, in order to control the Mississippi River then a major route for the delivery of Spanish supplies to the revolutionaries. Gálvez's own officers had recommended a defensive posture, instead of going on the offensive with such untried forces. But, by September 27, Gálvez had already captured all of the British forts in the lower Mississippi including Ft. Bute in Manchac; Ft. Baton Rouge; Ft. Panmure in Natchez; and other outposts in the Amite River and Thomson Creek. In addition several British ships carrying reinforcements to said outposts were taken, plus in a boarding action, the frigate "West Florida" which patrolled Lake Pontchartrain and was the most powerful warship then in the area. The final tally was; eight forts; eight ships; close to 1,000 men and officers captured; to Gálvez's loss of one man dead and one wounded. This ended the British presence in the lower Mississippi, and the threat against New Orleans.*

*(2) Since the Spanish were not allies but only co-belligerents of the revolutionaries, they declined a prior request by de Grasse to unite their squadron to his, and sail to battle the British fleet in support of the Yorktown campaign.*





## AFTER ACTION REPORTS: BATTLE OF BRANDYWINE: SEPTEMBER 25-26 2010

From the perspective of a member of the Continentals, in the southern battalion:

Saturday dawned sunny, with the expectation of a warm day. The Continentals were formed into three battalions: the lights, northern and southern battalions. Supporting the Continentals was 3 artillery pieces and perhaps one of the largest collection of Continental cavalry, approximately 23 horses. Additionally, not only was it the largest number, but within their troop was perhaps the most noticeable “Dane”, a grey Percheron of about 22 hands tall from the South Carolina detachment of the 3rd Light Dragoons.

The battalions were organized, sized and drilled to prepare for the afternoon battle. After drill, most of the members were able to take in the good assortment of Sutlers in Sutlers Row and get reacquainted and caught up on stories. The Augusta Militia arrived in the midday, having marched about 4-5 miles to the field and found a nice shaded area to set up their camp.

The battle on Saturday began with the southern battalion in the advance, the lights/rifles protecting the flank and the northern battalion holding a stone wall. The British opened the engagement, driving our forward positions back then soon began cresting the hill and forming their line of battle. The southern battalion held for as long as it could, supported by frequent cavalry charges and a heated engagement by the rifles.

However, soon the British brought their weight against us, and the southern battalion began a fighting withdrawal behind the wall. As the southern battalion was reforming, the rifles and lights held the woods while the northern battalion held the wall supported by the 3 guns of the artillery. Soon though, we were pushed from the field due to the high attrition rate (in the shade none the

less) of our men.

Saturday’s evening meal around the field kitchen was great, meeting and greeting folks we haven’t seen in awhile. As night fell, so did the temperatures and it was great sleeping weather, especially for us who campaigned it and slept under the stars (and a very bright moon).

Sunday dawned with clouds and the anticipated arrival of rain, which soon did. The battalions held formation, to determine losses and reorganize if necessary. Final bits of shopping was conducting with the Sutlers as we in the campaign camp began moving our kit to the (wagons) to prepare for battle and to keep most of it dry. The morning tactical was held and from the camp, sounded like and appeared to be a good engagement.

Sunday’s battle had the British advancing on the stone wall in the center of the field, held by the out three battalions and the rifles in the woods. It was a grand site for us to see the British line that stretched across the whole field, supported by 4 pieces of artillery and 3-4 cavalry.

As the British lights engaged our lights and rifles, both cavalry sections charged and the clang of sabers were heard across the field. The British maintained steady pressure as the wall held, giving heavy volleys in an attempt to hold the line. The rifles and lights did their duty, but soon were forces from the woods and the British assault breached the wall and forced our line to retire. The battalions withdrew under pressure, suffering heavy casualties and soon the field belong to the British.

All in all, a great event and I believe everyone I saw had a great time as well. My hat off and a resounding HUZAH for the reenactment organizers, the folks from the Brandywine State Park, and Todd Post.

*Erick Nason, 2nd South Carolina, Editor*



**The Continental Soldier Newsletter**

505 Lyons, Street | Edgerton, WI 53534

## 2011 ANNUAL CONTINENTAL LINE MEETING

**January 8, 2011 from 8 a.m. – 5 p.m. Crown Plaza Hotel, King of Prussia, PA**

The annual Continental Line planning meeting is fast approaching. The meeting will be held at the Crown Plaza Hotel 260 Mall Boulevard in King of Prussia, PA on Saturday, January 8, 2011 from 8AM – 5PM. The cost of registration is \$45.00 per attendee which will include Saturday lunch. Please return the below form to register for the meeting by December 7, 2010. The hotel has rooms blocked for us at a special rate for both Friday and Saturday if booked before December 7, 2010. The cost of a traditional double room is \$99.00 plus tax per night. Telephone # for reservations is 610-265-7500. Be sure to let the registration

desk know that you are booking for the British Brigade/Continental Line. A web

link is also provided click online to make reservations.

[www.continentalline.org/newsletters/2011meeting.pdf](http://www.continentalline.org/newsletters/2011meeting.pdf)

