St Helena Letters to England 1780-1785

Introduction: This is the 13th volume in the series *St Helena Letters to England*. It includes outgoing official correspondence from the Governor and Council of St Helena to the East India Company in London reporting on the administration of the island, including matters such as government decisions, defence, military preparedness, trade and shipping, supply shortages, personnel issues, and judicial proceedings. They often included explanations of difficulties faced by the island and defences against criticisms from London of past actions or policies. The letters were usually copied or abstracted into the island records.

Source: Images of the original records can be viewed on the British Library's website: https://eap.bl.uk/archive-file/EAP1364-1-2-13.

Text Transcription This transcription was produced by AI from handwritten document images held on the British Library's website, at about thirty pages per hour. Given the limitations described below, the text should be regarded as unreliable and used only as a search-and-find shortcut: once a relevant section has been located, it must always be checked against the source image via the hyperlinked Film Numbers listed in the main transcription table below.

Three specific problems affected the work. First, AI tends to prioritise meaning and readability at the expense of fidelity to the original, with a strong disposition to normalise spellings, expand abbreviations, and adjust grammar. It is particularly weak with unfamiliar surnames, and scrawled signatures often resist accurate transcription entirely. Transcriptions by eye of documents spanning four centuries have also shown that a single surname could be written in a wide variety of ways: the Crowie family name appears under six different spellings, and the Isaacs family name under sixteen. Searches for surnames are therefore hindered both by genuine variations in the originals and by mistranscriptions introduced by AI, and for this reason are best run phonetically. Second, the AI struggled with the late secretary hand, the script commonly used from the sixteenth to the eighteenth centuries, in which the letter S appears in a form closely resembling a trailing L. Third, occasional passages in these volumes are written in a hand so obscure or poorly formed as to be difficult to read even by eye, sometimes compounded by heavy ink bleed-through from the reverse side or by the loss of sections of pages.

To mitigate these difficulties, a strict protocol was applied to each image, requiring the AI to rely solely on clearly visible ink strokes and to flag any uncertain reading, thereby reducing the risk of inferred or invented text. Two conventions are used. [...] marks text that could not be read with confidence; this may represent a single unreadable word, a full sentence, or occasionally an entire paragraph. Square brackets around letters or words indicate a conjectural reading supplied by the transcriber: brackets around a whole word, for example [Bazett], mean the entire word was unclear and a probable reading has been supplied, while brackets around individual letters within an otherwise readable word, for example B[a]z[e]tt, mean only those specific letters were unclear in the source and the unbracketed letters were legibly present.

Referencing Text Locations: A dual numbering system has been adopted, combining the British Library film number with the manuscript's original page number. These are presented in the format: British Library Film No. / Document Page No.

Pagination: **Pagination**: The pagination is unconventional, appearing sequentially only at the bottom left of each verso (left-hand) page, while the recto (right-hand) pages are left unmarked. In other words, each side of the page have the same number. This numbering system has therefore been ignored.

The records begin on film No. 12, and this has been assumed to be page 1. It is then further assumed that the page numbers continue sequentially through to the end of the volume.

Dates: The earliest date recorded in this volume is a letter sent on 26 February 1780, and the latest is a letter sent on 13 June 1785. All these letters were sent to England during the administrations of John Skottowe (1764-1782) and Daniel Corneille (1782-1787).

AI Generated Summary

Introduction

The Governor and Council's letters to the Court of Directors run from the first, dated 26 February 1780, to the last, dated 13 June 1785. John Skottowe governed from 23 October 1779 to July 1782 and Daniel Corneille thereafter. France had joined the war against Britain in 1778 and the Dutch Republic entered it in December 1780. [Film No. 12, 17, 91, 280]

Governance and Administration

On 6 April 1780 the Council undertook to send each letter two or three times by different ships, listing every earlier letter with its carrier. The packets sent by the *Swallow* on 31 May 1780, the *Belleisle* on 4 November 1780 and the *Renown* on 30 July 1781 held 70, 79 and 101 items. Each packet carried consultations, monthly cash accounts, accounts of every ship supplied, store indents, ordnance and garrison returns, muster rolls, quarter sessions and courts martial proceedings, parish registers, receipts for earlier packets, records of when ships' boats reached Banks's and lists of families, lands, cattle, rents and Company slaves taken each 30 September. Duplicates went by other ships. [Film No. 13, 16, 22–25, 28, 37–40, 47, 55–58, 65–67, 71–72, 98–99, 104–105, 163, 166, 236]

The general books of account travelled only under escort. Those balanced to 30 September 1779 were withheld from the unescorted *Swallow* on 31 May 1780, although councillors sent bills worth just over £5,000 0s 0d by her, and sailed with the convoy of 4 November 1780. Books balanced to 30 September 1780 followed on 30 July 1781. Those to 30 September 1781 were withheld from the *Swallow* on 6 April 1782 and sent under the *Medway*'s escort on 4 August 1782, those to 30 September 1782 were withheld from the *Swallow* in January 1783 and sent with the fleet on 5 June 1783, and those to 30 September 1784 went by the *Kent* on 13 December 1784. [Film No. 19, 21, 31, 49, 77, 93, 112, 124, 241]

Secret correspondence travelled outside the ordinary packet. The Secret Committee's orders reached the Governor and Lieutenant Governor by the *Betsy* in February 1780 and by the *Royal Charlotte*, *Hannibal*, *Panther* and *Hastings*, the *Hannibal* bringing a further packet on 13 August 1781. Further letters came by the *Spy* on 13 June 1782 and, from both the Secret Committee and the Committee of Secrecy, by the *Medway* in July 1782. A letter of 4 August 1782 identified the Committee of Secrecy as the Chairman and Deputy Chairman directing naval and military operations. Replies were handed to the *Medway*'s captain in August 1782, General Medows in October 1782, three Company commanders in November 1782 and Captain Douglas of the *Queen* in November 1783. A Secret Committee letter of 11 March 1783, addressed to the whole Council, arrived in May 1783. [Film No. 13, 16, 57–58, 84, 89, 91, 99, 105, 111, 125–126, 171]

Jonathan Doveton returned in the *Hastings* on 27 June 1781 and took charge of the stores from John Goodwin, storekeeper since October 1779, whose share of the arrack profits had been granted in April 1781 only until then. On 2 July 1781 John Doveton, factor and clerk of the peace, resigned to settle his affairs in England; he returned with the Court's leave in May 1783. A letter of 30 July 1781 carried Skottowe's request to resign the following year, claiming longer service than any predecessor; his family had sailed in the *Bridgewater*. [Film No. 47, 51–52, 127]

On 6 December 1781 the Council reported that Commodore George Johnstone had asked for a commission to hear prize cases. After examining the Company's charters and the Acts of Parliament it granted one and asked the Court whether it had acted rightly. When Captain Robert Young of the *Vansittart* died on 25 December 1781, it swore in William Agnew, the chief mate, as commander. On 22 April 1785 Captain William Applegarth of the *Europa* died at the island and the Council swore in Charles Gartyne, chief officer, until the Court decided. [Film No. 70, 73–74, 261]

The Court's letter of 30 April 1782, received by the *Britannia* on 24 July 1782, granted Skottowe's resignation with an allowance for long service and appointed Corneille Governor, Major Henry Graeme Lieutenant Governor and Matthew Bazett, William Wrangham and Major Henry Bazett councillors. Skottowe sailed in the *Duke of Portland*, and Corneille first signed as Governor on 4 August 1782. These five signed almost every letter until Graeme's death on 25 December 1784; his goods were sold and £728 12s 10d credited in London for his heirs on 18 April 1785. Only Corneille and Graeme signed on 16 December 1784, the

frigate *Juno* sailing suddenly, and four councillors signed from 10 March 1785. [Film No. 89, 91, 97, 243, 245, 258]

Thomas Bazett, son of one councillor and nephew of another, became a factor on 27 January 1783, the day after his writer's covenant expired, and received leave on 2 June 1783 to sail for England in the *Lord Mulgrave*. On 4 July 1784 the Council recommended Richard Goodwin, educated in England, as writer in his place. Samuel Mason became a factor on 4 November 1783, with Benjamin Mason senior and Nathaniel Kennedy as sureties. A list of civil and military servants was taken on 1 October 1783. In October 1783 Corneille's minute of 16 October on sending the *Spy* to Europe carried the whole Council, and Graeme wrote separately to the Court. [Film No. 112–113, 129–130, 158, 164, 223]

The *Seville*, *Walpole* and *Raymond* arrived on 22, 27 and 31 May 1783 with the Court's letters of 15 January, 28 February and 6 March 1783. The Council promised to stop anyone travelling to India without the Company's licence and complained that the *Raymond* lacked the answers to its requests of 1782. The *Royal Charlotte* arrived on 22 May 1784 with the Court's letter of 20 December 1783 and the *Royal Admiral* on 5 June 1784 with its orders of 16 March 1784. The Council then promised to obey any three members of the Committee of Secrecy on the safety of shipping and to write by every ship, published the Court's resolution on servants going home for their health, adopted its form of certificate for ships' officers and protested that its ban on sending goods to Company servants bore hard on the island. [Film No. 125–127, 206–207, 209–210]

On 10 April 1784 the Council noted that the *Mercury* had come without orders from Bombay or the Court, apparently only to carry William Hornby, former Governor of Bombay, home. On 31 May 1784 it asked Captain Josiah Pryce of the outward *Royal Charlotte* for his passenger list and his authority; the list omitted his brother, Captain David Pryce, who was aboard, and the Council entered Josiah's explanation for the Court, which approved its handling by March 1785. [Film No. 191–192, 211, 248]

The Court's letter of 10 December 1784, received by the *Raymond* on 12 March 1785, granted the Council discretion, requested on 29 March 1784, to let homeward ships call at Ascension for fresh food against the ban in paragraph 46 of the Court's letter of 23 December 1774. The Council promised to use it only in real necessity, then allowed five calls within six weeks: the *Royal Bishop* on 28 March 1785, the *Southampton* on 8 April, the *Europa* on 25 April for scurvy, and the *Vansittart* and *Besborough* in early May 1785, each captain's letter being entered in the consultations. The same letter announced that ships would be hired in the order they reached the Downs. [Film No. 182–183, 247, 252–253, 255, 262, 266–267]

On 10 March 1785 the Council reported that a Committee of Secrecy packet, which Bengal's letter of 18 March 1783 said would come by the *Resolution*, had never arrived. The Governor's letter of 25 March 1785 to the Secret Committee went by hand with Captain David Tolme. On 25 May 1785 the Council reported that separate copies of the Act of 1784 for the better management of the Company had not arrived, though the year's printed Acts had, and placed the Court's special paper for bills and certificates under William Webber Doveton, sub-accountant, answerable to the Governor for every sheet. [Film No. 245, 250, 269–270]

Military Affairs and Defence

A letter of 26 February 1780 reported from Captains Duncan and Connellan, passengers in the Danish *Castel Dansborg*, that Rear Admiral Tronjoly had reached Table Bay on 20 January 1780 with seven French warships, the largest the 74-gun *Orient*, and was blockading the Company's *Southampton* and *Nassau* in False Bay; two more lay at the French islands. Swedish captains arriving on 31 March and 3 April 1780 had been stopped by six of these ships, which meant to cruise to latitude 40°. On a belief at the Cape that the squadron would attack St Helena, the Council had by 5 April 1780 put the island in its strongest state of defence at great cost. On 2 March 1780 Lieutenants Ingledew and Colnett of the Royal Navy, on sick leave since arriving from the Cape in the *Hind* in November 1779, volunteered to build and man fire boats; on leaving in November 1780 they were lent £20 0s 0d each against notes payable to the Court. [Film No. 12–15, 30–31, 39, 57]

By 4 November 1780 guardrooms, sheds and artillery at Holdfast Tom and Prosperous Bay and the defences of Powell's Valley were finished, and the battery and road at Buttermilk Point were nearly done. Major Henry Bazett dissented over the road's cost, so the Council sent the engineer's plan to London. Captain Richard Pierce, the engineer, put the batteries ahead of the new gaol, whose plans reached the Council on 26 October 1780. Every iron gun at Turk's Cap was found too corroded by spray to fire in August 1780. [Film No. 22, 32, 40, 60]

By October 1781 four 32-pounders had moved from the Lines to Buttermilk Point and four more to the West Bastion in James Valley, fittings having been issued in February 1781. To replace them the Council bought six brass 24-pounders and 500 round shot from the Dutch prize *Held Woltemade* and 200 barrels of gunpowder from Johnstone. He refused the Company's certificates, so the Council drew bills under an agreement of 15 October 1781 to refer any price dispute to arbitration in England: £4,579 12s 0d to the prize agents and £2,711 5s 0d on account of the Treasury, both dated 22 October 1781. A consultation of 29 October 1781 approved the engineer's plan for guns on the leeward coast. [Film No. 60–61, 63–64, 67]

The garrison stood 60 men short on 31 May 1780, when the Council asked for 100 recruits. The *Royal Charlotte* brought 36 on 23 July 1780, drilled on the voyage by Wentworth Bradbury, a cadet for Bombay, and the *Hastings* only 22 in June 1781, when 80 more were sought. On 30 October 1781, the *Northumberland* having brought none, the Council asked for 100. By 6 December 1781, expecting attack, it had kept 76 of her recruits bound for India, arguing that General Medows's force and the 78th Regiment had strengthened India. On 4 August 1782 it received 65 of 67 recruits from the *Britannia*. The *Walpole*'s 35 recruits completed the garrison in June 1783, so the *Raymond*'s went on to India, though on 17 May 1783 the Council had asked for 100 for 1784. [Film No. 19, 27, 29, 49, 63, 68–69, 90, 123, 127–128]

On 1 November 1779 the cadets Thomas Greentree and Onesiphorus Beale became second lieutenants, and the Council forwarded a petition from William Roberts, town adjutant. Captain John Howard retired on half pay on 31 December 1779; on 3 January 1780 Thomas Bazett succeeded him, Samuel Dafountain took the captain lieutenant's duties and William Seale and William Mason became cadets. Lieutenant Ulysses Browne resigned on 25 September 1780 to go to England, recommended for return. Roberts became a second lieutenant at the Court's wish in 1782. On 4 August 1782 the Council backed Lieutenant Leech's petition for an allowance for running the ordnance store as well as his artillery duties, supported Matthew Bazett's petition and expected to put Captain Solomon St Maurice on half pay. The estate of the late Lieutenant William Seale, £133 13s 6½d, entered the treasury in July 1782 and went to his heirs by bill on 5 June 1783, and in September 1782 the senior cadet, also William Seale, was made second lieutenant of artillery after more than three years as cadet. [Film No. 17–18, 31, 92, 94, 96–97, 102, 128]

The schooner *Rebecca*, bought for £1,300 0s 0d by Captains Pigou, Boswell and Scott at a consultation held at sea on 27 July 1781, arrived on 18 November 1781. The Council kept her to patrol to windward with a master, four seamen and a boy, paying her master, Lucas Wimbleton, £10 0s 0d a month. A minute of 3 June 1782 recorded her loss; the Court suspected she had carried a private cargo of slops worth £80 0s 0d, which the Council denied in August 1782. [Film No. 67, 69–70, 92]

On 6 April 1782 the Council sent home a pattern coat for the artillery and infantry, more military and cheaper than the old clothing, and on 4 August 1782 pattern lace for officers. Two iron carronades arrived in the *Britannia* in July 1782, one being sited at Chubb's Rock as near sea level as the ground allowed. On 27 January 1783 it shipped 250 musket barrels, 150 old bayonets and 250 lock plates home for repair, the island having no gunsmith able to rebuild them, and on 7 July 1783 it returned 2,500 surplus copper hoops in the *Osterley*. In October 1783 it bought 64 drum heads at £0 2s 6d each and asked the Court to cancel the next year's order. [Film No. 78, 90, 99, 112, 137, 159]

A letter of 29 July 1783 sent home Pierce's plan for Lemon Valley Point. The Council had wanted three or four guns on a height covering the western approach, but Pierce proposed a major work without an estimate, and the way up the overhanging rock had already cost £400 0s 0d. The Council limited work to a path to the summit and a platform for four brass guns. After surveying the point, it reported on 3 October 1783 that the path and platform were nearly finished and the cross-cut to the second ledge and a space for two 18-pounders dug. It rejected his lowest battery and the cut linking it to the one above, holding that the

unclimbable ledge between them was the better defence. Pierce, captain of artillery, had leave on 30 June 1783 to go to England and sailed in the *Asia*. [Film No. 142, 145–146, 153–154, 157]

With Pierce absent, the Council resolved on 11 August 1783 to pay Lieutenant John Leech £0 3s 0d a day above his pay for running the ordnance, stores and Artillery Company until the Court decided. Lieutenant Thomas Statham received sick leave on 28 July 1783. On 26 April 1784 the Artillery Company had only Leech and Lieutenant William Seale, so the Council moved Second Lieutenant Robert Hodson into it and made Cadet Martin Hopper a second lieutenant. In about June 1784 the Court made Leech commissary of stores with an allowance, gave him leave to return to the infantry and confirmed Seale; the Council persuaded Leech to stay with the artillery. Lieutenant Tuffin Shepherd received sick leave on 8 March 1784, giving a bond of £500 0s 0d. [Film No. 145, 154–155, 186–189, 191, 194, 208]

The Court's order of 20 December 1783 reduced the garrison to a peacetime strength of 400 and sent men to India. On 19 June 1784 the Council put three sergeants, one corporal and 40 privates in the *Royal Charlotte* for Madras, re-enlisting men near the end of their service for five years from 17 June 1784 with the island's bounty; the ship reached Madras by September 1784. By 4 July 1784 it had sent 44 men to Madras and 22 to Bombay and discharged 14 invalids, and asked for 50 recruits because 35 men with nine months to serve had refused the bounty. The Governor's minute of 19 June 1784, Wrangham's reply of 28 June and Graeme's minutes of 28 June and 3 July on the reduction were all forwarded. [Film No. 216–217, 219–220, 242]

Lieutenant John Leech died on 2 November 1784, leaving no one qualified to command or train the artillery; his widow, Priscilla Leech, was placed on the Military Fund in February 1785. On 26 April 1785 a rocket caught fire while being filled in the laboratory near the castle, setting off 8 or 10 lb of powder, a cask of musket cartridges and a loaded shell and destroying the building. The falling roof killed one man, and two of the four injured, John Lemon and Thomas Collister, died by 9 May 1785. On 25 May 1785 the Council complained that the Court had said nothing of Pierce, absent nearly two years, who had never written to the Governor, and asked for his return or a replacement and a second lieutenant of artillery. [Film No. 237–238, 244, 264, 266, 270–271, 278]

St Maurice's petition, first backed on 4 August 1782, was renewed on 4 July 1784: he was 74, had served 26 years and his frailty put extra work on other officers. The Court admitted him to the Military Fund on 10 December 1784 and he resigned on 31 March 1785. Captain-Lieutenant Samuel Desfontain became captain, James Greentree captain-lieutenant substantively, Lieutenant Ross Stewart captain-lieutenant by brevet and Cadet Andrew Duffe second lieutenant. [Film No. 220–221, 248, 258]

In June 1784 the Council sent plans for a new crane and on 28 July 1784 a plan for replacing the rotten drawbridge. In June 1785 it shipped three unserviceable brass 6-pounders and an iron 3-pounder home as ballast in the *General Coote*. [Film No. 214, 227, 229, 278]

Invalids and Discharged Soldiers

John Jacks and William Caleb Baldwin sailed as invalids in the *Morse* on 4 November 1780, with Finlay McKinnon, who had bought his discharge in August 1780 by finding a substitute, and Maurice Downey helping work her. Sixteen invalids sailed in the *Britannia* in July 1781. John Tanton went in the *Belmont* in October 1781. On 4 August 1782 the Council recommended seven invalids for the Military Fund and refused three whom surgeons certified as ill on arrival, and on 25 November 1782 recommended three and refused three; the August letter names Diby and Blackburn where the packet list names Oyley and Blackman. Eight discharged men went free in the *Royal Charlotte* at Captain Cotton's request in August 1782 and two in the *Chapman*'s crew in November 1782. [Film No. 25, 33, 40, 50, 64, 67, 94, 96, 99, 108]

More than 60 discharged soldiers and invalids left in 1783: six in the *Swallow* in January, one in the *Fox* in May, 28 in seven ships in June, 15 in the *Britannia* in July and 14 in the *Warren* in October, 10 of whom worked their passage. The June invalids undertook not to claim wages from the ships, and eight of 13 were recommended in October 1783. On 29 March 1784 four discharged men and four invalids went in the *Rodney* and five invalids each in the *Royal Henry* and *Dutton*; 12 went in the *Worcester* on 5 April 1784, John Ellis being returned after breaking his thigh; six joined the *Montague* on 29 April 1784. Only six were

recommended in 1784, before the Court's rebuke of the surgeon for certifying unsuitable men arrived in May 1784; the Council accepted part of the blame and defended his skill. [Film No. 112, 123, 130–131, 134, 149, 155–156, 184, 187, 194, 210]

On 4 July 1784 the Council recommended two of 14 invalids sent in the *Warren Hastings* and *Lord Macartney* but withheld John Ham and James York, though qualified by service, for joining the mutiny. On 25 March 1785 it recommended Joseph Middleton, whose illness came from active service, and refused John Goose; on 13 June 1785 it recommended four of nine and refused John Joice for bad character. Four discharged men went in the *Ganges* in October 1784, four in the *Earl of Sandwich* in November and six in the *Kent* in December 1784, all at no cost to the Company. [Film No. 219, 235, 238, 241, 249, 277]

Desertion

On 23 October 1779 Corporal Samuel Ashton and Private John Widgen escaped from the Lemon Valley guard in a fishing boat. A gunner, four matrosses and two privates took the Company's cutter on 21 July 1780, after which fishing gear was brought in from the rocks each night. James Beard went in August 1780; 10 men were taken off the *Hannibal* and *Panther*, but six more had gone by 4 November 1780, when William Carey lay under sentence of a general court martial. On 6 November 1780 the *Hind* followed the fleet because Commodore Barber had promised to return 18 deserters; she came back on 10 November with one matross, five seamen of the *Betsy* and six inhabitants' slaves. A letter of 30 July 1781 reported 17 desertions in a fortnight despite guard boats, pickets and double sentries, blamed the officers of Company ships and noted a fruitless search with a boat from the *Renown*. [Film No. 17, 36, 46, 54]

William Sterling, enlisted as a Bengal deserter in March 1781, was discharged for thoroughly bad character on 27 May 1782. By 25 November 1782 seven soldiers had deserted or were missing; the Council then refused to enlist ships' deserters and held that captains should answer for the garrison's. Nine men were believed to have deserted in the fleet of 8 June 1783, a boat from the *Rochford* having gone to Breakneck Valley to take some off. Robert Doby and John Dodds deserted on 16 July 1783 to the *Asia*; Mr Burt, her chief officer, ordered to search, admitted seeing them but claimed they had left in a fishing boat, and the Council concluded he had connived. On 7 July 1783 six Bombay deserters were found in the *Osterley*: three went back in the *Raymond*, one with a broken thigh stayed and two escaped. On 6 December 1784 John Smith, a matross, deserted to the *Kent* and was not found despite repeated searches; a John Smith is also among the six discharged men sent in her. [Film No. 81, 107, 136–138, 147–148, 241]

The Mutiny of December 1783

The garrison mutinied on 26, 27 and 29 December 1783. A letter of 3 January 1784 referred the Court to Corneille's minutes of 29 December 1783 and 2 January 1784 and a general court martial of 30 and 31 December, thanked Major Henry Bazett and those who served under him, rewarded the loyal soldiers and dismissed Cadet Henry Beale. Sergeant Michael Tooly, who could not be convicted, was shipped home in the *Nancy*, held until 3 January 1784 so that the Council's account would reach London first. Ten of the worst sentenced mutineers were removed, six in the transport *Eagle* under Captain Greeves on 12 January 1784 and four in the snow *Nerbudda* in February 1784. [Film No. 169–173, 175]

Corporal John Jervis, on duty at the Sandy Bay guard, was named a chief leader, condemned by a second general court martial on 5 January 1784 and executed on 7 January. Sworn evidence of 16 January 1784 showed that Edward Joyce, a cooper dismissed as a drunkard, had incited the soldiers; living on the island only by the Council's leave, he was put aboard the *Fortitude* with his wife and child by 25 February 1784. The Court's letters of May and June 1784 reported the *Nancy* lost with Tooly and the Council's first account aboard, but ordered a further reward for the soldiers loyal on 29 December 1783. By 10 March 1785 the Council reported that the garrison had obeyed every order since the mutiny. [Film No. 173, 175, 177, 210, 245]

Wars and News from Beyond the Island

The *Swallow*, arriving about 25 May 1780, reported Sir Edward Hughes at Fort St George since 13 January 1780. A letter of 7 June 1780 reported a Company packet taken off Malabar in January 1780, which Captain John Cotton contradicted on 4 November 1780, having left the *Mercury* (also written *Mornby*) safe at Bombay. The *Stafford* had been lost in the Bengal river in September 1779 with five lakhs of rupees, about

£50,000 0s 0d, and Captains Cook and Clerke had died before the *Resolution* and *Discovery* left Macao. The overland route by Suez was reported closed by French influence. [Film No. 13, 15–17, 26–27, 29]

On 25 January 1781 the Portuguese *Lady Corma* reported that Hyder Ali had invaded the Carnatic on 22 July 1780 and destroyed Colonel Baillie's force of about 5,000, taking 47 officers, about 26 September 1780; the battle of Pollilur was fought on 10 September 1780. A relief under Lord Macleod and Colonel Fletcher was also cut off, General Munro fell back to the Mount abandoning camp and guns, and command passed to Colonel Stuart pending Sir Eyre Coote's arrival from Bengal. The *Princess Royal* confirmed the news and corrected a report that the *Nymph* had gone to Europe. In January 1781 the French fleet was reported sailing from Mauritius for the Malabar coast. A postscript to the Court's letter of 5 July 1780, received in June 1781, reported five Company ships taken off the Azores in August 1780 by the combined French and Spanish fleet, and the Governor warned commanders that their private signals were compromised. [Film No. 41–43, 47]

The King's manifesto of 20 December 1780 against the Dutch Republic arrived by the *Hastings* on 27 June 1781 and was read at the head of the troops; the Council had treated Dutch ships as neutrals until then, letting the *Noordbeek* repair a leak. By 20 August 1781 Johnstone had arrived with six warships, a bomb vessel and tender, a fire ship, four victuallers and five Dutch East Indiamen taken in Saldanha Bay in July 1781, having detached the *Hero*, *Monmouth*, *Isis* and *Active* to India with General Medows. The *Romney* sailed on 2 November 1781 with the frigates *Jason* and *Diana*, four victuallers and the five prizes. In December 1781 the French prize *Sévère*, formerly of Tronjoly's squadron, left as a cartel ship carrying prisoners to France. [Film No. 45, 48, 58–59, 67, 71]

A letter of 30 December 1781 reported that homeward China ships and a Bencoolen detachment had taken Padang, the chief Dutch settlement in western Sumatra. On 23 March 1782 the sloop *Nymph* reported the surrender of Trincomalee and Negapatam. On 24 April 1782 Captain Heffernan of the *Nancy* reported 30 French ships, 14 of them two-deckers, sighted north of Madras on 6 February 1782 burning rice boats, and Captain Alms and General Medows safe at Bombay. The *Spy* reported on 13 June 1782 that Sir Richard Bickerton's squadron was safe in the Atlantic on 17 March 1782. [Film No. 73, 76, 80–81, 84]

David Tell, an English passenger in the Portuguese *Nossa Senhora de Arrabida*, signed a memorandum on 28 June 1782. Angelbeck, the Dutch governor at Cochin, had told him that Tipu Sahib had destroyed Colonel Braithwaite's army of 300 or 400 Europeans and 3,000 or 4,000 sepoys in Tanjore, an event Cochin saluted with 21 guns, and that Suffren, succeeding the dead Comte d'Orves, faced Hughes with 11 ships of the line to 12. The Nairs of the Malabar coast had joined the British against Hyder. Tell's Portuguese table of the squadron that left Mauritius on 7 December 1781 listed 11 ships of the line, nine frigates and auxiliaries, eight armed transports and 3,457 soldiers, including 1,157 Kaffirs, 43 of those embarked having fled. On 8 May 1782 Tell identified four China ships by their hulls; the *Duke of Portland*, *Royal Charlotte*, *Contractor* and *Ponsborne* arrived on 10 to 15 July 1782. [Film No. 84–89]

The armed transport *Royal Charlotte* reported on 11 September 1782 drawn battles off the Coromandel coast on 17 February and 12 April 1782 and the capture of the *Hannibal*. Captain Lewis of the *Valentine* sighted a ship he took for the *Grosvenor* on 10 August 1782; she was wrecked on the coast of Kaffraria at about 27° 30' south that month, a few survivors being seized by the inhabitants and a rescue party being sent by the Dutch governor at the Cape, news that reached the island on 11 April 1783. On 25 November 1782 the Council reported that the *Earl of Dartmouth* had been wrecked on Car Nicobar on 24 June 1782 with 26 lost, that lightning had blown up the magazine at Fort Marlborough and that Suffren lay at Tranquebar. The Court had reported the capture of a French convoy on 20 April 1782 and the loss of the packet *Admiral Hughes*. [Film No. 92, 100, 105, 120]

The *Rodney* packet reported on 1 February 1783 that the French had taken Trincomalee while Hughes lay at Negapatam, that he had fought Suffren on 6 July and 3 September 1782 and, after a gale dismasted his flagship, had refitted at Bombay with Bickerton. The *Earl of Hertford* had been driven ashore at Madras, the *Brilliant* had struck a rock at Johanna and the *Fortitude* had been taken by a French frigate. The cutter *Substitute* reported on 31 March 1783 that the British fleet would sail in mid-February and that the French at Trincomalee had been reinforced. The *Fox* brig reported on 3 May 1783 the capture of the frigate *Coventry*,

the *Blandford* and rice vessels near Balasore Roads, peace with the Marathas and Hyder Ali's death. A Danish ship reported on 18 June 1783 that Bussy had left the Île de France on 23 December 1782 with three ships of the line, and a Portuguese captain on 13 August 1783 that Hughes had passed Ceylon on 5 April 1783 with 17 ships of the line while Suffren refitted at Trincomalee. [Film No. 115–116, 118–119, 121–122, 135, 151]

The King's proclamation of the cessation of hostilities and the preliminary articles of peace, signed in January 1783, were published on the island by 5 June 1783, and the Council undertook to treat French and Dutch ships as before the war. On 4 November 1783 the frigate *Medea* and the *Pondicherry* reported Hughes's indecisive action off Cuddalore on 20 June 1783, peace with the Marathas and, from French sources, Tipu's capture of General Matthews and most of his army. Captain Haldane of the *Nancy* confirmed Matthews's capture on 24 December 1783, reported Tipu besieging Mangalore and General James Stuart under arrest by Lord Macartney, Governor of Madras, while a Bombay letter said hostilities had stopped. [Film No. 123, 162–163, 168]

On 6 February 1784 the Council reported peace with Tipu and General McLeod gone to Seringapatam for the prisoners; on 7 May 1784 it learned that Mangalore had surrendered for want of food about 19 or 20 January 1784, its garrison marching with the honours of war to three Company ships at Tellicherry. The Danish *Castle Dansborg* reported on 2 July 1784 that peace was expected but unratified when she left Tranquebar on 16 March 1784, and on 21 August 1784 the Council congratulated the Court on its conclusion; the Treaty of Mangalore was signed on 11 March 1784. Stuart passed in the *Fortitude* in February 1784, his letter and four papers being entered on 26 January 1784 and the Madras Select Committee's letter on 2 February. [Film No. 174–175, 179, 198, 220, 230]

The *Ganges* reported on 7 October 1784 that Malays had seized Malacca, the Dutch holding the citadel with seven warships coming, and in November 1784 the *Earl of Sandwich* reported a complete Dutch victory and expeditions against Riau and Trengganu. Lieutenant Serocold reported on 28 September 1784 that the *Major* had burned in Balasore Roads with no survivors; in November 1784 Captain Wordsworth reported that she burned at Kedgeree with her crew saved. Warren Hastings arrived in the *Berrington* on 15 April 1785 saying he had left India at peace, and the Council confirmed the Supreme Council's order that her commander follow his directions; David Anderson and John Shore sailed with him. [Film No. 233–234, 237, 256, 258–259]

Trade, Shipping and Foreign Traders

Neutral ships carried the island's mail during the war: the Danish *Castel Dansborg* the letter of 26 February 1780, the Swedish *Gustavus the Third* and *Louisa Ulrica* those of 5 and 6 April 1780 and the Danish *Count Bernstorff*, 600 tons, with Bengal saltpetre for Copenhagen, that of 7 June 1780. On 25 January 1781 Skottowe wrote by the Portuguese *Lady Corma* under cover to Sir John Hort, consul general at Lisbon, a route used again on 28 June 1782 and 22 August 1783. In March 1781 letters went by Dutch ships in the care of Captain Fraser on 10 March and Matthew Cunningham, once chief officer of the *Stafford*, on 30 March. In peace the Council used the Danish *Castle of Dansborg* on 14 July 1784, the Prussian *Der Präsident* on 5 September 1784 and the Danish *Hussar* on 17 May 1785. Sir Edward Hughes carried the letter of 10 March 1785 in the *Sultan*. [Film No. 12, 14, 16, 25, 41–45, 85, 151–153, 225, 232, 245, 269]

Only four ships called between June and late October 1780; then the *Ceres* arrived on 28 October and three King's ships and nine Company ships on 29 October, the China ships having been driven to Madagascar by a gale off the Cape on 8 June 1780. The *Royal Charlotte*, delayed by surf, was given 10 working days and dispatched on 9 August 1780, the storekeeper's diary being kept as proof against demurrage. The fleet sailed under the *Belleisle* on 5 November 1780. In 1781, 12 Company ships arrived between 21 April and 25 June, the China ships having escaped four French ships by forming line of battle. The whalers *Sandwich* and *Rockingham*, 210 tons and four guns each, came from Brazil on 26 March 1781 to await convoy, and the *Renown* sailed on 30 July 1781 with the *Shark*, 18 Company ships and the whalers. [Film No. 27–30, 37, 40, 45–47, 52, 54]

The brig *Fox* sailed for Canton on 27 October 1781 and the *Northumberland* on 5 November 1781 with the King's ships *Magnanime*, *Sultan* and *Le Nicher* and six Company ships. In October 1781 Captain Gamage was

found to have kept back 56 bags of paddy, and the Council bought a longboat from him for £30 0s 0d. Goods landed by the *Northumberland* beyond her invoice were recorded on 6 April 1782, and an uncharged hogshead of port, £33 3s 6d, was added to the *Britannia*'s invoice in September 1782. The Portuguese *Nossa Senhora de Arrabida*, 300 tons, called with pepper for Lisbon on 24 June 1782, and the Danish *Maria*, 500 tons, from Bourbon for Copenhagen with coffee from 10 to 14 November 1782. [Film No. 62–64, 68, 77, 84, 102, 106]

Danish ships for Copenhagen arrived from Bengal on 9 March and 5 April 1783, from China on 11 April and from Mauritius on 18 June 1783, and Portuguese ships from Goa on 16 June and 13 August 1783; General Goddard took passage home in a Danish ship. Mr Lance, a supercargo, reported only four Company ships loaded at Canton against eight Danish, Swedish and Imperial ships. The *Rochford*, *Deptford*, *Lord Mulgrave* and *Tartar* arrived from Bengal on 29 March 1783 and the *Locko* from China on 16 May 1783 with the French prize brig *Anna Maria*, all sailing with the *Neptune* and *Royal Admiral* on 8 June 1783. Captain Patrick Lawson of the *Locko* sent home a consultation of his officers at sea of 12 February 1783. The *Osterley*, *Essex* and *Asia* arrived on 18 June 1783 and the *Britannia* from Bencoolen called between 12 and 31 July 1783. The *Warren* arrived from Bencoolen on 25 August 1783, having buried about 40 men with 40 more sick with scurvy; Captain Parks's agreement at Fort Marlborough that his owners would bear delay costs was entered against any demurrage claim. [Film No. 117–121, 123, 132, 134–135, 140, 144, 151–152, 155]

The *Queen* reported on 3 November 1783 that on 2 April 1783 people on the coast of New Guinea had seized 13 men from the *Northumberland*'s boats and killed five, three of them officers; she arrived safe on 31 March 1784. On 4 November 1783 the Council reported the *Duke of Athol* blown up in Madras Roads, killing or wounding her crew and 90 Royal Navy seamen, the *Duke of Kingston* blown up off Ceylon with 70 lost and the *Fairford* lost at Bombay with most saved. The *Hinchinbrooke*, reported wrecked, was safe at Bengal by 6 February 1784, when the leaky *Calcutta* had been discharged and sent to Batavia for repair at her owners' cost. The *Three Sisters* transport sank off the Cape in 1783 with all saved. On 25 March 1784 the Council reported the *Superbe* wrecked in Tellicherry Roads in a gale that dismasted the frigate *Juno*. The transport *Content* sent a boat in on 29 March 1784 and the sloop *Hound* arrived on 8 April 1784. The dismasted *Resolution* was repaired and escorted by a French frigate and reached Bombay on 16 January 1784. [Film No. 161–162, 167, 174, 180, 185, 187, 190, 198]

French ships called openly from 23 November 1783, when the *Pacification*, 500 tons, arrived from Mauritius with Captains Parr and Worsley of the Royal Navy. The *Amitié* reported on 12 February 1784 that Suffren had sailed for Europe in the *Héros*. By 29 March 1784 Corneille learned from the Marquis de St Félix of the *Flamand* that the French King had granted Meslé and Company of St Malo the sole China trade for three years for war loans, that Rochefort merchants planned rival voyages and that the St Malo house had chosen St Helena as its rendezvous. Captain West of the *Dutton* counted 26 foreign and country ships at Canton, seven French, against nine of the Company's. Four Dutch ships under Admiral Bitter and a Prussian ship came from the Cape by 6 April 1784. Corneille kept a guard boat beside the Imperial *Imperial King*, arriving about 6 May 1784 with unsold iron and wine, and minuted the arrival of an American ship on 13 May 1784. [Film No. 164–165, 169, 174, 177, 181, 183, 189–190, 198, 200, 202, 204]

Danish, Imperial and French ships called in June 1784 and a Prussian ship of an Emden company under the King of Prussia's protection in August 1784. A list received in April 1785 showed four Danish, four Dutch, six French and one American ship at Canton with eight British country ships. The Dutch frigate *Haaksbergen*, 24 guns, called on 27 April 1785 to escort a Dutch fleet of seven, and the American *Grand Turk*, 18 men, called from the Cape on 1 May 1785 for the West Indies. The French *Sagittaire*, *Triton* and *Provence*, of the size of 64- and 74-gun ships, arrived from China for Lorient on 9 and 12 May 1785, and the Portuguese *Infanta Mariana*, 900 tons, from China in May 1785. [Film No. 212, 230, 232, 251, 265, 267–269, 272]

The *Fox* struck the rocks off Munden's Point on 14 June 1784 with nearly six feet of water in her hold. On the survey of other commanders the Council landed her cargo, the bales dry and the saltpetre wet, and reserved the crane and wharf for her, delaying the store ship *Royal Admiral*, whose working days it recorded day by day. Captains Larkins, Huddart, Churchill and Hale hove her over in the open roads in a week,

reported her fit on 4 July 1784, and her Bengal dispatches were moved to the *Walpole*. Her saltpetre was reloaded by 14 July 1784 and she sailed on 28 July, her owners bearing the cost. The *Besborough* sprang a leak on 26 April 1785 and was ordered home under the *Vansittart*'s escort. The *Raymond* could land stores through the surf on only six days and received four extra days and further leave on 11 April 1785. [Film No. 213, 215–216, 218–219, 222, 225, 229, 254, 257, 265]

In June 1784 the Council registered manifests of officers' private trade at their request. Captain Josiah Pryce declared tea bought from a Portuguese ship, recorded on 6 and 13 June 1785. Captain Lewis of the *Valentine* wrote on 23 May 1785 about cloth registered at Bengal but never loaded. [Film No. 215, 272, 277]

Land and Agriculture
Drought lasted from before 23 October 1779 until July 1780. On 17 April 1780 Major Daniel Corneille and William Wrangham reported the Company's sheep reduced and degenerate, and the Council asked for 20 ewes and four rams by each store ship. By 31 May 1780 planters could offer only 37 cattle, which the Council reserved for ships, and the yam plantations, the inhabitants' substitute for bread, had failed. Rain from July 1780 restored the pasture, and the planters were excused a year's rent of about £640 0s 0d, reported on 30 July 1781. [Film No. 18–20, 31, 47]

The Council reported the best rainfall in memory on 30 October 1781, but herds reduced by drought and slaughter of breeding stock for ships, and on 27 May 1782 only 50 young cattle returned for slaughter. In October 1782 it sought a rise for Benjamin Mason junior, overseer of pastures and herds, from £45 0s 0d to £60 0s 0d a year. The rains of mid 1782 and those due at the turn of the year failed, with great loss of cattle reported on 17 May 1783. By 7 March 1785 the past 12 months had brought timely rain and greatly improved herds. [Film No. 63, 81, 102, 112, 122–123, 245]

On 31 May 1780 the Council sent the engineer's plan of a fence round Longwood; with no contractor bidding, it built the fence at £0 1s 6d a day for labourers, £0 3s 0d for masons and £0 1s 0d for soldiers. Accounts of its cost went home in every packet from October 1780 to March 1785. [Film No. 21–22, 32, 40, 50, 57, 66, 104, 150, 161, 166, 177, 200, 229, 263]

Lombardy poplars sent in the *Royal Charlotte* in 1780 and in the *Walpole* and *Raymond* in 1783 died, and the *Hastings*'s garden seeds of 1781 died through poor stowage; on 3 October 1783 the Council asked for seed instead. On 26 July 1784 it reported an insect like a woodlouse under a white scaly covering that had killed many peach, mulberry and redwood trees and was spreading to every tree, shrub and vegetable, resembling what London nurserymen called "scurvy". It asked for a remedy, and the Governor for an experienced gardener; none came by May 1785, and in June 1785 the old gardener, James Jordan, was sent home. In March 1785 Captain Smedley brought grass seed and cuttings of willow, Lombardy poplar and Carolina poplar. [Film No. 29, 50, 127, 157, 226–227, 247, 271, 276]

Supply and Provisioning
Captain John Cotton of the *Hawke*, arriving on 16 August 1780, kept back 77 maunds of Bombay rice. Commanders bought 244 sheep and 23 cattle at the Cape for the Company, Captain Snow losing 26 of 37 cattle while held there, and the Council bought eight casks of salt meat for £32 0s 0d. With the *Gatton* overdue, only 23 weeks of salt provisions and 36 of flour remained on 4 November 1780, yet the last two cables went to Indiamen. Salt meat fell to 12 weeks by February 1781 and the inhabitants were cut off from it in March 1781, when the Company's slaves were put on rice. The *Betsy* sailed for the Cape on 27 February 1781 with 6,000 rupees and was taken by the French in Table Bay. The *Hind*, sent to Rio de Janeiro for refit on 29 November 1780, had not returned by 30 July 1781. A consultation of 2 June 1781 recorded great distress before the *Hastings* arrived. [Film No. 27, 31, 34–36, 44, 47, 50–51, 59]

By 30 July 1781 the Council had killed all 107 cattle returned for slaughter and drawn on breeding stock, raising beef by £0 0s 1d a pound. Johnstone spared 102 casks of salt provisions and 900 units of flour after a request of 17 September 1781. On 20 August 1781 the Council asked for 150 chaldrons of coal beyond 100 ordered, the island's trees long gone, and repeated the plea on 6 April 1782. In July 1781 it ordered two 20-foot yawls and two jolly boats. The *Myrtle* transport arrived on 5 December 1781 with Lieutenant Colonel McLeod and 140 privates of the 42nd Regiment, having waited six weeks at Madagascar for

Johnstone's convoy; victualled, she sailed on 15 January 1782, McLeod paying £742 15s 0d in bills on Lord North at the Treasury. Five Highlanders left behind cost £9 7s 6d before sailing in the *Medway*. [Film No. 50–51, 53, 58–60, 70, 73, 78–79, 94]

On 4 August 1782 the Council reported that the Court had given shipping space to the war and that only 34 weeks' flour remained. In September 1782 the Bengal stores for the *Valentine* were lost when their sloop grounded, leaving flour until March 1783, and a new method of salting beef and pork was judged unfit for the climate. The *Swallow* arrived from Limerick on 12 December 1782. On 25 November 1782 elm planks from England were rotten and the island had no marine stores; a rat-damaged cable went to the *Hastings* at a 10 per cent advance instead of 30 per cent. [Film No. 90, 100–101, 106, 111]

By 27 March 1783 flour was very short and ships could get little fresh food. On 27 January 1783 the Council paid Captain Sober Hall of the *Swallow* £374 10s 0d by certificate for spare stores, chiefly flour. Consultations of 3 March and 26 May 1783 recorded that the *Royal Admiral*, *Tartar*, *Lord Mulgrave* and *Rochford* had kept back stores meant for the island. The indent of 17 May 1783 raised provisions and sought wine, no Madeira having come from Bengal for two years, and 100 pots of spruce and two casks of molasses for beer against scurvy. The storekeeper found the *Walpole*'s invoice charged 200 gallons of linseed oil at £0 4s 0½d a gallon as £20 11s 0d instead of £40 11s 0d, omitted 5 cwt 10 lb of copper rivets worth £2 19s 0d and overcharged paint by £2 0s 0d, and the Council corrected each error; 19 hogsheads of beef were reported on 29 August 1783. [Film No. 112, 117–118, 122, 128–129, 140–141]

On 26 November 1783 the Council sent sample screw fittings for fire-engine hoses and ordered 5,000 each of ridge and gutter tiles. It sold the *Swallow*'s damaged cable to the *Queen* for £120 0s 0d. On 15 May 1784 it bought 50 Cape sheep and 360 pieces of salt beef from Captain Alexander Dodd of the *Busbridge* for £88 10s 0d, and on 21 May 1784 charged the *General Elliot* for 30 bags of rice kept back. In about June 1784 it cut the indent for 1785, the warehouse being well stocked on 30 April 1784, but pressed for coal and oak for a crane. On 28 September 1784 Lieutenant Serocold of the transport *Tortoise* brought 101 sheep from the Cape, having heard of shortage, and was paid £151 10s 0d at £1 10s 0d a head, a price the Council thought rather high. On 21 February 1785 the storekeeper found every cask of the *Royal Charlotte*'s salt pork 50 lb short, while the *Royal Admiral*'s, equally light, cost £0 11s 0d less per tierce. On 8 June 1785 the Council reckoned its flour and salt meat would last 18 months and asked for six months' reserve beyond each year's supply, with a clock for the Main Guard. [Film No. 164–165, 203, 205, 210–211, 233, 244, 274–275]

Cables were repeatedly given away: two 17½-inch cables to the *Lord Mulgrave* and *Osterley* in 1783, the single cable sent in 1784 to the *Earl Talbot* by 15 June 1784 and the *Raymond*'s new cable to Captain Meares in March 1785. By 8 June 1785 the island had none and asked for two 18-inch cables and two anchors of 37 cwt. [Film No. 137, 212, 249, 274]

Finance, Currency and Accounts

Bills of exchange on the Court at 90 days' sight carried residents' money home. Matthew Bazett drew £1,860 0s 0d in May 1780, and bills of 2 November 1779 omitted from an earlier letter were reported on 7 June 1780. Bills of 4 November 1780 included £1,000 0s 0d for Sir Thomas Rumbold and £2,000 0s 0d for Captain Joseph Cotton; those of 28 July 1781 £2,000 0s 0d each for Captain Robert Ker and George Reddock. Captain Edward Harvey's attorneys remitted £220 0s 0d after he sailed in the lost *Betsy*. Skottowe drew £1,000 0s 0d payable to himself in August 1782. [Film No. 21, 26, 32–33, 52–53, 95]

Wrangham drew £1,000 0s 0d on 6 April, £500 0s 0d on 27 May, £1,500 0s 0d on 3 August, £2,000 0s 0d on 28 September and £1,000 0s 0d on 23 November 1782; £1,375 0s 0d on 2 September 1783; £650 0s 0d on 26 July, £1,500 0s 0d on 18 October and £500 0s 0d on 24 November 1784; and £500 0s 0d on 7 March, £600 0s 0d on 9 May and £773 4s 0d on 23 May 1785, mostly to Matthew Pooling or Purling. He had been paymaster and had sold the Company salt meat, a mast and a sow. Matthew Bazett drew £400 0s 0d and Henry Bazett £500 0s 0d on 27 January 1783, Henry Bazett £636 3s 7d on 14 July and £200 0s 0d on 2 September 1783 and £800 0s 0d on 5 April 1784, and Corneille £280 0s 0d on 7 July 1783. On 29 December 1783 Graeme, the Bazetts and Wrangham drew £2,052 0s 0d together. Mrs Margaret Brewster's attorneys drew £1,013 5s 3d on 16 February 1784. [Film No. 78, 82, 95, 103, 109, 113, 135, 137, 156, 169, 178, 194, 226, 235, 238, 245, 267, 271]

Commanders and officers paid private earnings in for certificates on the Court: Captain Henry Churchill £3,000 0s 0d in June 1783, Captain Hall of the *Raymond* £2,000 0s 0d in July 1783, Captain Richard Pennell £500 0s 0d and the surgeon John Watson £120 0s 0d on 13 April 1784, Captain Josiah Pryce £2,300 0s 0d on 19 June 1784, Captain Huddart £800 0s 0d on 5 July 1784 and the *Raymond*'s officers £1,793 0s 0d on 25 April 1785, the later certificates payable half at 90 and half at 365 days. The Court in 1783 forbade packet officers to pay in money. Departing residents gave bonds of £500 0s 0d, Thomas Cole in June 1783 and Mrs Mary Greentree and Captain William Rogers in July 1783, and Wrangham gave £1,000 0s 0d for Elizabeth Dundas in May 1784. [Film No. 131, 134, 138, 144–145, 192, 203, 215, 225, 262]

The Council charged stranded seamen's keep to owners at £0 0s 6d a day: James Barry of the *Princess Royal* cost £3 15s 0d by May 1780, Henry Miller of the *Betsy* 263 days and £7 7s 0d in wages in November 1780, John Brown of the *Ganges* £9 10s 0d and James Tod, a deserter, £2 6s 6d in July 1781, and four *Trial* deserters £3 14s 0d for 37 days in February 1784. William Hilton, left sick by the *Rodney*, received £20 0s 0d in wages in 1783. Eleven invalids of the King's 73rd Regiment spent 17 days in hospital in July 1783 at £17 10s 0d charged to the regiment. Greeves of the *Eagle* paid £22 17s 3d for stores with bills on his owners in January 1784, and £60 17s 3d of stores for 32 Crown invalids and £16 15s 9d for the mutineers were left to the Court. [Film No. 21, 34, 40, 49, 135–136, 149, 172, 178]

Silver went east: £6,000 0s 0d to Fort Marlborough in the *Britannia* on 5 September 1782 and £6,000 0s 0d in rupees and dollars in the *Walpole* on 10 June 1783, dollars answering Fort Marlborough's complaint of 1780 that rupees were hardly current in Sumatra. The Council advanced £200 0s 0d to Captain Ray of the *Seville* against bills on Mr Enderby in 1783, honoured a Fort Marlborough bill of £300 0s 0d on 28 March 1785 and on 25 May 1785 asked whether its large balance should go to Fort Marlborough. The Court sent copper coins for small change, which the Council put into circulation in about June 1784. Dollars were valued at £0 5s 0d. [Film No. 91, 93, 102, 127, 136, 209, 252, 271]

Losses in India were reckoned in lakhs of 100,000 rupees and rice in maunds. A bill for Pennell was drawn for £60 5s 0d instead of £66 5s 0d, corrected on 29 April 1784, and £11 2s 0d omitted from the *Fortitude*'s account by 29 March 1784. Stuart's demands swelled the *Fortitude*'s account, passed on 25 February 1784, and Captain Bowden's lodging of £20 16s 0d was left to the Court. [Film No. 13, 31, 179, 182, 192]

Judiciary, Crime and Punishment

Between 13 December 1779 and 7 February 1780 the Council debated Major Henry Bazett's request as justice of the peace for advice on proceeding against John Terrall, a planter, for cruelty to his slave Woodbury. Corneille held that English law already gave power to act; on 31 May 1780 the majority referred the case to the Directors. [Film No. 19, 91]

General quarter sessions met on 13 January, 5 April, 12 July and 4 October 1780, 10 January, 6 April, 11 July and 3 October 1781, 16 January, 10 April, 10 July and 9 October 1782, 15 January, 30 April, 16 July and 1 October 1783 (8 October in the next packet list), 14 January, 21 April, 14 July and 6 October 1784, and 12 January and 6 April 1785. Special meetings of justices sat on 17 October 1780 and 23 and 25 April and 9 July 1781. General courts martial sat on 3 September 1781, 30 April and 11 June 1782, 20 February and 11 June 1783, 17 March, 6 April, 8 July and 27 July 1784 and 31 January 1785. On 4 November 1780 the Council sent two plans for a new gaol, the second with an upper storey for the sessions; the Court stopped the work in wartime, and on 3 October 1783 the Council sought leave to build, prisoners having broken out through the old walls. [Film No. 24, 32, 39, 57, 66–67, 80, 83, 98–99, 110, 114, 124–125, 140, 157–158, 166, 176, 186, 196, 203, 229, 232, 236, 246, 261]

After consultations of 29 September and 2, 11 and 12 October 1780 the Council suspended George Gibbs, chief officer of the *Hind* cutter, on Captain Richard Bendy's charge of misconduct. On 4 August 1782 the Court approved the Council's rules to curb the punch houses. A gale on 13 February 1783 damaged the *Lord Mulgrave*'s bales, and 25 pieces of baftas were stolen from the warehouse where they dried; five were found hidden among rocks and returned to Captain Urmston. On 16 February 1784 the Council approved Captain Bowden's confinement of Ralph Walton, third officer of the *Fortitude*, for madness or drink, until England. [Film No. 34–35, 92, 131–132, 178]

On 25 March 1785 Ann Wake, who had come out as a soldier's wife but proved his mistress and of bad reputation, was sent home. Michael Lyons, mutinous in the *Raymond*, and the disorderly seamen Thomas Berry and Peter Wilkie were placed in different homeward ships at Captain Smedley's request in March and April 1785. [Film No. 249, 251–252, 255]

Estates

The Council took charge of property of the absent and dead. In October 1781 it secured trunks left by William Gwillins, steward of the *Duke of Kingston*, and auctioned the perishable goods for £187 3s 1d in September 1782. On 27 May 1782 it took £37 19s 3d, the effects of Massfungee, a Malay prisoner, into the treasury. James Plunkett, a ship's surgeon, died on 22 February 1784; his effects were sold on 8 March 1784, leaving £13 14s 2d for his heirs. [Film No. 62, 81, 101, 182, 186]

Captain John Burnham, a native of the island, died at Fort Marlborough in 1780, and 2,100 dollars, £525 0s 0d, were paid in there. On 4 August 1782 the Council reported paying £105 0s 0d each to his brother Thomas Burnham and sister Sarah Whitchurch, asked the Court to pay a share to Samuel Reynolds in England and held £210 0s 0d for the wives of John Jacks and James Goody, a sergeant who died in Bengal in 1780. A letter of 29 July 1783 reported about £545 0s 0d drawn by Fort Marlborough, with shares of £109 3s 0d to Thomas Burnham, Sarah Young and, through Samuel Reynolds, Mary Reynolds, two shares being withheld because the husbands' status was unknown. On 21 August 1784 the Council paid £214 3s 0d to Mary Goody, James Goody's only surviving child, on proof of his death. [Film No. 93–94, 139, 230]

In May 1785 the Council refused Charles Bourchier's claim on the estate of Lieutenant James Richardson, who died intestate on 24 April 1785, and sent the balance of £102 16s 1d to London. The estate of Captain George Robert Steel, who died on 27 March 1785, yielded £290 6s 11d, and his diamond ring was kept unsold because no one could value it. [Film No. 265–266]

Social Order, Religion, Education and Medicine

On 28 August 1780 the chaplain, the Reverend Robartes Carr, gave notice of leaving, and in July 1781 remitted £300 0s 0d to the Reverend Colston Carr. The Reverend John Wilson arrived in the *Northumberland* in October 1781, and Carr sailed in the prize *Pearl*. The cracked church bell went to England for recasting in May 1780. Registers of marriages, births, christenings and burials went home every six months. Women such as Mary Price and Elizabeth Lambe drew bills in their own names in November 1780. [Film No. 20, 24, 30, 33, 38–39, 53, 62–63]

In August 1782 the mason's mate John Daniels was sent home insane at a cost of £20 0s 0d, and the master mason Henry Wingfield was dismissed for drunkenness on 28 October 1782. William Gray, mason, arrived by June 1783. On 25 November 1782 the Council found the hospital without basic necessaries and sent an indent, still unsupplied in July 1783. [Film No. 97, 106, 108, 128, 137]

The vestry complained of the schoolmaster James Abney on 21 April 1783; the Council recorded his answer on 12 May, received precise charges on 16 June and his reply on 7 July 1783, and on 17 July 1783 agreed that he was unfit and that the inhabitants would not send their children to him. The vestry complained again on 26 July 1784. By 12 March 1785 the Court had appointed the Reverend Mr Sewell schoolmaster and judge advocate, and on 28 March 1785 Abney, his wife and three children were sent home at the Company's expense with £160 0s 0d raised by the islanders and paid as a bill in London. William Troop, a soldier, sent his own petition to the Court in October 1783. [Film No. 141–142, 161, 227–228, 247, 252]

Thomas Stroud, surgeon for nearly 13 years, received a year's leave for his health on 11 April 1785. David Kay, his assistant, became acting surgeon, and Mr Dunn, surgeon's assistant of the *Raymond*, was hired with Captain Smedley's consent. On 13 June 1785 the Council ordered new amputating instruments but kept the worn set until they came. [Film No. 258–259, 261–262, 277]

Slavery and Coerced Labour

Lists of the Company's slaves with names, ages and occupations were taken each 30 September from 1779 to 1784. Yams, the staple of slaves and poorer inhabitants, failed in the drought of 1779 and 1780. On 2

November 1781 Dyke, a Company slave and the only man able to repair the pipe from Chubb's Spring into James Valley, escaped in the departing fleet; the Court sent James Briggs as plumber, and by 4 August 1782 two Company slave boys were to be apprenticed to him. George Alley and Pack, Company slaves, vanished a few days before 5 October 1782, probably in the *Royal Charlotte* transport. In November 1782 Fort Marlborough sent Nasso, a Company slave, to the island for misconduct. [Film No. 20, 24, 39, 68, 92, 105, 109, 111, 161, 236]

A letter of 29 July 1783 reported that Fort Marlborough had sent Narrain, a sepoy consigned from Fort St George as a spy and sentenced there to 1,000 lashes for trying to raise a mutiny; the Council sent him on in the *Britannia* because the island's black population far outnumbered its white. On 21 May 1784 two Company slaves and one of Wrangham's escaped and the Council asked for their return if found. By March 1785 the Court had found William Frank, an escaped Company slave, in England and ordered him sent back, and the Council promised he would not be punished. In May 1785 three lascars left by the *Raymond*, among them Francis Madagascar, were sent to England at her owners' cost. On 13 June 1785 the Council received 10 Caffre slaves whom Fort Marlborough had used to crew the *Royal Charlotte*, charged their keep to her owners and asked for their return to Sumatra. The Portuguese *Santa Flor d'Amor*, from Bahia for Guinea, called short of water on 10 March 1785, and the *Nossa Senhora do Cabo*, from Rio de Janeiro for Angola, on 19 May 1785. [Film No. 148–149, 205, 248, 266, 271, 278]

Personalities
Richard Barwell of the Supreme Council in Bengal sailed in the *Swallow* in May 1780, Sir Thomas Rumbold, lately Governor of Madras, in the *General Barker* in November 1780 and Philip Francis in the *Fox* in July 1781. The Canton supercargoes Thomas Fitzhugh, Thomas Bevan and Matthew Raper went home in July 1781. Lord MacLeod and Sir Hector Munro passed in the *Britannia* in July 1783, and Captain Sherwood sought an allowance in October 1783 for feeding Mr Blair, Mr Robinson and Mr De la Chau[...] at his table. Sir Elijah Impey, Chief Justice of Bengal, and Lady Impey sailed in the *Dutton* on 29 March 1784, Mrs Hastings with Mrs Motte in the *Atlas* on 13 May 1784, and Captain Wilson and Mr Le Boo, probably Henry Wilson of the wrecked *Antelope* and Lee Boo of Palau, in the *Morse* on 7 May 1784. [Film No. 21, 34, 49, 142, 159, 184, 199, 202]

Corneille's household concerns recur. On 25 November 1782 he sent home 14 lb 10 oz 3 dwt of battered Government House plate, recalling that 7 lb 10 oz had gone home in the *Neptune* in 1764 unreplaced, and was using his own spoons, salt cellars and candlesticks; he wanted his port in bottles. On 29 July 1783 he asked for three plain saddles for mounting visitors of rank and leave to build a new house in the Plantation garden, permitted by the Court on 17 January 1776, indenting for 20,000 slates and 3,000 square feet of Purbeck stone. When the Court's letter of 20 December 1783 implied waste on furniture, he defended himself with an inventory and a credit of £11 12s 0d of 12 August 1782 from old furniture sold. On 28 July 1784 he asked for 12 parlour chairs and two card tables, being forced to borrow, and by 23 May 1785 had to buy from the store ship. On 28 March 1785 he laid before the Council an address from the servants and inhabitants clearing him of slander in the London newspapers, with minutes from Matthew Bazett, Wrangham and Henry Bazett. [Film No. 107–108, 148, 208–209, 211, 214, 227, 252, 271]

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1		EAP 1364 St Helena Document Name and Date St. HELENA LETTERS TO ENGLAND 1780-1785 Photographer PETER Date photographed 9 MARCH 2022 Additional comments	
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12	1	To the Honble. &ca. Honble. Sirs We wrote you last by his Majesty's Ship Warwick, that Sailed from hence in Company with your Honors Ships Gatton, Godfrey, Royal Admiral, Royal George, Gatton, Hillsborough, Mount Stuart, Shrewsbury and Queen on the 24th October 1779. And now embrace the opportunity by a Dane Ship from Tranquebar (last from the Cape) called the Castellet Dansborg, Capt. Hoyer who passing the Island sent his Boat on Shore for Letters in which were Captns. Duncan and Connellan two English Gentlemen Passengers who inform Us that Monsieur Tronjollie Rear Admiral of the French Arrived at Table Bay the 20 last Month with seven Ships of War from the Mauritius Vizt. Ships, Guns L Brilliant: Guns 64 L Orient: Guns 74 L Severe: Guns 64 L Flamand: Guns 50 L Consolante: Guns 40 L Subtile: Guns 20 L Hercule: Guns 20 That your Honors Ships Southampton and Nassau arrived at False Bay the 2d instant in the Night, and are now Blocked up in that Harbour by the beforementioned French Ships. We also learn from the said Gentlemen that there was at the French Islands two Ships, the Pourvoyeuse of forty and the Bien Aimé of thirty two Guns. These Gentlemen further tell Us that the Morse was dispatched in the Month of August from Bombay to China and the Royal Henry and Calcutta from Bengal also to that Place. that the Stafford was unfortunately lost **Margin Notes:** Arrival of a Dane with the news of the Arrival of Monsr. Tronjolly and 7 French Ships at Table Bay Cos. Ships Southampton & Nassau Blocked up at the Cape Advice of the Morse Royal Henry & Calcutta Loss of the Stafford in Bengal River	The Council wrote to the Court of Directors. Its last letter had gone by the King's ship *Warwick*, which sailed from the island on 24 October 1779 with the Company's ships *Glatton*, *Godfrey*, *Royal Admiral*, *Royal George*, *Gatton*, *Hillsborough*, *Mount Stuart*, *Shrewsbury* and *Queen*. The Council now took the chance of writing by a Danish ship, the *Castel Dansborg* under Captain Hoyer, bound from Tranquebar and last from the Cape. As she passed the island she sent her boat ashore for letters. In the boat were Captain Duncan and Captain Connellan, two English gentlemen travelling as passengers. They reported that Monsieur Tronjoly, a French rear admiral, had reached Table Bay on 20 January 1780 with seven ships of war from the East Indies. Brillant, 64 guns Orient, 74 guns Sévère, 64 guns Flamande, 50 guns Consolante, 40 guns Subtile, 20 guns Hercule, 20 guns They also reported that the Company's ships *Southampton* and *Nassau* had arrived at False Bay in the night of 2 February and were now blockaded there by the French squadron. Two more French ships lay at the French islands, the *Pourvoyeuse* of 40 guns and the *Bien Aimé* of 32. The gentlemen added that the *Morse* had been sent from Bombay to China in August, and the *Royal Henry* and the *Calcutta* from Bengal to the same place. The *Stafford* had unfortunately been lost in the Bengal river. **Interpretations** This letter carried to London the warning Captain Connellan brought ashore on 28 February 1780, which set off the island's year of fortification, fire boats and fishing restrictions. A neutral Danish ship was the only vessel to hand, and the Council used her because no British ship could be expected to pass while a French squadron sat at the Cape. Denmark kept its East India trade out of the war, so its ships could sail past French cruisers unmolested. The Council trusted a foreign captain with its dispatches because the alternative was to leave the Directors ignorant of a threat to every homeward ship. The blockade of the *Southampton* and the *Nassau* in False Bay explains why, months later, those ships sailed home from the Cape under naval escort without calling at St Helena. The French squadron at the Cape had cut the island off from the homeward ships it relied on for stores.
13	2	lost in Bengal River in September last with the second Officer and several of the Crew together with five Lacque of Rupees, your Honors property. That the General Barker and Ganges Arrived at Madrass early in September, from whence they Sailed for Bengal in October, and that the Besborough on account of a Leak did not proceed to China the last Season. The Princess Royal which Sailed from hence the 1st November Arrived at the Cape the 12 Decr. following and left that Place on the 23 of same Month. We have likewise to inform you that on the 11 instant Arrived the Betsy Snow from Ireland with Supplys for this Place, by which Conveyance the Governor and Lieut. Governor received a Letter from the Honble. Secret Committee. We are Honble. Sirs	The *Stafford* had been lost in the Bengal river in September 1779, with her second officer and several of her crew, and with five lakhs of rupees belonging to the Company. The *General Barker* and the *Ganges* had reached Madras early in September and sailed from there for Bengal in October. The *Bessborough* had sprung a leak and had not gone on to China that season. The *Princess Royal*, which sailed from St Helena on 1 November 1779, reached the Cape on 12 December and left again on 23 December. The Council further reported that the *Betsy* snow had arrived from Ireland on 11 February 1780 with supplies for the island. By her the Governor and the Lieutenant Governor had received a letter from the Secret Committee. Governor Skottowe, Daniel Corneille, William Wrangham and Henry Bazett signed the letter at St Helena on 26 February 1780.

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		St. Helena Your most Obedt. and 26 Feby. 1780 humble Servants Signed John Skottowe Danl. Corneille Willm. Wrangham Henry Bazett **Margin Notes:** Genl. Barker & Ganges arrd. Madrass, and of the Besborough & Pss. Royal Arrival of the Betsy Snow at this Island	**Interpretations** A lakh was a hundred thousand, the standard unit for large sums in Indian accounting. Five lakhs of rupees came to roughly £50,000, the treasure the *Stafford* was carrying for the Company's China investment. Her loss in the Hooghly, the treacherous river below Calcutta, meant that much less silver to buy tea at Canton that season. News of it reached London first through St Helena's letter, because the island lay on the route by which every ship from the East carried its intelligence home. The *Betsy* came from Ireland, the usual source of the Company's salt beef and pork. The snow that later served as the island's own patrol and supply vessel first arrived as a store ship. Her coming in February 1780, with a Secret Committee letter, gave the island both provisions and the confidential war orders that shaped the Governor's conduct over the following year.
14	3	To the Honble. &ca. Honble. Sirs By a Dane Ship called the Castellet Dansborg We had the Honor of addressing you last under date of the 26 February, Duplicate of which we transmit herewith. Captains Duncan and Connellan two English Gentlemen Passengers on board the abovementioned Dane Ship, who came on shore in the Boat sent for Letters, informs Us, it was the general report at the Cape, that the French Squadron then lying in Table Bay intended Hostilities against this Place. From this intelligence we thought it absolutely necessary to fall upon every Measure to put the Island immediately in the most respectable State of Defence which has unavoidably occasioned an extraordinary Expence to the Honorable Company. On the 31st last Month Arrived a Swede Ship called Gustavus the third Captn. Holte and on the 3 instant Arrived another Swede Ship called the Louisa Ulrica Captain Ekeman, both from China, which Place the former left the 13 January 1780 and the latter the 22 December 1779. The Captains inform Us there were at Wampoa this Season, his Majesty's Ship Sea Horse, five of your Honors Ships Vizt. Alfred, Morse, Worcester Royal Henry and Calcutta. Three Danes, four Dutch, One Imperial, Nine English Country, and a Spanish Ship from Manilla. That they met soon after leaving China a Portuguese Frigate and another off Java. Also that, they were brought to by **Margin Notes:** Advice of Last Letter News by two English Gentn. from the Cape of Hostilities intended the Isd. the Island put in State of Defence occasioning an Extraordinary Expence Arrival of Gustavus & Louisa Ulrica two Swedes Acct. of Ships at Wampoa this Season	The Council wrote again to the Court of Directors. Its last letter, dated 26 February, had gone by a Danish ship, the *Castel Dansborg*, and a duplicate was enclosed. Captain Duncan and Captain Connellan, the two English passengers who came ashore from that ship, had reported a general belief at the Cape that the French squadron then lying in Table Bay meant to attack St Helena. On that news the Council had judged it essential to take every measure to put the island in the strongest possible state of defence. This had unavoidably cost the Company a great deal of money. On 31 March a Swedish ship, the *Gustavus the Third* under Captain [...], arrived from China. On 3 April another Swedish ship, the *Louisa Ulrica* under Captain [...], arrived from the same place. The first had left China on 13 January 1780, the second on 22 December 1779. Their captains reported that the season's shipping at Whampoa had included the King's ship *Sea Horse*; five of the Company's ships, the *Alfred*, *Morse*, *Worcester*, *Royal Henry* and *Calcutta*; three Danish ships, four Dutch, one Imperial, nine English country ships and a Spanish ship from Manila. Soon after leaving China they had met a Portuguese frigate, and another off Java. They also said that they had been stopped by **Interpretations** The Council used this letter to explain in advance the heavy spending of the following months. A French squadron rumoured to be aiming at the island justified the works at Ladder Hill and Buttermilk Point, the fire boats and the hired labour that filled the accounts of 1780. Telling the Directors at once, before the bills arrived, prepared them to accept costs they would otherwise have questioned. Whampoa was the anchorage below Canton where all foreign ships lay while their cargoes were bought. The list of ships there shows how crowded the China trade had become, with Danish, Dutch, Swedish, Austrian and Spanish ships alongside the British. The Imperial ship sailed under the flag of the Austrian Netherlands, out of Ostend. Country ships were privately owned vessels trading between India and China under Company licence. Neutral ships such as the Swedes could sail past the French, and they brought St Helena news of the Company's own vessels months before those ships arrived.
15	4	by six French Ships of War Cruizing off the Cape of Good Hope under the Command of Monsieur Tronjollie and learned from them that there intentions were to Cruize from thence as high as the Latitude 40 So. The Swede Gentleman likewise tell Us, his Majesty's Ships Resolution and Discovery Sailed from Macao in Company with them on their Passage for Europe and that Captains Cook and Clarke were both Dead. We also hear by Captain Bendy	The Swedish ships had been stopped by six French ships of war cruising off the Cape of Good Hope under Monsieur Tronjoly. The French told them they meant to cruise from there as far as latitude 40° south. The Swedes also reported that the King's ships *Resolution* and *Discovery* had sailed from Macao with them on their passage to Europe, and that Captain Cook and Captain Clerke were both dead. Captain Bendy had met three Dutch ships passing the island on 30 March. He learned from them that a

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		who fell in with three Dutch Ships passing by the Island the 30 Ultimo that there was a Dane Ship of War at the Cape, last from Lisbon, whose Orders were to wait until the 20 instant to Convoy their Ships Home. Captain Bendy was further told that your Ship Earl Talbot was arrived at Bengal. We are Honble. Sirs St. Helena Your most Obedient humble 5 April 1780 Servants Signed John Skottowe Daniel Corneille Matt. Bazett Willm. Wrangham Henry Bazett **Margin Notes:** The 2 Swedes brot. too by 6 French Cruisers off the Cape and other News by the Swedes & Capt. B.	Danish ship of war, last from Lisbon, lay at the Cape with orders to wait until 20 April and then escort the Danish ships home. He was also told that the Company's ship *Earl Talbot* had arrived in Bengal. Governor Skottowe, Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 5 April 1780. **Interpretations** The French told the Swedes openly where they meant to cruise: south and west of the Cape, across the track every homeward Indiaman took after rounding it. A squadron placed there could catch the Company's ships before they ever reached St Helena. The Council passed this on because it explained why the island might see no homeward ships for months, and why convoys would need naval escort. The Council heard of the deaths of Captain Cook and Captain Clerke from Swedish merchant captains who had sailed from Macao alongside the *Resolution* and the *Discovery*. Neutral ships carried news freely between the belligerents, and St Helena, on the main route home from the East, collected whatever they brought. The Council sent it straight on to London, whether it concerned trade, war or the fate of a voyage of discovery. A Danish warship waiting at the Cape to escort Danish merchantmen home showed neutral nations protecting their own trade with armed escorts. Britain's enemies at sea were not the only danger to shipping, and neutral flags could no longer be counted on to sail without challenge.
16	5	To the Honble. &ca. Honble. Sirs We addressed you Yesterday by a Swede Ship called Gustavus the Third, Duplicate whereof we transmit by another Swede Ship called the Louisa Ulrica that Sails from hence this day. We are Honble. Sirs St. Helena Your most Obedt. & Hble. 6 April 1780 Servants Signed John Skottowe Danl. Corneille Matt. Bazett Willm. Wrangham Henry Bazett To the Honble. &ca. Honble. Sirs Par. 1 By a Swede Ship called the Louisa Ulrica that left this Place the 6th April last, We had the honor of addressing you, Duplicate of which goes enclosed together with the Duplicate of that transmitted P his Majesty's Ship Warwick under date of the 23 October 1779. Also Triplicates of these by the Dane Ship called Castellet Dansborg and Swede Ship Gustavus the Third. **Margin Notes:** Letter by the Swede Louisa Ulrica Advices of Letters sent by the Swede Ship & Majesty's Ship Warwick & a Dane	The Council wrote briefly to the Court of Directors on 6 April 1780. It had written the day before by a Swedish ship, the *Gustavus the Third*, and was sending a duplicate of that letter by another Swedish ship, the *Louisa Ulrica*, which sailed from the island that day. Governor Skottowe, Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett signed it. The Council then began a further letter to the Court of Directors. 1: The Council had last written by the Swedish ship *Louisa Ulrica*, which left the island on 6 April. It enclosed a duplicate of that letter, together with a duplicate of its letter of 23 October 1779 sent by the King's ship *Warwick*. It also enclosed triplicates of the letters sent by the Danish ship *Castel Dansborg* and the Swedish ship *Gustavus the Third*. **Interpretations** The Council sent each letter two or three times, by different ships, sometimes only a day apart. Any single vessel might be taken by the French, wrecked or delayed for months. A foreign neutral ship could also fail to deliver letters she had no duty to carry. Sending duplicates and triplicates meant at least one copy was likely to reach London. The Council also listed every earlier letter and how it had gone, so the Directors could see which ones had arrived and which had been lost.
17	6	2 On the 25 instant arrived the Honble. Company's Packet Swallow from Bengal, which Place she left the 9 March. Captn. Hall informs Us Your Honors Ships Ganges, General Barker and Talbot Sailed from thence for Madrass in January last; And that he left the Ceres at Bengal, which Ship was to be dispatched for Europe soon after him. Captn. Hall also acquaints Us that Sr. Edward Hughes with the Squadron under his Command Arrived at Fort St. George the 13 January. 3 We are concerned to inform Your Honors that on the 23 October last, the Night before	2: The Company's packet *Swallow* arrived from Bengal on the 25th of the month, having left there on 9 March. Captain Hall reported that the Company's ships *Ganges*, *General Barker* and *Earl Talbot* had sailed from Bengal for Madras in January. He had left the *Ceres* at Bengal, due to be sent on to Europe soon after him. He also told the Council that Sir Edward Hughes had arrived at Fort St George on 13 January with the squadron under his command. 3: The Council regretted to report two desertions. On 23 October 1779, the night before the fleet sailed under Captain Collins's convoy, Samuel Ashton, a

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		the Fleet under the Convoy of Captain Collins left this Place, Daniel Ashton Corporal and John Widgen Private deserted from Lemon Valley Guard and went off in a Fishing Boat. Notwithstanding every means was used to overtake and bring them back, they made their Escape, and we suppose must have got on Board some of the Ships of that Fleet, for farther particulars we refer you to Consultation of the 25 October last. 4 Your Honors will please to observe by our Consultation of the 1st November last we appointed Messrs. Thomas Greentree and Onesiph. Beale, Cadets, to do the Duty and receive Pay as Second Lieutenants until your pleasure be known; As the necessity of the Service and the critical situation of Publick Affairs constrained Us to take this Step. We hope the same will meet with your approbation. And as those Gentlemen have served upwards of three Years in this Garrison as Cadets much to our satisfaction, strongly recommend that their Appointments may be Confirmed. 5 We also beg leave to refer You to the **Margin Notes:** Arrival of the Swallow from Bengal and News by Her The Desertion of Danl. Ashton & John Widgen Soldiers from St. Helena The Appointment of Lieuts. Thos. Greentree & O. Beale Their Bd. Recommend of the above Gentlemen	corporal, and John Widgen, a private, deserted from the guard at Lemon Valley and escaped in a fishing boat. Every effort was made to overtake them and bring them back, but they got away. The Council supposed they had found their way aboard one of the ships of that fleet. Further details were given in the consultation of 25 October 1779. 4: At its consultation of 1 November 1779 the Council had appointed two cadets, Thomas Greentree and Onesiphorus Beale, to serve and be paid as second lieutenants until the Court's wishes were known. The needs of the service and the critical state of public affairs had forced the Council to take this step, and it hoped the Court would approve. Both men had served more than three years as cadets in the garrison, to the Council's full satisfaction. The Council strongly recommended that their appointments be confirmed. 5: The Council then raised a further matter for the Court's attention. **Interpretations** Commissions in the Company's forces were granted by the Directors in London, not by the island's Council. In wartime, with officers short and a French squadron at the Cape, the Council could not wait a year for London's answer. It promoted the two cadets on its own authority but gave them the rank only until the Court decided. It then justified the step and asked for confirmation, so that the Directors' power to appoint was respected while the garrison had the officers it needed at once. The escape of Ashton and Widgen in a fishing boat on the eve of the 1779 convoy's departure was the same method used by the seven soldiers who fled on 22 July 1780 and by the deserters who hid aboard the fleet in November 1780. A departing convoy was always the moment of greatest risk, and the island's boats were the means of escape. That explains why in July 1780 the Council ordered fishing gear carried home from the rocks each night.
18	7	the abovementioned Consultation wherein is entered a Petition from Mr. Willm. Roberts Town Adjutant setting forth that from the nature of his Employ being Staff he has no prospect of rising in the Service. As this Gentleman by a constant and diligent discharge of his Duty during the long time he has served in that Station, has ever merited our favor, We request you will take his Petition into Consideration. 6 By our Consultation of the 3 January you will observe that Captn. John Howard resigned your Service the 31 December last, and retired upon half Pay, agreeable to your Honors Orders contained in General Letter 27 May 1779, respecting him. The above Resignation causing a Vacancy in the 3d Company. We appointed Capt. Lieut. Thomas Bazett in Captn. Howards stead at the usual Pay annexed to that Station. And ordered Mr. Samuel Desfountain eldest Lieut. to do Capt. Lieutenants Duty. Captn. Howards Certificates are transmitted in this Packet. 7 Thinking it necessary and for the good of the Service to keep some young Gentlemen training up in the Military Line. We on the 3d January last appointed Messrs. William Seale and William Mason Cadets, they being Young Men well recommended for their Sobriety and Discretion. Messrs. Corneille and Wrangham representing to Us by Letter entered upon Consultation of the 17 April (to which we beg leave to refer you) that the Honble. Company's Stock of Sheep is greatly reduced owing to the long Drought and those remaining appearing to them to be much degenerated and giving it as their Opinion that before the Breed of Sheep **Margin Notes:**	5: The Council referred the Court to the consultation of 1 November 1779, which recorded a petition from William Roberts, the town adjutant. Roberts explained that his post, by its nature, gave him no prospect of promotion in the service. He had always earned the Council's good opinion by the steady, careful way he carried out his duties during his long time in that post. The Council asked the Court to consider his petition. 6: The consultation of 3 January 1780 recorded that Captain John Howard had resigned from the Company's service on 31 December 1779. He retired on half pay, as the Court had directed in its general letter of 27 May 1779. His resignation left a captaincy vacant, and the Council appointed Captain Lieutenant Thomas Bazett in Howard's place at the usual pay for that rank. It ordered Samuel Dafountain, the senior lieutenant, to take on the duties of captain lieutenant. Howard's certificates were sent with this packet. 7: The Council thought it necessary, for the good of the service, to keep some young gentlemen in training for military careers. On 3 January 1780 it therefore appointed William Seale and William Mason as cadets. Both were young men well recommended for their sober and sensible conduct. Major Corneille and William Wrangham had written to the Council in a letter entered in the consultation of 17 April 1780. They reported that the Company's flock of sheep had been greatly reduced by the long drought, and that the animals left had badly degenerated. In their opinion the breed needed improving, and they asked for 20 ewes and 4 rams to be sent out for the purpose. **Interpretations** Roberts's complaint shows a weakness in the way the garrison was staffed. The town adjutant handled

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		The Council request Mr. Roberts Petition may be taken into Consideration by the Court of Directors Captn. Howards resignation Capt. Bazetts & Desfountains appointments in Consequence Messrs. Wm. Seale & Wm. Mason appointed Cadets 3 Jany. Messrs. Corneille & Wrangham's representation of the decrease of Co. Stock & Those many degenerated & 20 Ewes & 2 Rams sent for for their improvement	the daily business of the garrison in James Town, but the post stood outside the ordinary line of company promotion. A capable officer could hold it for years and watch juniors pass him. Only the Directors could open a way forward for him, so the Council put his case to them rather than leave a good officer discouraged. The island's sheep had been bred among themselves for generations with little fresh stock, and two years of drought had weakened them further. Cape wethers were bought only for slaughter. To rebuild the flock itself, the island needed new breeding animals from England, and only the Court could send them on its store ships.
19	8	Sheep upon this Island would tend to the improvement and advantage of the Honble. Company's Stock and those of the Inhabitants in general, our Sentiments coinciding with those Gentlemen, request you will be pleased to send Us by each Store Ship of next Season twenty Ewes and Four Rams for that purpose, as we are fully convinced this is the only measure to be fallen upon to recover the Breed of Sheep to the Quality they formerly were. 9 We received only one Recruit by the Betsy Snow named Robt. McCormick. And as the Garrison now wants sixty men to compleat the Establishment, request that you will be pleased to send Us the next Season One hundred Recruits as from Casualtys and Discharges We shall require that Number. 10 As the Swallow Sails from hence without a Convoy we think it advisable not to send your General Books of Account balanced to the 30 September last. 11 Major Henry Bazett Ruler in Justice having applied to the Board for advice how to proceed against John Worrall Planter for inhuman treatment of one of his Slaves, and a difference of Opinion having arose. We beg leave to refer you to our Consultations of the 13 Decr. 1779, 3, 10 and 24 January and 7 February last, wherein the said difference of Opinion is fully entered. And further refer you to our Law Letter of this date, wherein We request your Honors advice how we shall proceed therein. 12 Captn. Richd. Bendy informs Us that he spoke with three Dutch Ships that passed by on the 23 instant and learnt from some English Gentlemen who were **Margin Notes:** One Recruit recd. from the Betsy Snow & 100 Recruited for Genl. Books of Accts. not Sent Co. Referred to Consults. to Shew Minutes of Council respecting Mr. Worrall & his Slave Westbury Intelligence from Captn. Bendy procured from	The Council agreed with Corneille and Wrangham that improving the breed of sheep would benefit both the Company's flock and the inhabitants' flocks generally. It therefore asked the Court to send 20 ewes and 4 rams by each store ship the following season. The Council was fully convinced that this was the only way to bring the island's sheep back to their former quality. 9: The *Betsy* snow had brought only one recruit, Robert McCormick. The garrison was 60 men short of its full establishment. The Council asked the Court to send 100 recruits the following season, since deaths and discharges would require that number. 10: The *Swallow* was sailing without a convoy, so the Council judged it wiser not to send the Company's general books of account, balanced to 30 September 1779, by her. 11: Major Henry Bazett, as a justice of the peace, had asked the Board for advice on how to proceed against John Terrall, a planter, for cruel treatment of one of his slaves, Woodbury. The Board's members had disagreed on the matter. The Council referred the Court to the consultations of 13 December 1779, 3, 10 and 24 January 1780 and 7 February 1780, where that disagreement was set out in full. It also referred the Court to its letter on legal matters of the same date, which asked for the Directors' advice on how to proceed. 12: Captain Richard Bendy reported that he had spoken with three Dutch ships that passed the island on the 28th of the month, and had learned news from some English gentlemen on board. **Interpretations** The general books of account were normally sent home with each year's packet. The Council held them back because the *Swallow* was sailing alone. A single unescorted packet could easily be taken by the French cruisers known to be off the Cape. Losing the letters was a risk the Council would accept, since it sent duplicates of them by every ship. The books were a single bound record of the year's finances and could not be easily copied, and in enemy hands they would show the island's resources. Keeping them for a convoyed ship protected the Company's only full account of its affairs on the island. The Council asked for 100 recruits when it needed only 60. Experience had taught it how many men would die, desert or be discharged before a new draft arrived. Asking for more than the immediate shortfall was the only way to keep the garrison at strength by the time the men reached it. The Woodbury case went to London because the Council itself was divided. The majority would not act against Terrall without the Directors' guidance, while Corneille held that English law already gave them power to punish him. A case of cruelty to a slave was left in suspense for a year, so that the question of whether the island's own courts could deal with it was settled in London.

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20	9	were Passengers on Board, that the Sybil, one of his Majesty's Frigates was at the Cape from Europe. Also the Resolution and Discovery from Macao. The two latter gave an Account of having seen five Sail to the Eastward of Cape Lagullus, but did not speak with them, and that Your Honors Ships Southampton and Nassau were still in False Bay. 13 By this opportunity we transmit your Honors List of Stores remaining in the Honble. Companys Ware Houses the 30 April, together with an Indent of Stores wanted for the Service of the Year 1781. The Church Bell being broke we have sent it to England by the Swallow and Indented for a New one. Request your Honors will be pleased to Comply therewith. 14 It is with great concern, We are again under the necessity of acquainting your Honors of the deplorable situation in which the Island is in, from the Drought still continuing since our Address to you of the 23 October last, from which cause the Stocks of Black Cattle, Sheep, Goats &ca. are so reduced that the Planters have not been able to return more this Season than thirty seven Cattle for Slaughter. In consequence thereof we have not suffered any to be killed for the use of the Market, but mean to appropriate those few for the Refreshment of such Ships as may be most in need. The calamity is now so great and the Island in so bad a Condition that the Inhabitants in general are reduced to great distress, particularly with respect to their Yam Plantations, which is their Chief Substitute for Bread. From the above reasons we have thought necessary to increase our Indent of Provisions and some other useful Stores. 15 We have put on Board the Swallow **Margin Notes:** from three Dutch Ships which passed the Island Indents and Remains &ca. sent Inspected with the continuance of the Drought Indents increased on acct. of the Drought	Passengers on the Dutch ships told Captain Bendy that the King's frigate *Sybil* had reached the Cape from Europe, and that the *Resolution* and *Discovery* had also arrived there from Macao. The two discovery ships reported seeing five sail east of Cape Agulhas, without speaking to them. The passengers added that the Company's ships *Southampton* and *Nassau* were still lying in False Bay. 13: The Council sent with this letter a list of the stores remaining in the Company's warehouses on 30 April 1780, together with its indent of stores needed for 1781. The church bell had cracked. The Council had sent it to England in the *Swallow* and ordered a new one in the indent, and it asked the Court to supply it. The Council had to report with great concern how badly the island was suffering from the drought, which had continued since its letter of 23 October 1779. Cattle, sheep and goats had died in such numbers that the planters could offer only 37 head of cattle for slaughter that season. The Council had therefore forbidden any to be killed for the market, and meant to keep those few for the ships most in need of fresh meat. The disaster was so severe that the inhabitants in general were in great distress. Their yam plantations, their chief substitute for bread, had been especially hard hit. For these reasons the Council had enlarged its indent for provisions and other useful stores. 15: The Council then listed what it had put on board the *Swallow*. **Interpretations** The planters could offer only 37 cattle for slaughter in a whole season, on an island whose purpose was to supply fresh beef to passing fleets. The obvious course was to let the inhabitants buy what little beef there was. The Council forbade sales to the market altogether and kept the cattle for ships in need. A single convoy might carry hundreds of men suffering from scurvy after months at sea. The Company held St Helena to refresh its shipping, and in a famine the Council put that duty ahead of the islanders' own tables. This decision explains the strict rules on slaughter and the cattle returns the Council imposed later in 1780. The yam was the island's staple, grown in the wet valleys and eaten by slaves and poorer inhabitants in place of bread. Drought struck it hardest, since yams need constant moisture. With yams failing and cattle dying, the island had to rely almost entirely on imported flour and rice, and the Council's larger indent asked London to make up for what the land could no longer grow. The church bell had to go to England to be recast because no one on the island had the skill or furnace to cast bronze. Even something as simple as a bell depended on the store ships.
21	10	16 Hatton Walker, Thomas Coleman, Gregory Suther[w]ood and Isaac Clarke four Discharged Men - Also James Barry a Seaman left here Sick out of the Ship Princess Royal, whom we have subsisted at your expence to the amount of £3.15 - which will be repaid your Honors by the Owners of that Ship - 16 Richard Barwell Esqr. one of the Members of the Supreme Council and Mr. Saunderson are Passengers upon the Swallow Packet - 17 We have granted the following Bills of Exchange viz. One Sett to John Skottowe Esqr. Governor for £700. - payable to Nicholas Skottowe Esqr. One to Matthw. Bazett Esqr. for £1860. - payable to Matt. Purling and Gabl. Harper Esqrs. Two to Willm. Wrangham Esqr. One for £747 . 13 . 7 payable to James Farquharson Esqr. The other for £100 - payable to Thomas Burston Esqr. One to Major Henry Bazett for £1100. - payable to Matt. Purling and	15: The Council had put on board the *Swallow* four discharged soldiers: Hatton Walker, Thomas Coleman, Gregory Sutherwood and Isaac Clarke. With them went James Barry, a seaman left behind sick by the *Princess Royal*. The Company had paid £3 15s 0d for his keep, which the owners of that ship would repay. 16: Richard Barwell, a member of the Supreme Council in Bengal, and Mr Saunderson were travelling as passengers in the *Swallow*. 17: The Council had granted the following sets of bills of exchange, drawn at 90 days' sight and dated the 29th of the month. John Skottowe, Governor, £700 0s 0d, payable to Nicholas Skottowe Matthew Bazett, £1,860 0s 0d, payable to Matthew Pooling and Gabriel Harper William Wrangham, £747 13s 7d, payable to James Ferguson William Wrangham, £100 0s 0d, payable to Thomas Burston

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		Gabl. Harper Esqrs. and One Sett to Mr. Thomas Gro[...] for £500. - payable to Capt. John Reddal[l] Commander at ninety days Sight and dated the 29 instant - 18 By this Conveyance we transmit you the Ground Plot and Plan of Long Wood, taken by the Engineer, shewing the proposed Line for Fencing as specified in the References - As we have been much employed at this critical Juncture about the necessary Defence of the Island have not been able to set about collecting Materials for the purpose of Fencing in Long Wood, but agreeable to the Latitude you have already given Us, We propose to make a beginning as soon as possible - You will please to observe by our Consultation of the 2d and 22 November last, **Margin Notes:** four Disch[d]. Sold[rs]. Pass[ns]. by the Swallow and James Barry a Seaman Passengers on board the Swallow Bills granted Ground Plot & Plan of Lg. Wood transmitted the same to be carried into Execution as soon as possible [...] &c.	Major Henry Bazett, £1,100 0s 0d, payable to Matthew Pooling and Gabriel Harper Thomas Stroud, £500 0s 0d, payable to Captain John Riddall 18: The Council sent with this letter the engineer's ground plan of Long Wood, showing the proposed line of the fence as described in the key. Defending the island at this critical time had taken up so much of the Council's attention that it had not yet been able to start collecting materials for fencing the wood. In line with the freedom the Court had already given it, the Council proposed to begin as soon as possible. It referred the Court to its consultations of 2 and 22 November 1779. **Interpretations** The Court had already agreed to the Long Wood enclosure, and the obvious course was to begin it at once. The Council put it off because every labourer and every load of stone was needed for the batteries after Captain Connellan's warning about the French squadron. Fencing a wood could wait, but defending the island could not. Sending the engineer's plan home showed the Directors the work had been properly prepared, so that the delay would be read as a matter of priorities rather than neglect. The fence was finally built between July and September 1780 with hired slaves, once the urgent defence works were under way. The *Swallow*, a lone packet with no convoy, carried both Richard Barwell and the councillors' bills, worth more than £5,000 between them. The Council had refused to risk the Company's account books in her, yet its members trusted her with their own remittances. Bills of exchange were issued in sets of several copies sent by different ships, so losing one set cost nothing. The account books existed only as a single record.
22	11	last we Published an Advertisement to Contract for said Work - But no one offering to undertake any part thereof by Contract, We shall now be under the necessity of carrying on the same at the usual Price of Labourers Work on this Island of one Shilling and six pence, and a Masons at three Shillings ℔ Day, and any Soldiers that can be spared from the Garrison duty and employed thereon at one Shilling ℔ Day, the usual Price paid them at your other Works - and your Honors may rest assured that, this undertaking shall be Prosecuted with the utmost care and economy - The Engineer informs Us that, he has not yet finished the Plan and Estimate for a new Goal, which he assures Us will be ready to be forwarded by the next opportunity - We are Honorable Sirs Your most Obedient and humble Servants - St. Helena 31 May 1780 Signed John Skottowe Danl. Corneille Matt. Bazett Willm. Wrangham Henry Bazett List of the Honble. Companys Packet from St. Helena ℔ Swallow Packet dated the 31 May 1780 No. 1 Governor and Councils General Letter dated the 31 May 1780 2 Do. do. 8 do. do. Dated the 31 do. relating to Law Matters Duplicate **Margin Notes:** Plan & Estimate of the Goal to be sent ℔ first opp[y].	Those consultations recorded that the Council had advertised for contractors to build the fence, but no one offered to take on any part of it. The Council would therefore have to carry out the work itself at the island's usual rates: 1s 6d a day for labourers and 3s a day for masons. Any soldiers who could be spared from garrison duty would be employed at 1s a day, the usual rate paid them on the Company's other works. The Council assured the Court that the work would be done with the greatest care and economy. The engineer had not yet finished his plan and estimate for a new gaol, but promised it would be ready to send by the next ship. Governor Skottowe, Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 31 May 1780. The list of the Company's packet from St Helena, sent by the *Swallow* packet and dated 31 May 1780, was as follows. 1: The Governor and Council's general letter, dated 31 May 1780 2: The Governor and Council's letter on legal matters, dated 31 May 1780, duplicate **Interpretations** No inhabitant would contract to fence Long Wood. The planters were themselves hard hit by drought and short of labour, and a fixed-price contract on rough ground two years into a drought was too great a risk. The Council fell back on paying day wages and promised the Directors economy. It set soldiers' labour at 1s a day against 1s 6d for hired hands. Soldiers already drew pay and rations from the Company, so their extra wage was only an incentive. Using spare men from the garrison was the cheapest labour the Council had. The engineer's gaol plan, promised here for the next ship, did not reach the Council until 26 October 1780. Captain Pierce spent the intervening months on the batteries and the road to Buttermilk Point, and the gaol waited, like the fence, behind the island's defence.

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23	12	3 Duplicate of the Govr. & Councils General Letter dated the 23 October 1779 relating to Law Matters 4 Do. do. & do. do. Dated the 23 Do. do. 5 do. do. & do. do. dated the 6th April do. 6 Triplicate do. & do. do. do. the 26th Feby. ℔ the Danish Ship Castellet Dangsborg 7 do. do. & do. do. do. the 5th April do. ℔ Swede Gustavus the 3d. 8 Consultations from the 25 October 1779 to the 20th May 9 Duplicate do. from the 28th June to the 23 October 1779 10 Cash Account from the 24 October to the 31 do. do. 11 do. for the Month of November do. 12 do. for the Month of Decr. do. 13 do. for the Month of Jany. 1780 14 do. for the Month of Feby. do. 15 do. for the Month of March do. 16 do. for the Month of April do. 17 do. for the Month of May do. 18 Duplicate do. from the 24 to the 30th June 1779 19 do. do. for the Month of July do. 20 do. do. for the do. of August do. 21 do. do. for the do. of Sepr. do. 22 do. do. from the 1st to the 23 October do. 23 Ship Princess Royals Account 24 Duplicate Snow Betseys Do. 25 do. Ships Earl Talbots do. 26 do. do. Royal Admirals do. 27 do. do. Gattons do. 28 do. do. Queens do. 29 do. Glattons do. 30 do. Hillsboroughs do. 31 do. Royal Georges do.	The list of the packet continued. 3: Duplicate of the Governor and Council's letter on legal matters, dated 23 October 1779 4: Duplicate of the Governor and Council's general letter, dated 23 October 1779 5: Duplicate of the Governor and Council's general letter, dated 6 April 1780 6: Triplicate of the Governor and Council's general letter, dated 26 February 1780, first sent by the Danish ship *Castel Dansborg* 7: Triplicate of the Governor and Council's general letter, dated 5 April 1780, first sent by the Swedish ship *Gustavus the Third* 8: Consultations from 25 October 1779 to 20 May 1780 9: Duplicate of the consultations from 28 June to 23 October 1779 10: Cash account from 24 October to 31 October 1779 11: Cash account for November 1779 12: Cash account for December 1779 13: Cash account for January 1780 14: Cash account for February 1780 15: Cash account for March 1780 16: Cash account for April 1780 17: Cash account for May 1780 18: Duplicate of the cash account from 24 June to 30 June 1779 19: Duplicate of the cash account for July 1779 20: Duplicate of the cash account for August 1779 21: Duplicate of the cash account for September 1779 22: Duplicate of the cash account from 1 October to 23 October 1779 23: Account of the ship *Princess Royal* 24: Duplicate of the account of the *Betsy* snow 25: Duplicate of the account of the ship *Earl Talbot* 26: Duplicate of the account of the ship *Royal Admiral* 27: Duplicate of the account of the ship *Gatton* 28: Duplicate of the account of the ship *Queen* 29: Duplicate of the account of the ship *Glatton* 30: Duplicate of the account of the ship *Hillsborough* 31: Duplicate of the account of the ship *Royal George*
24	13	32 Duplicate Ships Godfreys Do. 33 do. do. Shrewsburys do. 34 do. do. Mountstewarts do. 35 Duplicate List of the Packet ℔ His Majestys Ship Warwick 36 Proceedings of a General Quarterly Sessions held on the 13 June 1780 37 Do. of a do. do. 5 April do. 38 Duplicate do. of a do. do. 14 July 1779 39 do. do. of a do. do. 6 October do. 40 Pursers Receipt for the Packet ℔ His Majestys Ship Warwick 41 do. do. for a Small Paper do. ℔ the Honble. Companys Ship Glatton 42 do. do. do. do. do. Godfrey 43 Do. do. do. do. ℔ the Swede Ship Gustavus the 3d. 44 Second Do. for the Packet ℔ Ship Latham 45 do. do. for a Small Paper do. ℔ do. Lord North 46 do. do. for a do. do. ℔ do. Valentine 47 do. do. for a do. ℔ do. Snow Betsey 48 do. do. for a do. ℔ Dane Ship Gangen 49 Effective State of the Garrison 50 Muster Rolls of Do. 51 List of Births Marriages and Burials	The list of the packet continued. 32: Duplicate of the account of the ship *Godfrey* 33: Duplicate of the account of the ship *Shrewsbury* 34: Duplicate of the account of the ship *Mount Stuart* 35: Duplicate of the list of the packet sent by the King's ship *Warwick* 36: Proceedings of the general quarter sessions held on 13 January 1780 37: Proceedings of the general quarter sessions held on 5 April 1780 38: Duplicate of the proceedings of the general quarter sessions held on 14 July 1779 39: Duplicate of the proceedings of the general quarter sessions held on 6 October 1779 40: First receipt for the packet sent by the King's ship *Warwick* 41: First receipt for a small packet of papers sent by the Company's ship *Glatton* 42: First receipt for a small packet of papers sent by the Company's ship *Godfrey* 43: First receipt for a small packet of papers sent by the Swedish ship *Gustavus the Third* 44: Second receipt for the packet sent by the ship *Latham* 45: Second receipt for a small packet of papers sent by the ship *Lord North*

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		52 Indent of Stores wanted for the service of the Year 1781 53 do. Medicines do. for the do. of the do. 54 List of Stores remaining in the Honble. Companys Ware Houses the 30th April 1780 55 do. of Garrison Stores do. do. do. 56 General return of Ordnance and Ordnance Stores Do. 57 Duplicate List of Familys taken 30th Sepr. 1779 58 do. of Rents do. 30 do. do. 59 do. of the Honble. Companys Slaves with their Names ages and Occupations taken the 30th Sepr. 1779	46: Second receipt for a small packet of papers sent by the ship *Valentine* 47: Second receipt for a small packet of papers sent by the *Betsy* snow 48: Second receipt for a small packet of papers sent by the Danish ship *Ganges* 49: Return of the effective strength of the garrison 50: Muster rolls of the garrison 51: List of births, marriages and burials 52: Indent of stores wanted for 1781 53: Indent of medicines wanted for 1781 54: List of stores remaining in the Company's warehouses on 30 April 1780 55: List of garrison stores remaining on 30 April 1780 56: General return of ordnance and ordnance stores 57: Duplicate of the list of families taken on 30 September 1779 58: Duplicate of the list of rents taken on 30 September 1779 59: Duplicate of the list of the Company's slaves, with their names, ages and occupations, taken on 30 September 1779
25	14	60 Certificate of Sundry Warlike Stores Landed from Ship Princess Royal 61 do. of Provisions Landed from do. do. 62 do. of Flour do. from do. do. 63 do. of Salt Provisions and Flour Landed from Snow Betsey 64 Account of Cash paid the Widows Pensions upon the Military Funds 65 List of Discharged Soldiers 66 Capt. Halls receipt for a Bell Sent on Board the Swallow Packet 67 Ground Plot and Plan of Long Wood 68 Govr. and Councils Certificate of Capt. John Howard recommended to be put upon the Military Fund 69 Ships Swallows Account 70 Two Boxes Containing Letters one to Peter Mitchell Esqr. the other Dispatches from Sir Edward Hughes Memorandum Governor & Lieut. Governors Letters to the Secret Committee of the united East India Company by Captn. Hall Commander of the Swallow Packet To the Honble. &c. Honble. Sirs 1 We had the pleasure of addressing you under date of the 31 last Month, by your Packet Swallow from Bengal, and We now take the opportunity of writing you by a Dane Ship from Tranquebar that arrived here the 1 instant called the Count Bernstoff Captn. John Clements burthen 600 - but carrys 16 Guns, and 60 Men laden with Salt Petre and Bale Goods bound to Copenhagen, - **Margin Notes:** Last Letter by the Swallow arrival of a Dane from Tranquebar	The list of the packet was completed. 60: Certificate of military stores landed from the ship *Princess Royal* 61: Certificate of provisions landed from the ship *Princess Royal* 62: Certificate of flour landed from the ship *Princess Royal* 63: Certificate of salt provisions and flour landed from the *Betsy* snow 64: Account of money paid to widows receiving pensions from the military fund 65: List of discharged soldiers 66: Captain Hall's receipt for a bell sent on board the *Swallow* packet 67: Ground plan and plan of Long Wood 68: The Governor and Council's certificate for Captain John Howard, recommending that he be placed on the military fund 69: Account of the ship *Swallow* 70: Two boxes of letters, one addressed to Peter Michell and the other holding dispatches from Sir Edward Hughes A note added that the Governor and the Lieutenant Governor had sent their letters to the Secret Committee of the East India Company by Captain Hall, commander of the *Swallow* packet. The Council wrote again to the Court of Directors. It had last written on 31 May 1780 by the Company's packet *Swallow* from Bengal. It now took the chance of writing by a Danish ship from Tranquebar, the *Count Bernstorff* under Captain John Clements, which had arrived on 8 June. She was a ship of 600 tons with 16 guns and 60 men, loaded with saltpetre and Bengal goods and bound for Copenhagen. **Interpretations** Sir Edward Hughes commanded the King's squadron in the East Indies, yet his dispatches went home in the Company's packet, routed through St Helena. In wartime the Navy and the Company shared whatever fast, safe passage was going. The island acted as a post office for both, collecting letters from the East and forwarding them by the next ship that could be trusted. The *Count Bernstorff* carried saltpetre from Bengal to Copenhagen. Saltpetre was the chief ingredient of gunpowder, and Bengal was the world's main source of it. A neutral Danish ship could carry it to Europe in the middle of a war that Britain was fighting with powder made from the same Bengal saltpetre. The Council recorded her cargo because a war material leaving

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			British India under a neutral flag was a matter the Directors would wish to know about.
26	15	2 On the 2d November last We granted the following Sets of Bills of Exchange viz. One to Mr. Andrew Gordon for £300. - payable to Mr. David Gordon - One to Mr. Archibald Anderson for £150. - payable to Captn. David Thompson And one Sett to Mr. Thomas Shelling for £150. - payable to Messrs. Abl. & McCauley Which Bills we are sorry were omitted to be mentioned in our last General Letter ℔ Swallow but are inserted upon Consultation of 2d November last, and Cash Account made up to the 30th same Month which Papers were transmitted by the above Conveyance - 3 Not thinking it advisable by this Ship to transmit you a Duplicate of our General Letter ℔ Swallow - We have only to Acquaint your Honors that, We granted by that opportunity the following Setts of Bills viz. One Sett to John Skottowe Esqr. Governor for £700 - payable to Nicholas Skottowe Esqr. One to Matthw. Bazett Esqr. for £1860. - payable to Matthew Purling and Gabriel Harper Esqrs. Two to Wm. Wrangham Esqr. One for £747. 13. 7 payable to James Farquharson Esqr. The other for £100. - payable to Thomas Burston Esqr. One to Major Henry Bazett for £1100. - payable to Matthew Purling and Gabriel Harper Esqrs. And One Sett to Mr. Thomas Stroud for £500 - payable to Capt. John Reddall. All drawn at ninety days sight and dated the 29 instant - 4 We are concerned to inform you that we learn from the Commander of this Ship that, Your Honors Packet the Mornby Capt. Forbes and an English Country Ship were taken by **Margin Notes:** Bills granted the 2d Novr. omitted to be mentioned by the Swallow Duplicate of Letter ℔ Swallow not sent by a Dane Ship Count Bernstoff Advising the Compy. of the Bills granted by that oppy. The Mornby Packet & an English Country Ship taken off the Malabar	2 On the 2d November last We granted the following Sets of Bills of Exchange viz. One to Mr. Andrew Gordon for £300. - payable to Mr. David Gordon - One to Mr. Archibald Anderson for £150. - payable to Captn. David Thompson And one Sett to Mr. Thomas Shelling for £150. - payable to Messrs. Abl. & McCauley Which Bills we are sorry were omitted to be mentioned in our last General Letter ℔ Swallow but are inserted upon Consultation of 2d November last, and Cash Account made up to the 30th same Month which Papers were transmitted by the above Conveyance - 3 Not thinking it advisable by this Ship to transmit you a Duplicate of our General Letter ℔ Swallow - We have only to Acquaint your Honors that, We granted by that opportunity the following Setts of Bills viz. One Sett to John Skottowe Esqr. Governor for £700 - payable to Nicholas Skottowe Esqr. One to Matthw. Bazett Esqr. for £1860. - payable to Matthew Purling and Gabriel Harper Esqrs. Two to Wm. Wrangham Esqr. One for £747. 13. 7 payable to James Farquharson Esqr. The other for £100. - payable to Thomas Burston Esqr. One to Major Henry Bazett for £1100. - payable to Matthew Purling and Gabriel Harper Esqrs. And One Sett to Mr. Thomas Stroud for £500 - payable to Capt. John Reddall. All drawn at ninety days sight and dated the 29 instant - 4 We are concerned to inform you that we learn from the Commander of this Ship that, Your Honors Packet the Mornby Capt. Forbes and an English Country Ship were taken by **Margin Notes:** Bills granted the 2d Novr. omitted to be mentioned by the Swallow Duplicate of Letter ℔ Swallow not sent by a Dane Ship Count Bernstoff Advising the Compy. of the Bills granted by that oppy. The Mornby Packet & an English Country Ship taken off the Malabar
27	16	two French Cruizers on the Coast of Malabar in January last We are Honble. Sirs Your most Obedt. and Humble Servants - St. Helena 7 June 1780 Signed John Skottowe Danl. Corneille Matt. Bazett Willm. Wrangham Henry Bazett To the Honble. &ca. Honble. Sirs Par. 1 By a Danish Ship called the Count Bernstoff that left this Place the 8 June last We	The Company's packet *Mercury* and the English country ship were taken by the two French cruisers on the Malabar coast in January 1780. Governor Skottowe, Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 7 June 1780. The Council wrote again to the Court of Directors. Its last letter had gone by the Danish ship *Count Bernstorff*, which left the island on 8 June 1780. A duplicate of that letter was enclosed, together with a duplicate of the letter of 31 May 1780 sent by the *Swallow* packet. Since then the following ships had arrived at the island. The King's ship *Hannibal* and the Company's ship *Royal Charlotte* arrived from England on 23 July 1780.

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		had the honor of Addressing you Duplicate whereof is herewith enclosed together with Duplicate of those dated the 31 May ℔ Packet Swallow, since which period the undermentioned Ships have Arrived at this Island Hannibal Ship of War Royal Charlotte 23 July 80 from England Eureka 1 Augt. do. do. Bombay Panther Ships of War 19 Sept. do. do. England Cows 22 Oct. do. Belleisle Asia Ships of War Ripon Ganges Genl. Barker Earl Talbot 23 do. do. Coast & Bay **Margin Notes:** Last Address to the Compy. by the Dane Ship Count Bernstoff Ships Arrd. at this Place	The *Hawke* arrived from Bombay on 16 August 1780. The King's ship *Panther* arrived from England on 19 September 1780. The *Ceres* arrived on 28 October 1780. The King's ships *Belleisle*, *Asia* and *Nymph* arrived on 29 October 1780 with the Company's ships *Ganges*, *General Barker* and *Earl Talbot*, from the Coromandel coast and the Bay of Bengal. **Interpretations** The Council opened its letter by listing every ship that had called since June, with her date and port of origin. This record told the Directors which of their ships had reached the island safely in wartime and when. Each arrival confirmed a ship not taken by the French, and each date let London work out when cargoes and letters might reach England. The list also showed how heavily the island's year depended on a single great convoy. Between June and late October only four ships called, and then ten arrived within two days.
28	17	Norfolk Royal Henry Coast and Bay Alfred Mars Calcutta Worcester China 25 Oct. 80 2 By the Royal Charlotte we received a Letter from your Honors together with the several Papers mentioned in the List of Packet, the Governor and Lieut. Governor likewise received a Letter from the Honble. Secret Committee by that Conveyance as also ℔ his Majestys Ships Hannibal and Panther 3 The several Ships you have been pleased to take into your Service the present Year we sincerely hope may return in safety and with the desired success - 4 Your Honors will please to observe by our Consultation of the 5 August last we made an order to Dispatch the Ship Royal Charlotte ten days since her Arrival being then elapsed, but Captain Allen having by Letter represented to Us the impossibility of Landing the Honble. Companys Cargoe at that time on account of the very high Surf which lasted for several Days, which being confirmed by the Storekeepers Diary We agreed to allow him ten working Days for the getting on Shore said Cargoe, which expiring on the 9 August, We accordingly dispatched him and he proceeded on his Voyage the 24th same Month - 5 We herewith enclose Certificates of Warlike Stores and Provisions received ℔ Ship Royal Charlotte agreeable to your Directions, together with the Duplicates of those transmitted by the Packet Swallow - 6 In compliance with your Orders we shall address the Select Committee of Supra Cargoes at Canton **Margin Notes:** Receipt of the Genl. & Secret Letters & the Papers by the Royal Charlotte Acknowledged also those by his Majestys Ships Hannibal & Panther Success to the remaining Ships Ship Royal Charlotte not dispatched on the 10 day of the Surf being high Proceeded on her Voyage the 24 Aug.	The *Norfolk* arrived with them on 29 October 1780 from the Coromandel coast and the Bay of Bengal. On the same day the *Royal Henry*, *Alfred*, *Morse*, *Calcutta* and *Worcester* arrived from China. 2: By the *Royal Charlotte* the Council had received a letter from the Court, together with the papers named in the list of the packet. The Governor and the Lieutenant Governor had also received a letter from the Secret Committee by that ship, and further letters by the King's ships *Hannibal* and *Panther*. 3: The Council sincerely hoped that all the ships the Court had employed that year would return safely and with the success it wished. 4: The consultation of 5 August 1780 recorded that the Council had ordered the *Royal Charlotte* to be sent on her way, since ten days had passed since her arrival. Captain Cotton then wrote that a very high surf, which had lasted several days, made it impossible to land the Company's cargo. The storekeeper's diary confirmed this. The Council therefore allowed him ten working days to land the cargo. When these ran out on 9 August, the Council dispatched the ship, and she sailed on her voyage on 24 August. 5: The Council enclosed certificates of the military stores and provisions received from the *Royal Charlotte*, as the Court had directed. It also enclosed duplicates of the certificates sent by the *Swallow* packet. 6: In line with the Court's orders, the Council would write to the Select Committee of Supercargoes at Canton. **Interpretations** The Council explained the *Royal Charlotte*'s delay to the Directors in detail because a chartered ship kept in port beyond her allowed days earned demurrage, charged to the Company by her owners. By showing that the surf had stopped all landings, and that the storekeeper's own diary proved it, the Council made clear that the extra days were allowed under the charter's terms for working days. Any claim the owners later made could be judged against that record. The ship was formally dispatched on 9 August but did not sail until 24 August. The letter gives no reason for the further fortnight, and it was probably spent loading water and provisions and waiting for a favourable wind.
29	18	Canton, whenever we have occasion to write to that Residency - 7 All the Lombardy Poplar Trees you	6 (continued): The Council would write to the Select Committee of Supercargoes at Canton whenever it had occasion to correspond with that settlement.

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		were pleased to send Us ħb Royal Charlotte, we are sorry to inform you perished on that Ships Passage to this Island - 8 We received this Season by the Ship Royal Charlotte thirty six Recruits who appear in general Able Men - At same time we received a Letter from Captn. Joseph Allen particularly mentioning the Attention paid them by Mr. Wentworth Bradbury a Cadet going to Bombay in teaching them their Exercise during the Passage, which we Entered upon Consultation of the 31 July last for your observation - 9 Captain Allen informs Us he left Bombay the 10 May last and your Ships Duke of Grafton Bessborough and Atlas there, and have the pleasure to acquaint you that, Capt. Allen contradicts the intelligence we received and transmitted you by the Danish Ship Count Bernstoff under date of the 8th June last of the Mercury Packets being taken, as he left her at Bombay - 10 We are informed by the Commanders of the China Ships that they sailed from Wampoa the 23 January last, that having met with a very severe Gale of Wind off the Cape of good hope the 8th June they were obliged to bear away for the Island of Madagascar where they Arrived the 22 of same Month Capt. Snow acquaints Us he sailed from Bengal the 22 March and left at that Place Your Honors Ships Fox and Walpole, Arrived at Achin the 16 April, sailed from thence the 23 of that Month and Arrived at the Cape the 5 July following. His Majestys Ships **Margin Notes:** Lombardy Poplar trees Perished Recruits received by the R. Charlotte Compt. of Recruits to Captn. Allen relative to Mr. Bradbury Cadet - Intelligence respecting the capture of the Mercury contradicted by the Arrival of the Royal Charlotte Captn. Allen News by the Ships from China Bengal &c. &c. -	7: The Council regretted to report that all the Lombardy poplar trees the Court had sent by the *Royal Charlotte* had died on the voyage to the island. 8: The *Royal Charlotte* had brought 36 recruits that season, who appeared on the whole to be good men. The Council had also received a letter from Captain Joseph Cotton, commending the care that Wentworth Bradbury, a cadet bound for Bombay, had taken in drilling them during the passage. The letter was entered in the consultation of 31 July 1780 for the Court's notice. 9: Captain John Cotton of the *Hawke* reported that he had left Bombay on 10 May 1780, where the Company's ships *Duke of Grafton*, *Bessborough* and *Atlas* were lying. The Council was pleased to report that Cotton's account contradicted the news it had sent by the Danish ship *Count Bernstorff* on 7 June 1780 about the loss of the *Mercury* packet. Cotton had left her safe at Bombay. 10: The commanders of the China ships reported that they had sailed from Whampoa on 23 January 1780. On 8 June they met a very severe gale off the Cape of Good Hope and were forced to bear away for Madagascar, where they arrived on 22 June. Captain Snow reported that he had sailed from Bengal on 22 March, leaving the Company's ships *Fox* and *Walpole* there. He reached Achin on 16 April, sailed again on 23 April and arrived at the Cape on 5 July. **Interpretations** The Council corrected its own report of the *Mercury*'s capture as soon as it had better evidence. News reaching the island came from passing captains, neutral ships and passengers, and much of it was rumour. A false report of a lost packet might lead the Directors to resend letters or insure cargoes needlessly, so the Council put the correction on record at once and named its source. The Lombardy poplars were a fast-growing tree the Court had hoped would supply timber and shelter on an island stripped of its woods. Live trees rarely survived a long voyage through the tropics in a ship's hold, with salt spray, heat and little fresh water. Their loss left the island to rebuild its woodland from its own seedlings, behind the fences at Long Wood and the New Ground.
30	19	Ships Belleisle, Asia and Rippon and your Honors Ships General Barker, Ganges, Earl Talbot and Norfolk all left Madrass the 6 April, put in at Madagascar the 15 June and sailed from thence the 22 July. Arrived at the Cape of good hope the 25 August and sailed from thence the 12 last Month - We are likewise informed there were at Madras when the above Ships left it, His Majestys Ships Superbe, Eagle, Worcester, Exeter, Burford and Nymph and your Honors Ships Hillsborough, Osterley and Sandwich and we are further acquainted that the Ship Earl Mansfield had been at the Cape and Sailed from thence the 12 last Month, on her Voyage to China - 11 In Consultation of the 22 August last, you will please to observe a Letter entered from the Reverend Mr. Roberts Carr wherein he signifies his intention of returning to England the first opportunity the ensuing Season. We therefore request you will send Us a Chaplain to succeed him, 12 Messrs. Incledon and Colnett two Lieuts. of his Majestys Navy who came down upon the Hind Cutter in November last from the Cape having obtained leave from the Admiral to proceed to England on account of their Health not being able to procure a	The King's ships *Belleisle*, *Asia* and *Ripon*, with the Company's ships *General Barker*, *Ganges*, *Earl Talbot* and *Norfolk*, had left Madras on 6 April 1780. They put in at Madagascar on 15 June, sailed again on 22 July, reached the Cape of Good Hope on 25 August and left on 12 October. When they left Madras, the King's ships *Superb*, *Eagle*, *Worcester*, *Exeter*, *Burford* and *Nymph* were lying there, with the Company's ships *Hillsborough*, [...] and *Sandwich*. The Council also learned that the *Earl Mansfield* had called at the Cape and sailed from there on 12 October on her voyage to China. 11: The consultation of 28 August 1780 recorded a letter from the Reverend Robartes Carr, announcing that he intended to return to England by the first opportunity the following season. The Council therefore asked the Court to send a chaplain to succeed him. 12: Lieutenants Ingledew and Colnett of the Royal Navy had come from the Cape in the *Hind* in November 1779. The Admiral had given them leave to return to England for their health, but they had found no passage until now. They were badly short of money to settle their debts on the island and asked the Council to advance each of them £20 0s 0d from the Company's cash. When a French attack was expected, both officers had generously offered their services in building fire boats and in using them if needed, as the consultation of 2 March 1780 recorded. The Council therefore agreed to advance each of them that sum. **Interpretations**

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		Passage from thence until now and being greatly distressed for Money to defray their Expences applied to Us to Advance them £20. - each from the Honble. Companys Cash - As those Gentlemen very obligingly offered their Service at the time the French were expected to make an Attack upon the Island in the Construction of Fire Boats and carrying the same into Execution if necessary, as your Honors will please to observe by our Consultation of the 6 March last - We therefore agreed to Advance them the said Sum taking **Margin Notes:** Mr. Carr signifies his intention of returning to England The sum of £20. - advanced to Mr. Incledon & Colnett -	The Company had no obligation to lend money to naval officers, and the obvious course was to leave them to their own creditors. The Council made the loans because Ingledew and Colnett had volunteered to build and command the fire boats during the French alarm, the most dangerous duty in the island's defence. Lending them money to pay their debts and sail home was a way of repaying a service no one had ordered them to give. The advance was secured by their promissory notes, so it remained a loan to be recovered, not a gift from the Company's funds. Carr gave notice so early because a chaplain could come only from England and might take more than a year to arrive. His request had to reach the Directors in time for a replacement to sail with the next season's ships.
31	20	taking their Notes of Hand payable to your Honors, the first of which goes Enclosed - 13 Lieutenant Ulysses Brown having signified by Letter of the 25 September last as Entered on Consultation of that day, that, his private Affairs in England were in such a situation as absolutely to demand his personal appearance before they could be settled that he was reluctantly under the necessity at this time of resigning his Commission, as he could not obtain leave upon any other terms - We therefore in justice to his Merit as an Officer and a Gentleman beg leave to Recommend him to your Honors favor should he wish to return again to his Station having the greatest reason to be perfectly satisfied with the whole of his Conduct during his tenure here - 14 We have to inform your Honors that, Capt. John Allen has detained 77 bags of the Rice consigned to this Island from the Presidency of Bombay, and beg leave to observe that, the frequent detention of Stores by the Commanders of your Ships subjects the Island to great distress and apprehend the same would not so often happen, did not the small premium they pay your Honors serve as an encouragement for such detention - 15 Your Honors General Books of Accounts Balanced to the 30 September 1779 We transmit by this conveyance - 16 It is with the greatest satisfaction we inform you that, since the beginning of July last we have had very favorable Rains which has greatly recovered the Verdure of the Country but will require a continuance of good Seasons to restore the Stocks and Plantations to what they were before the Drought - 17 By this Conveyance we transmit your Honors **Margin Notes:** Lieutenant Ulysses Brown permitted to resign the Service & return to England &c. Detention of Rice by Captn. Allen & the frequent Detentions by the Commanders of Ships are represented to the Co. Disserv. Books of Accts. transmitted Good Season mentioned	12 (continued): The Council took promissory notes from both officers, payable to the Court, and enclosed the first set of them. 13: Lieutenant Ulysses Browne had written on 25 September 1780, in a letter entered in that day's consultation, that his private affairs in England could not be settled without him there in person. Since he could not obtain leave on any other terms, he was reluctantly forced to resign his commission. In fairness to his merit as an officer and a gentleman, the Council recommended him to the Court's favour should he wish to return to his post. It had every reason to be fully satisfied with his conduct throughout his service. 14: The Council reported that Captain John Cotton of the *Hawke* had kept back 77 maunds of the rice consigned to the island from Bombay. It pointed out that commanders frequently withheld stores in this way, which left the island in serious distress. The Council believed this would happen less often if the small premium the Company paid for carrying the island's goods did not encourage it. 15: The Council sent with this letter the Company's general books of account, balanced to 30 September 1779. 16: The Council was very pleased to report that there had been good rains since the beginning of July, which had greatly restored the island's greenery. It would take further good seasons, however, before the herds and plantations recovered to what they had been before the drought. 17: The Council sent further papers with this letter. **Interpretations** The Council told the Directors plainly why captains kept back the island's stores. The Company paid commanders only a small premium for carrying goods to St Helena. Space in the hold was worth far more to them filled with private trade. Rice consigned to the island could be sold at famine prices elsewhere, or simply never loaded. The Council could charge each shortfall to the ship, as it did with the *Hawke*, but that came too late to feed anyone. The remedy lay with London, which could raise the premium so that carrying the island's supplies became worth a captain's while. The general books, held back from the *Swallow* in May because she sailed alone, now went home with the great convoy of November 1780 under naval escort. The Council had waited six months to send its most important record by a safe ship. The rains of July 1780 came in the southern winter, the island's wet season, and ended the two-year drought. Grass came back quickly, but the herds, the flocks and the yam plantations needed years to recover.

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32	21	Honors two Plans of a New Gaol Nos. 1 and 2, the former shewing the Ground Plan and Elevation of the Gaol only the other with the addition of an upper Story proposed for holding Quarterly Sessions, together with the Engineers Letter and Estimate of the said Plans as Entered on Consultation of this Day, which we submit to your Choice. We likewise send Enclosed an Account of Expence for collecting Materials for the intended Fence in Long Wood made up to the 28th last Month and an Abstract of the Expence of the Defences of Prosperous Bay and Bowells Valley, which are compleated - 18 We have the pleasure to inform you that, the Works at Butter milk Point are forwarding with the utmost dispatch and hope by the close of the Year that Work will be nearly compleated. A Plan of the Battery and Road leading thereto is herewith enclosed for your Honors observation - 19 We have granted the following Setts of Bills of Exchange Viz. One to Capt. Joseph Allen for Two thousand Pounds payable to William Tatnal Junr. Esqr. and One to Mr. Thomas Ancrum for £100. - payable to Mr. Thomas Allen or Order, dated the 21 August last One Set to Major Daniel Corneille for £32. 8 - payable to Messrs. Stainforth, Osborne and Company. Two to Willm. Wrangham Esqr. One for One hundred Pounds payable to Matthew Purling Esqr. the other for £60. - payable to the Reverend Mr. William Beancroft. One to Matthew Bazett Esqr. for £1000. - payable to Matthew Purling and Gabriel Harper Esqrs. One to Major Henry Bazett for Five hundred Pounds payable to Matthew Purling Esqr. One to Lieut. Edward Harvey for £100. - payable to Mr. George Bishop. One to Capt. Solomon Fitzmaurice for £50. - payable to Mr. Jonathan Eade. One to Captn. John **Margin Notes:** Plans of the New Goal transmitted Estimate &ca. Report of Butter Milk Point & Plan thereof sent - Bills Granted	17: The Council sent with this letter two plans for a new gaol, numbered 1 and 2. The first showed the ground plan and elevation of the gaol alone. The second added an upper storey intended for holding the quarter sessions. The engineer's letter and estimate for both plans, entered in the consultation, went with them, and the Council left the choice between them to the Court. It also enclosed an account of the cost of gathering materials for the proposed fence at Long Wood up to 24 October 1780. With it went an abstract of the cost of the defences at Prosperous Bay and Powell's Valley, which were now finished. 18: The Council was pleased to report that the works at Buttermilk Point were going forward as fast as possible, and it hoped they would be nearly finished by the end of the year. A plan of the battery and of the road leading to it was enclosed for the Court's inspection. 19: The Council had granted the following sets of bills of exchange. Captain Joseph Cotton, £2,000 0s 0d, payable to William Tatnall junior Thomas Lebrosse, £100 0s 0d, payable to Thomas Allen or his order, dated 21 August 1780 Major Daniel Corneille, £32 8s 0d, payable to Messrs Stansforth, Gibson and Company William Wrangham, £100 0s 0d, payable to Matthew Pooling William Wrangham, £60 0s 0d, payable to the Reverend William Bennett Matthew Bazett, £1,000 0s 0d, payable to Matthew Pooling and Gabriel Harper Major Henry Bazett, £500 0s 0d, payable to Matthew Pooling Lieutenant Edward Harvey, £100 0s 0d, payable to George Bishop Captain Solomon St Maurice, £50 0s 0d, payable to Jonathan Eade **Interpretations** The Council sent the Directors the plan of the battery and road at Buttermilk Point along with the gaol plans and the accounts for Long Wood. Major Bazett's dissent over the cost of that road had gone into the minutes, so the Directors would read his objection. By sending the engineer's plan as well, the Council let London judge the work against its drawing rather than against one councillor's complaint. The defences at Prosperous Bay and Powell's Valley were already finished, and the Council reported them complete. This showed that the money spent after the French alarm had produced finished works on the exposed windward coast, not just plans.
33	22	John Howard for £200. - payable to Matthew Purling Esqr. One to Messrs. Henry and Thomas Bazett for £100. - payable to William Lushington Esqr. One to Mr. William Webber Doveton for £200. - payable to Mr. John Ellison. One to Mrs. Mary Price for £56. 10. 2 payable to Mr. Alexander McKenzie and Company. One to Mrs. Elizabeth Lambe for £135. - payable to Mr. William Smith and One to Mr. Hugh Jones for £1200. - payable to himself or Order, dated the 28 last Month. One to Daniel Corneille Esqr. for £300. - payable to John Calland Esqr. or Order, dated the 30 last Month. One Set to Mr. William Wrangham for £164. 16 - payable to Mr. Benjamin Robinson. One to Sir Thomas Rumbold Bart. for £1000. - payable to himself. One to Mr. Brigt. Major Wright for £350. - payable to Mr. John Cobbett. One to Mr. John Doveton for £300. - payable to Mr. John Westmore. And one Set to Mr. Nathl. Kennedy for £50. - payable to Mr. John Nightingale or Order, dated this Day and all drawn at 90 Days sight - 20 We have put on board the Ship Morse John Jacks and William Cobb Baldwin two	The list of bills continued. Captain John Howard, £200 0s 0d, payable to Matthew Pooling Henry and Thomas Bazett, £100 0s 0d, payable to William Lushington William Webber Doveton, £200 0s 0d, payable to John Ellison Mary Price, £56 10s 2d, payable to Alexander McKenzie and Company Elizabeth Lambe, £135 0s 0d, payable to William Smith Hugh Jones, £1,200 0s 0d, payable to himself or his order, dated 28 October 1780 Major Daniel Corneille, £300 0s 0d, payable to John Holland or his order, dated 30 October 1780 William Wrangham, £164 16s 0d, payable to Benjamin Robinson Sir Thomas Rumbold, Baronet, £1,000 0s 0d, payable to himself Britannicus Alexander Wright, £350 0s 0d, payable to John Elliott John Doveton, £300 0s 0d, payable to John Woolmore

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		Invalid Soldiers, which two Men from their Age Infirmities and long Service we recommend as proper Objects to be put upon the Military Fund, the Certificates to entitle them thereto are herewith enclosed and have left the payment for their Passage to be settled between your Honors and the Owners of that Ship - We have also put on board the Ship Morse towards completing her Compliment Finley McKennon and Maurice Downey two other Discharged Men - We have likewise put on board said Ship Henry Miller Seaman left here Sick out of the Betsy Snow when **Margin Notes:** Invalids John Jacks & Wm. Cobb Baldwin put on bd. the Morse & recommended Mr. Kennon & Downey two discharged Soldrs. to compt. the Morses Company H. Miller Seaman sent ℔ Morse his Wages & Expences mentioned	Nathaniel Kennedy, £50 0s 0d, payable to John Nightingale or his order The last of these were dated the day of the letter, and all were drawn at 90 days' sight. 20: The Council had put two invalid soldiers, John Jacks and William Caleb Baldwin, on board the *Morse*. Their age, infirmities and long service made them, in the Council's view, proper men to be placed on the military fund, and their certificates were enclosed. The question of paying for their passage was left to the Court and the ship's owners. The Council had also put two other discharged men, Finlay McKinnon and Maurice Downey, on board the *Morse* to make up her crew. It had further put on board Henry Miller, a seaman left behind sick by the *Betsy* snow. **Interpretations** The military fund paid pensions in England to soldiers worn out in the Company's service. A man could draw from it only on the certificate of the Governor and Council, so the island's recommendation decided whether an old soldier went home to a pension or to nothing. The Council sent the certificates with the men themselves, so that their claim would be ready when they landed. The *Morse* was short of hands, as many Indiamen were after the Navy's press had taken their English seamen. The Council used discharged soldiers to fill her crew. The ship gained men, and the soldiers got a passage home they would otherwise have had to pay for. Finlay McKinnon had bought his discharge in August 1780 by finding a substitute, and he now worked his way to England.
34	23	when bound for England who has been paid the Sum of £7. 7. - for wages due to him on board that Vessel (his receipt for the same goes enclosed) he has also been subsisted 263 days at your Honors Expence while here at six pence ℔ Day - 21 Captains Snow, Dundas, Richardson Henniman, Todd and Elliott purchased at the Cape on your Honors Account 244 Sheep and 23 black Cattle as ℔ Bills Entered in Consultation of this day to which we beg to refer you, for the payment whereof we have granted Certificates. We have also purchased of Capt. Todd 4 Casks Salt Meat at 2/ ℔ lb. amounting to £32. - as ℔ Bill Entered in the above Consultation and have granted Certificates for the payment of the same - 22 The Passengers on board the Morse are Captn. Seaton and Lieut. Stephenson on the Royal Henry Capt. Cox, Messrs. Sane De Marlees and Mills on the Calcutta Capt. Scott and Mr. Cortney, on the Earl Talbot Mr. and Mrs. Baston Mr. Sears Mr. Barnewall Mr. Lyons and Messrs. Southland and Leake on the Norfolk Peter Perring Esqr. Miss Walton Messrs. Barrington, Harrington and Weatherhead on the Alfred Mr. Rigon and Mrs. Hatton on the Asia Major Ackerman Commodore Richardson, and Lieuts. Murray Hammilton and O'Byrne on the Ganges Captn. Higgin Lieuts. McNamara and Spooner and Mr. Hugget And on board the General Barker Sir Thomas Rumbold Bart. and Family, Dan. Lane Esqr. and Messrs. Mairs Strange and Lisken 23 Captain Richard Bendy of the Hind Cutter having preferred a Complaint against Mr. George Gibbs his Chief Officer for misconduct on board the Vessel and having treated him in an unbecoming manner and contrary to the respect due to him as his Commander **Margin Notes:** Certificates granted to Capts. Snow, Dundas, Richardson, Henniman & Todd for payment of Sheep &c. purchased at the Cape Passengers on board the Ships of this Fleet	Miller, when bound for England, had been paid £7 7s 0d in wages owed to him from the *Betsy*, and his receipt was enclosed. The Company had paid for his keep for 263 days at 6d a day while he was on the island. 21: Captains Snow, Dundas, Richardson, Hindman, Tod and Elliott had bought 244 sheep and 23 head of cattle at the Cape on the Company's account. Their bills were entered in that day's consultation, and the Council had granted certificates for payment. It had also bought eight casks of salt meat from Captain Cook, amounting to £32 0s 0d, as his bill in the same consultation showed, and had granted a certificate for that payment as well. 22: The passengers in the ships of the fleet were as follows. In the *Hawke* were Captain Seaton and Lieutenant Stephenson. In the *Royal Henry* were Captain Crewe, Mr Lane, Mr [...] and Mr Mills. In the *Calcutta* were Captain Scott and Mr Cordery. In the *Earl Talbot* were Mr and Mrs Barton, Mrs [...], Mr Barnewall, Mr Lewis, Mr Smith and Mr Leake. In the *Norfolk* were Peter Perring, Miss Walker, Mr Barrington, Mr Harrington and Mr Wetherhead. In the *Alfred* were Mr Pigou and Mr Hutton. In the *Ceres* were Major Atkinson, Commodore Richardson and Lieutenants Murray, Hamilton and O'Byrne. In the *Ganges* were Captain Higgin, Lieutenants McNamara and Spencer, and Mr Hewitt. In the *General Barker* were Sir Thomas Rumbold, Baronet, and his family, with [...] and Messrs [...], Strange and Leeken. 23: Captain Richard Bendy of the *Hind* cutter had brought a complaint against George Gibbs, his chief officer. He charged Gibbs with misconduct on board and with treating him in a manner unfit for an officer and contrary to the respect owed to his commander. **Interpretations** The Company had kept Henry Miller for 263 days, but it recovered the cost from the wages owed him by the *Betsy*. A seaman left sick ashore was fed at public expense only until his own earnings could repay it. The island's charity to stranded sailors was really a loan against their pay, which kept the burden of passing ships' sick off the Company's books.

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		Captn. Bendy's Compt. against Mr. Gibbs his Chief Officer	The passenger list was sent to London because the people travelling home were the Company's own servants and their families, along with officers, a former governor of Madras and men carrying private fortunes. If a ship were taken or lost, the Directors would know at once who had been aboard. The list also showed the Court that the island had received and sent on Sir Thomas Rumbold with the honour due to his rank.
35	24	Commander - We having taken the case into consideration and finding that, the conduct of the said Mr. Gibbs has in many instances been highly culpable, have thought proper to suspend him your Service until your Pleasure is known and beg leave to refer you to our Consultation of the 29 Sept. 2d. 11 and 12 last Month, wherein the whole proceedings are fully entered - 24 Capts. Browne and Dundas having applied to Us for Cables for the use of their Ships, We furnished them with the only two remaining in Store, therefore request Your Honors will replace them by the first opportunity - 25 As the Year now draws to a conclusion and the Gatton not yet Arrived, We think it necessary to inform your Honors that we have only Twenty three Weeks of Salt Provision and Thirty six of Flour remaining in Store to answer the Consumption of the Island exclusive of any absolute demands that may hereafter be made by His Majestys or your Ships - 26 Commodore Barker being very pressing to sail with all possible dispatch, therefore in order to Expedite the Watering His Majestys and your Honors Ships under his Command we were under the necessity of writing to the several Commanders to put on board the Hind Cutter and Betsy Snow all such Goods they could not conveniently Land, which prevents our Settling the Bills of Lading of some of the Ships by this Conveyance - 27 We are sorry to acquaint your Honors that, On the 21 July last in the Night Michael Davis Gunner Robert Wood, John Sheen, Samuel Mills and **Margin Notes:** Mr. Gibbs Suspended until the Compys. pleasure be known Cables sent for - No Gatton arrived & Provision Stores in Store represented Sundry Goods put on board the Hind Cutter & Betsy Snow Commodore Barker being very pressing to sail. Store [...] Bills of Lading not settled on that Acct.	Having considered the case, the Council found that Gibbs had behaved very badly on many occasions. It had therefore suspended him from the Company's service until the Court's decision was known. The full proceedings were set out in the consultations of 29 September and 2, 11 and 12 October 1780. 24: Captain Browne and Captain Dundas had asked for cables for their ships. The Council had supplied them with the only two left in store, and it asked the Court to replace them by the first opportunity. 25: The year was nearly over and the *Gatton* had still not arrived. The Council thought it necessary to tell the Court that the stores held only 23 weeks' supply of salt provisions and 36 weeks' supply of flour for the island's own needs. That made no allowance for any demands from the King's ships or the Company's ships. 26: Commodore Barber was pressing to sail with all possible speed. To hurry the watering of the King's and Company's ships under his command, the Council had written to the commanders ordering them to put on board the *Hind* cutter and the *Betsy* snow all goods they could not easily land themselves. For this reason the Council could not settle the bills of lading for some of the ships by this conveyance. 27: The Council regretted to report that on the night of 21 July 1780 Michael Davis, a gunner, Robert Wood, John Skeen, Samuel Mills and others had deserted. **Interpretations** The Council gave the last two cables in its store to the Indiamen, leaving the island with none. The obvious course would have been to keep a reserve for its own boats and the *Hind*. A homeward ship that lost her cable in the open road at St Helena could drive ashore or be forced to sea without her anchors, and a single loss of that kind would cost the Company far more than a cable. Supplying passing ships was the island's purpose, so it emptied its stores for them and asked London to refill them. The warning of 23 weeks' salt provisions explains the crisis of the following spring. When the *Gatton* was reported taken, those 23 weeks had shrunk to twelve. By March 1781 the Council had cut the inhabitants off from salt meat and put its slaves on rice.
36	25	and David Morgan Matrosses, William Farrel and James Glen Private found means to desert this Garrison and went off in the Honble. Companys Cutter, for particulars respecting that transaction we beg leave to refer you to our Consultation of the 24 of same Month, and it is with concern we further inform you that James Beard deserted this Garrison in August last, likewise sixteen others have found means to get on board the Ships now in the Road, ten of whom were taken from on board His Majestys Ships Hannibal and Panther and beg to refer your Honors to the Governors Minute Entered in Consultation of the 16 and 23 last Month wherein he has particularly mentioned the circumstances relative to this Affair - Since the above period Joseph Eales, Charles Carrol William Hines Private James Goodwin Sr. Gunner William Long and William Carey Matrosses have also Deserted the Garrison the latter of whom is	27: The Council regretted to report that on the night of 21 July 1780 Michael Davis, a gunner, the matrosses Robert Wood, John Skeen, Samuel Mills and Daniel Morgan, and the privates Michael Farrell and James Stone deserted the garrison and escaped in the Company's cutter. The details were set out in the consultation of 24 July 1780. The Council also had to report that James Beard deserted in August. Several other men had got aboard the ships in the road, and ten of them had been taken off the King's ships *Hannibal* and *Panther*. The Governor's minutes in the consultations of 16 and 23 October 1780 described these events in detail. Since then the privates Joseph Eates, Charles Carroll and William Hinds, James Goodwin, a gunner, and the matrosses William Long and William Carey had also deserted. Carey was now under sentence of a general court martial for the offence.

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		under Sentence of a General Court Martial for the like Offence - 28 We beg leave to observe to your Honors that Capt. Snow informs Us he purchased at the Cape on the Companys Account 37 head of black Cattle as ℔ his Bill Entered in Consultation of this day, but by his unavoidable detention there 26 of them died which makes the eleven remaining come at a very high Price as will appear by his Certificates for payment of the same which is likewise the case respecting the purchased Sheep by the several Commanders - 29 This Letter waits on your Honors by his Majestys Ship Belleisle that sails from hence in Company with the Asia, Rippon, Panther and Hannibal Ships of War and your Ships Morse Lowe, Ganges, General Barker, Earl Talbot, Norfolk, Royal **Margin Notes:** The Desertion of Soldiers from this Garrison in July & August last likewise several since The high price of 11 Black Cattle purchased by Captn. Snow at the Cape owing to the Death of others represented to the Co. This Lett. transmitted by H. Belleisle & Copies by the Co. Ships Ganges & Hawke	28: Captain Snow reported that he had bought 37 head of cattle at the Cape on the Company's account, as his bill entered in that day's consultation showed. Because he was unavoidably held up there, 26 of them died. The 11 left therefore came at a very high price, as his certificates for payment showed. The same was true of the sheep bought by the other commanders. 29: The Council sent this letter by the King's ship *Belleisle*, sailing in company with the King's ships *Asia*, *Ripon*, *Panther* and *Hannibal*. With them went the Company's ships *Hawke*, *Ceres*, *Ganges*, *General Barker*, *Earl Talbot* and *Norfolk*, and the rest of the fleet. **Interpretations** The Council gave the Directors a full count of the year's desertions instead of a general complaint. The sum of names, dates and the ten men recovered from the warships showed both the scale of the loss and the efforts made to stop it. Carey's court martial showed that a deserter who was caught faced military law. The list also prepared London for the requests for recruits that followed, since the garrison could not replace such losses from the island itself. Snow lost 26 of his 37 cattle while held up at the Cape, so each of the 11 survivors carried the cost of the dead. The Council paid the high price but explained it, so that the Directors would not suspect the captain of overcharging. Buying livestock abroad was a gamble on the voyage, and the island paid for every animal that died on the way.
37	26	Royal Henry, Alfred, Mars, Calcutta and Worcester, Copys whereof are transmitted by the abovementioned Ships Ganges and Hawke - We are Honble. Sirs St. Helena 4 November 1780 Your most Obedient and humble Servants Signed John Skottowe Danl. Corneille Matt. Bazett Willm. Wrangham Henry Bazett List of the Honble. Companys Packet from St. Helena ℔ His Majestys Ship Belleisle dated the 4th November 1780 - No. 1 Governor & Councils Genl. Letter dated the 4 Novr. 1780 2 Do. & do. do. dated the 4 do. do. relating to Law matters - 3 Duplicate do. & do. do. dated 31 May 1780 4 do. do. & do. do. dated 31 do. do. 5 do. do. & do. do. dated 31 do. do. relating to Law matters 6 Consultations from the 5th June to the 4 November 1780 7 Duplicate do. from the 25 October 1779 to the 20 May do. 8 Cash Account for the Month of June do. 9 do. do. for the do. July do. 10 do. do. for the do. August do. 11 do. do. for the do. September do.	29: The Council sent this letter by the King's ship *Belleisle*. She sailed in company with the King's ships *Asia*, *Ripon*, *Panther* and *Hannibal*. With them went the Company's ships *Hawke*, *Ceres*, *Ganges*, *General Barker*, *Earl Talbot*, *Norfolk*, *Royal Henry*, *Alfred*, *Morse*, *Calcutta* and *Worcester*. Copies of the letter went by the *Ganges* and the *Hawke*. Governor Skottowe, Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 4 November 1780. The list of the Company's packet from St Helena, sent by the King's ship *Belleisle* and dated 4 November 1780, was as follows. 1: The Governor and Council's general letter, dated 4 November 1780 2: The Governor and Council's letter on legal matters, dated 4 November 1780 3: Duplicate of the Governor and Council's general letter, dated 31 May 1780 4: Further copy of the Governor and Council's general letter, dated 31 May 1780 5: Duplicate of the Governor and Council's letter on legal matters, dated 31 May 1780 6: Consultations from 5 June to 4 November 1780 7: Duplicate of the consultations from 25 October 1779 to 20 May 1780 8: Cash account for June 1780 9: Cash account for July 1780 10: Cash account for August 1780 11: Cash account for September 1780
38	27	12 Cash Account for the Month of October 1780 13 Do. from the 1st to the 4th November do. 14 Duplicate do. from the 24 to the 31 October 1779 15 do. do. for the Month of November do. 16 do. do. for the do. of December do. 17 do. do. for the do. of January 1780 18 do. do. for the do. of February do. 19 do. do. for the do. of March do. 20 do. do. for the do. of April do. 21 do. do. for the do. of May do. 22 Do. Ship Swallows Account 23 Ship Royal Charlottes do. 24 do. Hawkes do.	The list of the packet continued. 12: Cash account for October 1780 13: Cash account from 1 November to 4 November 1780 14: Duplicate of the cash account from 24 October to 31 October 1779 15: Duplicate of the cash account for November 1779 16: Duplicate of the cash account for December 1779 17: Duplicate of the cash account for January 1780 18: Duplicate of the cash account for February 1780

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		25 do. Lowes do. 26 do. Ganges do. 27 do. General Barker do. 28 do. Earl Talbot do. 29 do. Norfolk do. 30 do. Royal Henry do. 31 do. Alfred do. 32 do. Mars do. 33 do. Calcutta do. 34 do. Worcester do. 35 Duplicate List of the Packet ℔ Ship Swallow 36 First Receipt for the Packet ℔ Ship Swallow 37 do. for a small paper ℔ the Dane Ship Count Bernstoff 38 Second do. for the Packet ℔ His Majestys Ship Warwick 39 do. do. for a small Paper do. ℔ Ship Glatton 40 do. do. for a do. do. ℔ Ship Godfrey 41 do. do. for a do. do. ℔ Swede Ship Gustavus the 3d. 42 Effective State of the Garrison 43 Muster Rolls of do. 44 List of Marriages, Births, Christenings & Burials from the 1 March to the 31 August 1780	19: Duplicate of the cash account for March 1780 20: Duplicate of the cash account for April 1780 21: Duplicate of the cash account for May 1780 22: Duplicate of the account of the ship *Swallow* 23: Account of the ship *Royal Charlotte* 24: Account of the ship *Hawke* 25: Account of the ship *Ceres* 26: Account of the ship *Ganges* 27: Account of the ship *General Barker* 28: Account of the ship *Earl Talbot* 29: Account of the ship *Norfolk* 30: Account of the ship *Royal Henry* 31: Account of the ship *Alfred* 32: Account of the ship *Morse* 33: Account of the ship *Calcutta* 34: Account of the ship *Worcester* 35: Duplicate of the list of the packet sent by the ship *Swallow* 36: First receipt for the packet sent by the ship *Swallow* 37: First receipt for a small packet of papers sent by the Danish ship *Count Bernstorff* 38: Second receipt for the packet sent by the King's ship *Warwick* 39: Second receipt for a small packet of papers sent by the ship *Glatton* 40: Second receipt for a small packet of papers sent by the ship *Godfrey* 41: Second receipt for a small packet of papers sent by the Swedish ship *Gustavus the Third* 42: Return of the effective strength of the garrison 43: Muster rolls of the garrison 44: List of marriages, births, christenings and burials from 1 March to 31 August 1780
39	28	45 Duplicate List of Marriages, Births Christenings & Burials from the 1 Sept. 1779 to 29 Feby. 1780 46 Do. Indent of Stores wanted for the Service of the Year 1781 47 Do. Do. of Medicines Do. for the Do. Do. 48 Do. List of Stores remaining in the Honble. Companys Ware Houses 30 April 1780 49 Do. Do. of Garrison Stores Do. Do. Do. 50 Do. General return of Ordnance & Ordnance Stores &c. 51 Register of Goods & Merchandize 52 List of Familys taken the 30 Sept. 80 53 Do. of Rents Do. 30 Do. Do. 54 Do. of the Honble. Companys Slaves 30 Do. Do. with their Names ages and Occupations 55 General Books of Accounts 56 Governor & Councils Certificate of Sundry Warlike Stores and Provisions Landed from Ship Royal Charlotte 57 Duplicate Certificate of Sundry Warlike Stores Landed from Ship Princess Royal 58 Do. Do. of Provisions Landed from Ship Princess Royal 59 Do. Do. of Flour Do. from Do. 60 Do. Do. of Do. & Provisions Do. from Snow Betsy 61 Do. Account of Cash pd. the Widows Pensions upon the Military Fund 62 Messrs. Incledon & Colnetts First Note of Hand for £40. - 63 Proceedings of a General Qr. Sessions held the 12 July 1780 64 Do. of a Special meeting of Justices Do. 17 Oct. Do. 65 Do. of Genl. Qr. Sessions held on 4 Do. 66 Duplicate Do. of a Do. Do. Do. 13 June Do. 67 Do. Do. Do. Do. 5 Apl. Do.	The list of the packet continued. 45: Duplicate of the list of marriages, births, christenings and burials from 1 September 1779 to 29 February 1780 46: Duplicate of the indent of stores wanted for 1781 47: Duplicate of the indent of medicines wanted for 1781 48: Duplicate of the list of stores remaining in the Company's warehouses on 30 April 1780 49: Duplicate of the list of garrison stores remaining on 30 April 1780 50: Duplicate of the general return of ordnance and ordnance stores 51: Register of goods and merchandise 52: List of families taken on 30 September 1780 53: List of rents taken on 30 September 1780 54: List of the Company's slaves, with their names, ages and occupations, taken on 30 September 1780 55: General books of account 56: The Governor and Council's certificate of military stores and provisions landed from the ship *Royal Charlotte* 57: Duplicate certificate of military stores landed from the ship *Princess Royal* 58: Duplicate certificate of provisions landed from the ship *Princess Royal* 59: Duplicate certificate of flour landed from the ship *Princess Royal* 60: Duplicate certificate of salt provisions and flour landed from the *Betsy* snow 61: Duplicate account of money paid to widows receiving pensions from the military fund 62: First promissory note of Lieutenants Ingledew and Colnett for £40 0s 0d 63: Proceedings of the general quarter sessions held on 12 July 1780 64: Proceedings of a special meeting of the justices held on 17 October 1780 65: Proceedings of the general quarter sessions held on 4 October 1780

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		68 Courts Martial from the 10 May 79 to the 23 October Do. 69 Genl. Do. held on the 16 and 24 Do. Do. 70 Abstract of the Cargoes of Ships Hawke, Lowe, Ganges, General Barker Earl Talbot, Royal Henry, Norfolk, Alfred, Mars, Calcutta and Worcester -	66: Duplicate of the proceedings of the general quarter sessions held on 13 January 1780 67: Duplicate of the proceedings of the general quarter sessions held on 5 April 1780 68: Courts martial from 10 May 1779 to 23 October 1779 69: General courts martial held on 16 and 24 October 1779 70: Abstract of the cargoes of the ships *Hawke*, *Ceres*, *Ganges*, *General Barker*, *Earl Talbot*, *Royal Henry*, *Norfolk*, *Alfred*, *Morse*, *Calcutta* and *Worcester* **Interpretations** The packet sent the Directors everything they needed to govern the island from London: censuses of families, rents and slaves, the year's courts and courts martial, the store returns and the general books. The Company ran St Helena through paper. Each list let the Court check the Council's figures against the year before, and the duplicates of earlier papers made sure that anything lost on a captured ship could still be checked. Item 62, the officers' promissory note, went home so the Company could recover the £40 0s 0d from them in England.
40	29	71 Abstract of Expence in Erecting Guard rooms & Sheds and placing Artillery for the Defence of Holdfast Tom and Prosperous Bay Valley 72 Do. of Do. Powells Valley 73 An Account of Do. in collecting Materials for the intended Fence in Long Wood 74 Plan of the Battery and Road carrying on at Butter milk Point 75 Plans No. 1 & 2 of a Gaol proposed to be Built, with an Estimate of the same 76 Govr. & Councils Certificate of Capt. Jno. Howard recommended to be put on the Military Fund 77 Do. & Do. Do. of John Jacks and Wm. Cobb Baldwin two discharged Soldiers recommended to be put upon the Military Fund 78 Time of the Arrival of Ships Boats at Banks's 79 Henry Millers First receipt for £7. 7 - Memorandum Govr. & Lieut. Governors Letters to the Honble. Secret Committee ꝺ His Majestys Ship Belleisle & the Honble. Companys Ships Ganges & Hawke To the Honble. &c. Honble. Sirs Our last Address waited on you ꝺ His Majestys Ship Belleisle that sailed from hence the 5th Novr. 1780 in Company with the Asia, Rippon Panther and Hannibal four other of His Majestys Ships and Your Honors Ships Hawke, Lowe, Ganges General **Margin Notes:** Last Advices sent ꝺ his Majys. Ship Belleisle Copys by the Compys. Ships Ganges & Hawke	The list of the packet was completed. 71: Abstract of the cost of building guardrooms and sheds and placing artillery for the defence of Holdfast Tom and the valley at Prosperous Bay 72: Abstract of the cost of the defences in Powell's Valley 73: Account of the cost of collecting materials for the proposed fence at Long Wood 74: Plan of the battery and road being built at Buttermilk Point 75: Plans numbered 1 and 2 of a proposed gaol, with an estimate of the cost 76: The Governor and Council's certificate for Captain John Howard, recommending that he be placed on the military fund 77: The Governor and Council's certificate for John Jacks and William Caleb Baldwin, two discharged soldiers, recommending that they be placed on the military fund 78: Times at which ships' boats arrived at Banks's 79: Henry Miller's first receipt for £7 7s 0d A note added that the Governor and the Lieutenant Governor had sent their letters to the Secret Committee by the King's ship *Belleisle* and by the Company's ships *Ganges* and *Hawke*. The Council wrote again to the Court of Directors. Its last letter had gone by the King's ship *Belleisle*, which sailed from the island on 5 November 1780. She sailed with four other King's ships, the *Asia*, *Ripon*, *Panther* and *Hannibal*, and with the Company's ships *Hawke*, *Ceres*, *Ganges* and the rest of the homeward fleet. **Interpretations** Item 78 sent London a record of the times each ship's boat landed at Banks's. Captains were expected to send a boat ahead to identify their ship before she came within range of the batteries. The record showed the Directors which commanders had followed that rule and how quickly the lookouts had reported each arrival. In wartime a ship that came in without warning could be fired on as an enemy, or an enemy could slip in disguised as a friend. The list let London judge whether the island's arrangements for challenging ships were working.
41	30	General Barker, Earl Talbot, Norfolk, Royal Henry, Alfred, Calcutta and Worcester, Copys whereof were transmitted ꝺ the Ganges and Hawke - And we now take the opportunity of writing your Honors by a Portugueze Ship called the Lady Carmo Capt. Joseph Felix Burthen 500 Tons carrys 24 Guns and 64 Men Laden with Bengal	Copies of that letter had gone by the *Ganges* and the *Hawke*. The Council now took the chance of writing by a Portuguese ship, the *Lady Corma* under Captain Joseph Fells. She was a ship of 500 tons with 24 guns and 64 men, loaded with Bengal and Madras goods and bound for Lisbon. She had arrived on 19

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		and Madrass Goods, bound to Lisbon, which Arrived here the 19 instant from Madras, which Place she left the 23 October last - By the Capt. and Passengers we are informed that Your Honors Ships York and Ponsborne had left that Place three or four Days before them, the former for Bombay and the latter for Bengal and that Sir Edward Hughes with his Squadron had Sailed from Bombay after having Dispatched the Sea Horse with two other Ships of War to Convoy Yr. Ships to China - We are sorry to inform you, by intelligence received from the beforementioned Gentlemen, that Hyder Alli on the 22 July last entered the Carnatic with a very large Army of Cavalry, on Notice of which all the Detachments to the Northward rendered under the Command of Colonel Baily to the amount of 5000 Men to join General Monro with the Main Army at Conjeveram but before this could be effected they were overtaken by Hyder and his Army, and being surrounded by them were totally defeated and cut to Pieces except 47 Officers including Colonel Baily, who were taken Prisoners about the 20 September - That General Monro on Intelligence of Hyder Alli being so near the Detachment **Margin Notes:** Compts. wrote to by a Portuguese Ship bound to Lisbon News by the Portuguese [...] Do. relative to the defeat of Col. Baily by Hyders troops.	January 1781 from Madras, which she left on 23 October 1780. Her captain and passengers reported that the Company's ships *York* and *Ponsborne* had left Madras three or four days before them, the first for Bombay and the second for Bengal. Sir Edward Hughes had sailed from Bombay with his squadron after sending the *Sea Horse* and two other ships of war to escort the Company's ships to China. The Council regretted to pass on grave news from the same gentlemen. On 22 July 1780 Hyder Ali had invaded the Carnatic with a very large army of cavalry. When this became known, all the detachments to the north were ordered to join General Munro and the main army at Conjeveram, under the command of Colonel Baillie, about 5,000 men in all. Before they could do so, Hyder and his army overtook them. Baillie's force was surrounded and utterly defeated, and every man was killed except 47 officers, Baillie among them, who were taken prisoner about 26 September 1780. **Interpretations** The disaster to Colonel Baillie's force was the most serious news from India the Council had sent home in these years. A neutral Portuguese ship carried it, months before any British ship from Madras was expected to call. St Helena's value to the Company lay partly in this. Every vessel coming from the East passed it, and the Council could gather the first reports and send them on by whatever ship sailed next. The Directors might learn of a war in the Carnatic from the island before Madras's own dispatches reached them.
42	31	Detachment Commanded by Colonel Baily, sent Lord McCloud with 400 of his Regiment together with 300 Volunteers under the Command of Colonel Fletcher to his Assistance, but that they also were surrounded by Hyder Alli and entirely destroyed - That when the news of the above Defeat reached General Monro he retired to the Mount, leaving his Camp and Artillery behind, the remainder of his Army said to consist only of 8000 - That the Town of Madras was in the greatest Consternation on the near approach of Hyder with whose Army our Troops had daily Skirmishes - We are also told that the Command of the Army was taken from General Monro and given to Colonel Stewart and also that from these several disasters intelligence was immediately sent to Bengal and Sir Eyre Coote expected with a Reinforcement, but not yet Arrived - On the 18 October His Majestys Sloop the Nymph was dispatched to Europe with the foregoing intelligence, and further that the conveyance by the Way of Suez was stoped, supposed to be done thro' the machination of French influence - Before closing this Letter Arrived your Ship Princess Royal Capt. Ker Commander from Bencoolen last from the Cape which Place she left the 9th instant - The Nymph Sloop, mentioned above, dispatched for Europe, we find to be a mistake as she was at the Cape and Sailed from thence with the Prs. Royal in order to return to India, the Intelligence respecting the Situation of Affairs at Madrass are confirmed **Margin Notes:** Army taken from Genl. Monro & given to Col. Stewart Sir Eyre Coote expected from Bengal above News by the Nymph and that the way of Suez were Stoped Company acqtd. with the Arrival of the Prs. Royal Intelligence respecting the Nymph not true, but that all the Affairs at Madrass confirmed.	General Munro learned that Hyder was close to Baillie's detachment and sent Lord Macleod to help, with 400 men of his regiment and 300 volunteers under Colonel Fletcher. They too were surrounded by Hyder Ali and wiped out. When news of the defeat reached Munro, he fell back to the Mount, abandoning his camp and artillery, and his remaining army was said to number only 8,000. Madras was in great alarm at Hyder's approach, and the British troops fought skirmishes with his army every day. The Council was also told that the command of the army had been taken from General Munro and given to Colonel Stuart. News of these disasters was sent at once to Bengal, and Sir Eyre Coote was expected with reinforcements but had not yet arrived. On 12 October 1780 the King's sloop *Nymph* was sent to Europe with this news. The report added that the overland route by way of Suez had been closed, believed to be through French influence. Before the Council finished this letter, the Company's ship *Princess Royal*, under Captain Ker, arrived from Bencoolen, last from the Cape, which she left on 9 January 1781. The Council found that the report of the *Nymph* being sent to Europe was mistaken. She had been at the Cape and had sailed from there with the *Princess Royal* to return to India. The news of the situation at Madras, however, was confirmed. **Interpretations** The quickest way to send news from India to London was overland, by sea to Suez, across Egypt to the Mediterranean and on through Europe. With that route reported closed by French influence, every letter from India had to go the long way round the Cape, and St Helena became the main stopping point for news as well as ships. The Council's report of the Madras disaster, sent by the first neutral ship available, might well be among the earliest accounts to reach the Directors. The Council corrected the story about the *Nymph* within the same letter, as soon as the *Princess Royal* brought better information. It sent rumours as rumours and confirmed facts when it could, so that

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			London knew how much weight to put on each piece of news.
43	32	by her and it is further Reported at the Cape that, the French Fleet had Sailed from the Mauritius for the Malabar Coast - We are Honble. Sirs St. Helena Your most Obedt. and 25 January 1781 most humble Servants Signed Jno. Skottowe Danl. Corneille Matt. Bazett Wm. Wrangham Henry Bazett To Sir John Hort Bart. His Majestys Consul General at Lisbon - Sir The arrival of a Portugueze Ship from India bound to Lisbon allows me the opportunity of Addressing You in order to request your favor in forwarding the enclosed Letter to the Honble. the Court of Directors for the Affairs of the East India Company, by the first dispatch to Great Britain, I have the honor to be Sir Your most Obedient and most humble Servant St. Helena (Signed) 25 January 1781 Jno. Skottowe Governor **Margin Notes:** A Report at the Cape that the French Fleet Sailed for the Malabar Coast from the Mauritius Governors Letter to his Majestys Consul Genl. at Lisbon	The news about Madras was confirmed by the *Princess Royal*. It was also reported at the Cape that the French fleet had sailed from Mauritius for the Malabar coast. Governor Skottowe, Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 25 January 1781. Governor Skottowe also wrote to Sir John Hort, Baronet, the King's consul general at Lisbon. A Portuguese ship from India bound for Lisbon had arrived at the island, and the Governor took the chance to ask Hort to forward the enclosed letter to the Court of Directors of the East India Company by the first ship leaving for Great Britain. Skottowe signed the letter at St Helena on 25 January 1781. **Interpretations** A letter sent by a neutral Portuguese ship would land in Lisbon, not London, and could lie there indefinitely unless someone sent it on. The Governor addressed it under cover to the British consul general, whose duty included forwarding official mail to Britain. Lisbon had regular sailings to England, and Portugal was Britain's oldest ally. Routing the Council's dispatches through the consul turned a foreign merchant ship into a reliable link in the Company's post, at a time when the French controlled the waters off the Cape and the overland route through Suez was closed.
44	33	To the Honble. &c. Honble. Sirs Our last Address waited on you by a Portugueze Vessel called the Lady Carmo dated the 25 January 1781 which informed you of the Arrival of your Ship Princess Royal from Bencoolen & last from the Cape - This day Arrived a Dutch Ship which put in here to Repair some damage received since leaving the Cape, three others which left that Place at same time proceed immediately for Holland, by which opportunity We have procured a Passage for Capt. Fraser who Arrived here in the Betsy Snow from the Cape who acquaints Us he has Dispatches of importance for your Honors and takes Charge of this Letter - By these Ships we are informed there has been no English Ships lately at the Cape and no Foreign Ship there except two French Snows from the Mauritius for Provisions We are Honble. Sirs St. Helena [1] March 1781 Your most Obedt. and most humble Servants Signed Jno. Skottowe Matt. Bazett Henry Bazett **Margin Notes:** Compy. informed of the Advices by the Portuguese and the Arrival of the Prs. Royal concerning a Dutch Ship that put in here for repairs & 3 others passed by. No Ships lately at the Cape except 2 French Snows for Provisions	The Council wrote again to the Court of Directors. Its last letter, dated 25 January 1781, had gone by the Portuguese ship *Lady Corma* and reported the arrival of the *Princess Royal* from Bencoolen, last from the Cape. That day a Dutch ship had put in to repair damage suffered since leaving the Cape. Three other Dutch ships that left the Cape with her had sailed straight on for Holland. The Council took the chance to obtain a passage in her for Captain Fraser, who had come from the Cape in the *Betsy* snow. Fraser said he carried dispatches of importance for the Court, and he took charge of this letter. The Dutch ships reported that no English ships had called at the Cape recently. The only foreign ships there were two French snows from Mauritius, sent to buy provisions. Governor Skottowe, Matthew Bazett and Henry Bazett signed the letter at St Helena on 10 March 1781. **Interpretations** The Council could have entrusted the letter to the Dutch captain, as it had trusted Danish, Swedish and Portuguese ships before. It sent it instead in the care of Captain Fraser, a British passenger who was carrying important dispatches to London himself. Relations with the Dutch were growing tense, and a letter handed to a Dutch master might never be delivered. A British courier aboard kept the Company's papers in British hands throughout the voyage, whatever happened to the ship. French snows from Mauritius were buying provisions at the Cape at the same time as the *Betsy* had returned from there with no salt meat. The Dutch colony was feeding the enemy's base in the Indian Ocean while St Helena struggled to buy enough for its own garrison. This helps explain why the Council soon sent the *Betsy* back with coin rather than bills, to compete for what the Cape would sell.

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45	34	To the Honble. &ca. Honble. Sirs By Capt. Fraser who came here from the Cape of Good Hope upon the Betsy Snow and took Passage for England upon a Dutch Ship bound to Holland we charged him with a Letter to yr. Honors dated the 1 instant informing you of the Arrival of Ship Princess Royal from Bencoolen and now embrace the opportunity by Mr. Matthew Cunningham late Chief Officer of Ship Stafford who proceeds to England upon a Dutch Ship called the North Beck Captn. Bruynes burthen 390 Tons carrys 6 Guns and 22 Men laden with Wheat bound to Amsterdam, which put in here to repair a Leak, of acquainting you of the safe Arrival of yr. Ships Dk. of Grafton and Fox on the 13 instant and the Walpole and Prince William the 15 all from Bengal which Ships left the Pilots the 18 December last and Dutchess of Portland Capt. Barton bound to Bombay in a Leaky condition - On the 26 instant Arrived two Whaling Vessels from the Coast of Brazil called the Sandwich and Rockingham fitted out from London burthen 210 Tons manned with 16 Men and carrys 4 Guns, Masters whereof Francis Macy and Willm. Goldsmith coming on Shore acquainted Us that their motive for putting in here was to get Water and Provisions and to take the advantage of a Convoy from this Island to England - We are Honble. Sirs St. Helena Yr. most Obedt. and humble 30 March 1781 Servants Willm. Wrangham Signed Jno. Skottowe Henry Bazett Danl. Corneille Matt. Bazett **Margin Notes:** Compy. wrote last to Capt. Fraser by a Dutch Ship informing them of the Arrl. of the Prs. Royal Intelligence by a Dutch Ship the North Beck acquainted the Compy. with Arrival of two Whaling Ships -	The Council wrote again to the Court of Directors. Its last letter, dated 11 March 1781, had been carried by Captain Fraser, who came from the Cape in the *Betsy* snow and took passage for England in a Dutch ship bound for Holland. That letter reported the arrival of the *Princess Royal* from Bencoolen. The Council now took the chance of writing by Matthew Cunningham, formerly chief officer of the *Stafford*, who was going to England in the Dutch ship *Noordbeek* under Captain [...]. She was a ship of 320 tons with 6 guns and 22 men, loaded with wheat for Amsterdam, and had put in to repair a leak. The Council reported that the Company's ships *Duke of Grafton* and *Fox* had arrived on 12 March 1781, and the *Walpole* and *True Briton* on 15 March, all from Bengal. They had parted from the pilot on 18 December 1780, and [...] was left in a leaky condition. On 26 March two whaling vessels, the *Sandwich* and the *Rockingham*, had arrived from the coast of Brazil. They had been fitted out in London, were of 210 tons each, and carried 16 men and 4 guns. Their masters, Francis Macey and William Goldsmith, came ashore and explained that they had put in for water and provisions and to sail to England under convoy from the island. Governor Skottowe, Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 30 March 1781. **Interpretations** The Council again chose a British officer to carry its letter in a foreign ship. Matthew Cunningham had survived the loss of the *Stafford* in the Bengal river in September 1779 and was making his way home. As her former chief officer he could also give the Directors a first-hand account of how the ship and her treasure were lost. The Council sent its dispatches with a man whose own report London would want to hear. The two whalers were small ships with only 16 men and 4 guns each, easy prey for any privateer. Rather than risk the Atlantic alone, their masters chose to wait at St Helena for the next convoy. The island had become a gathering point where any British vessel could find protection for the passage home.
46	35	To the Honble. &ca. Honble. Sirs Par. 1 Since our advices to you by His Majestys Ship Belleisle We have had the Honor of Addressing you under dates of the 25 January and 1 and 30 March last, Duplicates of which We herewith Enclose you. 2 Your Honors will please to observe by Our Consultation of the 6 November last that the Hind Cutter Captain Richard Bendy was Dispatched twelve hours after the Fleet which sailed from hence the 5 instant, with a Letter to Commodore Barker who promised the Governor he would Deliver all such Men who had Deserted the Garrison in that Fleet being 18 as mentioned in a Minute from the Governor Entered in the above Consultation, which Vessel returned on the 18 of the same Month and only brought back Robert Catchpole Matross from Ship Earl of Talbot together with five Seamen belonging to the Betsy Snow from the Convoy, and six Slaves belonging to the Inhabitants. The particulars relative to Captain Bendys report are entered upon Consultation the 18 November 80 to which We	1: Since its letter by the King's ship *Belleisle*, the Council had written to the Court on 25 January and 30 March 1781. Duplicates of both were enclosed. 2: The consultation of 6 November 1780 recorded that the *Hind* cutter, under Captain Richard Bendy, had been sent after the fleet twelve hours after it sailed on 5 November. She carried a letter to Commodore Barber, who had promised the Governor to hand over every man who had deserted the garrison in that fleet. There were 18 of them, as listed in the Governor's minute entered in that consultation. The cutter came back on 10 November. She brought back Robert Catchpole, a matross, from the *Earl Talbot*, five seamen of the *Betsy* snow from the *Worcester*, and six slaves belonging to inhabitants of the island. Captain Bendy's report was entered in the consultation of 20 November 1780. 3: The following ships had arrived at the island since the Council's letter of 30 March 1781. The *Duke of Kingston* arrived from Madras on 21 April 1781. The *Halsewell*, *Sandwich*, *Earl of Oxford*, *Granby* and *Britannia* arrived from China on 16 May 1781. The *Stormont*, *Lascelles*, *London*, *Bessborough*, *Bridgewater*, *Atlas* and *York* arrived from China on 25 June 1781. **Interpretations** The Council reported the *Hind*'s chase in full, including how little it achieved. Commodore Barber had promised to return all 18 deserters, yet only one soldier came back. The account let the Directors see that the Navy had not kept its word, and that the loss of the men lay with the convoy rather than with the

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		beg leave to refer you - 3 The undermentioned Ships have arrived at this place since our address to you of the 30 March last - Duke of Kingston 21 April 1781 From Madrass Haslewell Sandwich Earl of Oxford Granby Britannia 18 May do. do. China Stormont Lascelles London Besborough Bridgewater Mars York 25 June do. do. do. **Margin Notes:** Compy. acquainted with the dispatch of the Hind Cutter after the Fleet that Sailed the 4th instant & Captn. Bendys Report on his Return relative to Deserters Ships arrived since the last Address	island's watch. Six inhabitants' slaves were also brought back, having slipped aboard the ships themselves, so the departing fleet had threatened the planters' property as well as the garrison. Twelve Company ships arrived from China and Madras between April and June 1781, the first large fleet since the *Gatton* was reported taken. The island's store of salt meat had fallen to twelve weeks in February. These homeward ships brought the chance to buy provisions, refill the warehouse and sell bills on London to rebuild the treasury.
47	36	Hastings 27 June 1781 From England last St. Jago His Majestys Sloop Shark 4 July do. - do. Rio Janeiro His Majestys Ship Renown 11 do. do. do. Bay of All Saints 4 By the Hastings We received your Honors Letters to Us dated the 5 July 1780 and 31 January last together with the several Papers mentioned in the List of the Packet. The Governor and Lieut. Governor likewise received by that Conveyance a Letter from the Honble. Secret Committee 5 We are pleased you approve of our Conduct respecting the Fishing Vessels that have touched here for Convoy and your Directions relative to any of them that shall call here in future shall be complied with - 6 As the Planters in general suffered greatly in their Stock from the late severe Drought We have agreeable to your Permission acquainted them, their Rents for one Year will be remitted, for which favour they return your Honors thanks - 7 Mr. Jonathan Doveton being returned to the Island We have agreeable to your Orders directed him to take Charge of your Stores - 8 It is with the greatest Concern We observe by the Postscript annexed to your General Letter of the 5 July 1780 that five of your Honors Ships were Captured by the Combined Fleet of the Enemy, and in obedience to your Commands The Governor and Lieut. Governor have given the several Commanders the necessary caution respecting Signals as mentioned in the said Postscript - 9 We sincerely hope the Ships you have been pleased to take into your Service for carrying on your Commerce the present Year **Margin Notes:** Acknowledged the Receipt of the Comps. Letters by the Hastings The Compy. pleased with the approval of the conduct relative to Whalers Rents Remitted agreeable to the Companys Orders	The *Hastings* arrived from England on 27 June 1781, last from St Jago. The King's sloop *Shark* arrived from Rio de Janeiro on 4 July 1781. The King's ship *Renown* arrived from the Bay of All Saints on 11 July 1781. 4: By the *Hastings* the Council received the Court's letters of 5 July 1780 and 31 January 1781, with the papers named in the list of the packet. The Governor and the Lieutenant Governor also received a letter from the Secret Committee by the same ship. 5: The Council was glad that the Court approved of its handling of the whaling vessels that had called for a convoy. It would follow the Court's directions for any that called in future. 6: The planters had suffered heavy losses of stock in the recent severe drought. With the Court's permission, the Council had told them that their rents for one year would be remitted, and they sent the Court their thanks for this favour. 7: Jonathan Doveton had returned to the island, and in accordance with the Court's orders the Council had directed him to take charge of the stores. 8: The Council was very concerned to read, in the postscript to the Court's general letter of 5 July 1780, that five of the Company's ships had been captured by the combined fleet of the enemy. As the Court had ordered, the Governor and the Lieutenant Governor had given the commanders the necessary warning about signals described in that postscript. 9: The Council sincerely hoped that the ships the Court had taken into its service for that year's trade would return safely. **Interpretations** The Directors remitted a year's rent for every planter, a direct response to the Council's reports of 1780 on cattle dying and yams failing. The island's land revenue came to about £640 0s 0d a year, small beside the cost of the garrison. The Company gave it up to keep the planters on the land, since without them there would be no beef for the fleets. It was an exceptional relief, not a reduction, so the rents could be charged again once the herds recovered. Jonathan Doveton's return took the stores away from John Goodwin, who had run them since October 1779. In April 1781 the Council had granted Goodwin a share of the Society's arrack profits only until Doveton came back to the Company's service. That condition now ended Goodwin's share as well as his office. The warning about signals followed the capture of five Company ships by the combined French and

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		Mr. Doveton fixed to his Station Comps. Concern at the Capture of 5 of the Co. Ships & orders from the Govr. & Lt. Govr. to caution the Comrs. respecting Signals Success wished the Return of Ships	Spanish fleet. Their private signals would have been taken with them. An enemy holding the Company's recognition codes could approach the island or a convoy flying the right flags. The commanders had to be told to treat any ship giving the old signals with suspicion until new ones were in use.
48	37	Year, will return to you in safety and with the desired success - 10 Your Honors will please to observe by Our Consultations of the 12 Instant We Dispatched your Ship Hastings, She proceeded on her Voyage on the 29 Instant accordingly 11 We have Directed the Store Keeper to report to Us the Condition of the Provisions you have been pleased to Consign by the Ship Hastings and you may be assured We shall particularly inform you of the Comparative goodness thereof when We experience it - 12 We have likewise Directed the Store Keeper to have the Ironmongery examined that We may advise you which of the Persons We think have the preference, who supplied those Articles - 13 By this Conveyance We transmit you Certificates of Warlike Stores &c. received by the Hastings, together with the Duplicates of those transmitted in the Packet ƀ His Majestys Ship Belleisle - 14 Finding it necessary to make some alteration in our China Indent, We have agreeable to your Directions informed the President and other Supra Cargoes thereof by our Letter of 12 Instant, to which We beg leave to refer your Honors - 15 His Majestys Royal Manifesto dated the 20 December 1780 respecting the States General of the United Provinces We have received in the Hastings Packet, upon which the same was read at the Head of the Troops and made Public throughout the Island, And your Honors may depend upon our punctual Obedience to all such Orders and instructions as shall be communicated to Us by your Chairman and Deputy Chairman on this important occasion, and our utmost endeavours shall be used to render every Design the Enemy may form against your possessions and property ineffectual - **Margin Notes:** Ship Hastings dispatched according to Order. Directions to the Store Keeper to report the condition of the Provisions Do. Ironmongery Certificates of Warlike Stores transmitted Alteration of the China Indent - His Majestys Manifesto respecting the [...] Communicated [...] &c.	9 (continued): The Council hoped those ships would return to the Court safely and with the success it wished. 10: The consultation of 12 July 1781 recorded that the Council had dispatched the Company's ship *Hastings*, and she sailed on her voyage on 29 July accordingly. 11: The Council had told the storekeeper to report on the condition of the provisions the Court had sent by the *Hastings*. Once they had been used, the Council would report in detail on their quality compared with earlier supplies. 12: The Council had also told the storekeeper to have the ironware examined, so that it could advise the Court which suppliers deserved to be preferred. 13: The Council sent with this letter the certificates for the military stores received by the *Hastings*. It also enclosed duplicates of the certificates sent in the packet by the King's ship *Belleisle*. 14: The Council had found it necessary to make some changes to its order of goods from China. As the Court had directed, it had told the President and Supercargoes at Canton in its letter of 12 July 1781. 15: The Council had received in the *Hastings*'s packet the King's manifesto of 20 December 1780 concerning the States General of the United Provinces. It had been read at the head of the troops and made public throughout the island. The Court could rely on the Council to follow promptly every order and instruction sent by the Chairman and Deputy Chairman on this important occasion. The Council would do everything in its power to defeat any plan the enemy might form against the Company's possessions. **Interpretations** The King's manifesto against the States General was Britain's declaration of war on the Dutch Republic. It was issued in December 1780, but news of it reached St Helena only at the end of June 1781. For six months the Council had treated Dutch ships as neutrals. It let the *Noordbeek* anchor and repair a leak in March 1781 and twice sent its letters home in Dutch ships, with British couriers aboard. The Cape, where the *Betsy* had just been sent with coin to buy salt meat, was in fact enemy territory. The six-month gap between a declaration in London and its arrival on the island shows how far the Council governed in ignorance of the war it was meant to be fighting. Reading the manifesto at the head of the troops was more than a formality. It told every soldier who the enemy now was, so that the batteries would treat Dutch ships as hostile from that day. With the Cape only a few days' sail away and Dutch squadrons passing in numbers, the island's nearest foreign neighbour had become its most likely attacker.
49	38	16 We have received by the Hastings only 22 Recruits out of the number specified in the List by that Ship, who appear in General to be good Men and request your Honors will be pleased	16: The *Hastings* had brought only 22 recruits, fewer than the number given in her list. They seemed on the whole to be good men. The Council asked the Court to send 80 the following season to bring the garrison up to strength.

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		to send Us the next Season 80 to Compleat our Garrison 17 Your Honors General Books of Accounts, Balanced to the 30 September last, We herewith transmit you - 18 John Brown Seaman who was left here Sick in the Hospital out of the Ship Ganges, has been subsisted at your Honors Expence to the amount of £9. 10 - James Kidd another Seaman who deserted from said Ship has likewise been subsisted 93 Days at 6 ℔ Day amounting to £2. 6. 6 which We mention that the same may be repaid you by the Owners of that Ship - 19 The Passengers on board these Ships are Mr. and Mrs. Martin Mr. Ireland and Captain Bentis upon the Walpole. Major Osborne and Morris, Messrs. Marriot, Brown, Knight and Mrs. Walton, on the Prince William, Mr. Brofford and Family Mr. Holloway and Mr. Smithson on the Princess Royal. Philip Francis Esqr. Messrs. Tilghman, Harwood and Lacham and Family and Mrs. Evans on the Fox. Mr. Walter Page and Mrs. Willes on the Duke of Grafton. John Whitehall Esqr. Mr. Bird, Captain Woodhouse Mrs. Taswell and Mrs. Oblyne on the Duke of Kingston. Lieut. Urquart and Mr. Watson on the Halswell. Captain Barclay and Family, Mr. Dinely and Lieut. Ogilvie on the Earl of Oxford. Messrs. Deane - Hamilton and Lytrell on the Earl of Sandwich. Mrs. Willson on the York, Messrs. Baker, Low and Stanhope on the Besborough. Matthew Raper Esqr. on the Lascelles, Thomas Fitzhugh and Thomas Bevan on board the Stormont - 20 Captain Rogers informs Us he has no Bill of Lading of the Ship Stormont - **Margin Notes:** Recruits recd. by the Hastings & 80 sent for - Genl. Books sent Company acquainted with the Expence of John Brown & James Kidd Seamen Passengers Home &c. no Bill of Lading of the Stormont	17: The Council sent with this letter the Company's general books of account, balanced to 30 September 1780. 18: John Brown, a seaman left sick in the hospital by the *Ganges*, had been kept at the Company's expense at a cost of £9 10s 0d. James Tod, another seaman who had deserted from the same ship, had been kept for 93 days at 6d a day, a total of £2 6s 6d. The Council mentioned these sums so that the ship's owners could repay them. 19: The passengers in the ships were as follows. In the *Walpole* were Mr and Mrs Martin, Mr Ireland and Captain Bontes. In the *True Briton* were Major Osborne, Mr Morris, Mr Marriot, Mr Brown, Mr Knight and Mrs Walton. In the *Princess Royal* were Mr Broff and his family, Mr Holloway and Mr Smithson. In the *Fox* were Philip Francis, Mr Tilghman, Mr Harwood, Mr Lockam and his family, and Mrs Evans. In the *Duke of Grafton* were Mr Walter Page and Mr Willes. In the *Duke of Kingston* were John Whitehall, Mr Bird, Captain Woodhouse, Mrs [...] and Mr [...]. In the *Halsewell* were Lieutenant Urquhart and Mr Watson. In the *Earl of Oxford* were Captain Barclay and his family, Mr [...] and Lieutenant Ogilvie. In the *Sandwich* were Mr [...], Mr Hamilton and Mr Lytrell. In the *York* was Mrs Willson. In the *Bessborough* were Mr Baker, Mr [...] and Mr Stanhope. In the *Lascelles* was Matthew Raper. In the *Stormont* were Thomas Fitzhugh and Thomas Bevan. 20: Captain Rogers reported that he had no bill of lading for the *Stormont*. **Interpretations** Thomas Fitzhugh, Thomas Bevan and Matthew Raper had signed every invoice the Select Committee at Canton sent to the island in 1780. All three were now passengers on the way home. The whole committee that had managed the Company's China trade, and supplied the island's tea, sugar and china, was leaving Canton at once. The island's next orders from China would go to men it had never dealt with. The Council again charged the cost of keeping stranded seamen to the owners of their ships. A deserter from the *Ganges* cost the Company 6d a day as much as a sick man did, since he still had to be fed once he was found. Recording each case by name and amount meant none of these small debts would be forgotten when the owners settled with the Company in London.
50	39	21 We are sorry to inform your Honors that the Hind Cutter which was dispatched to Rio Janeiro on the 29th November last for a thorough Repair and the Betsy Snow to the Cape of Good Hope 27 February for Provisions are neither of them returned, from which We apprehend they are either taken or lost - 22 You will receive in this Packet an account of the Expence of Long Wood Fence since the 6 November last, together with the length of Wall now Compleated - 23 The Garden Seeds We have received for several Years past have proved very bad, and those ℔ Hastings are entirely perished, owing as We apprehend to their not being kept in a proper place on board Ship - 24 We have given Captain George Hutchenson an Order to receive on board the Honble. Companys Ship Britannia 16	21: The Council regretted to report that neither the *Hind* cutter nor the *Betsy* snow had come back. The *Hind* had been sent to Rio de Janeiro on 29 November 1780 for a thorough refit, and the *Betsy* to the Cape of Good Hope on 27 February 1781 for provisions. The Council feared both had been taken or lost. 22: The packet contained an account of the cost of the Long Wood fence since 6 November 1780, together with the length of wall now finished. 23: The garden seeds the island had received for several years past had proved very poor. Those sent by the *Hastings* had all died, the Council believed because they had not been stored in a suitable place on board. 24: The Council had ordered Captain George Hutchenson to take 16 invalid soldiers on board the Company's ship *Britannia*. Their infirmities, age and long service made them, in the Council's view, proper men to be placed on the military fund, and their certificates were sent in the packet. William Stapleford, corporal John Holt, matross Joseph Fellows, matross Jacob Britt, private Peter McCardell, private

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		Invalid Soldiers Vizt. William Stapleford Corporal John Holt and Joseph Fellows Matrosses Jacob Bull, Peter McCardell, Richd. Richardson, Owen Murphy, Robt. Green John Hyde, Willm. West, John Jones, William Pitt John Goodsole, George Buckland, James Collins and John Akerman, Privates Whom from their Different Infirmities, Age and long Services We recommend as proper Objects to be put upon the Military Fund, the Certificates to entitle them thereto are transmitted in the Packet - 25 From the long Detention of the Ships here, and they being in great Distress for Salt Provisions, We were obliged to Kill for them all the Cattle which was returned for Slaughter this Season amounting to 107. And the latter Ships being in great want of refreshment, We were under the unavoidable Necessity of calling upon the Planters for a farther assistance although We were certain it must fall on their Breeding Stock, and have in consequence advanced the price of Beef a penny ℔ pound, which We doubt not will meet with your approbation - **Margin Notes:** Relative to the Hind Cutter and Betsy Snow not returned - Acct. of the Lg. Wood Fence &c. &c. Relative to Garden Seeds - Order to Captn. Hutchenson to take 16 Invalids recommd. From the long detention of yr. Ships a farther supply of Cattle called for & a penny ℔ lb. for Beef advanced	Richard Richardson, private Owen Murphy, private Robert Green, private John Hyde, private William West, private John Jones, private William Pitt, private John Goodsole, private George Buckland, private James Collins, private John Akerman, private 25: The ships had been kept at the island a long time and were in great need of salt provisions. The Council had therefore been obliged to kill for them all 107 cattle returned for slaughter that season. The later ships badly needed fresh food, and the Council had no choice but to ask the planters for more. It knew this must come from their breeding stock. It had therefore raised the price of beef by a penny a pound, and trusted the Court would approve. **Interpretations** The *Betsy* had sailed for the Cape on 27 February 1781 carrying 6,000 rupees in coin. The Council did not then know that Britain had declared war on the Dutch Republic in December 1780, so she sailed into an enemy port. A British vessel arriving at the Cape after news of the war reached there could expect to be seized with her money. The *Hind*, refitting at neutral Rio, was at less risk, but she too was long overdue. The island may have lost both its seagoing vessels in the same season, along with the coin meant to feed it. The fleets of 1781 consumed every head of cattle the planters had returned for slaughter, and more had to be taken from breeding stock. Killing cows and young stock to feed passing ships threatened the island's ability to supply the next year's fleets. Raising the price of beef was the Council's way of compensating the planters for that loss, so they would keep raising cattle rather than give up after two years of drought and a season of forced sales.
51	40	approbation. From the above circumstances and the few Cattle We have now remaining We are certain that the Returns for Slaughter the next Year will be very small, Consequently prevent Us from giving that supply to the Ships of next Season We could wish, therefore request your Honors will be pleased to Comply with Our Indents for Provision, more especially as We have been under the absolute necessity of supplying the Ships of this Fleet with a considerable part of what We have received ℔ Ship Hastings. We have further to observe that we were in great distress from the want of Provisions before the Arrival of the Store Ship, as will appear by Our Consultation of the 2 last Month to which we beg leave to refer you 26 We transmit your Honors by this opportunity List of Stores remaining in the Honble. Companys Ware Houses the 30 April last, Also an Indent of Stores wanted for the Service of the Year 1782 - 27 The Governor requests your Honors permission to Resign the Companys Service next Year, as his Family have taken their Passage on Board the Bridgewater for England, and further begs leave to mention that his Services have	The Council went on to explain that, with so few cattle left, the planters' returns for slaughter the next year would be very small. It would then be unable to supply the next season's ships as it wished. It therefore asked the Court to send in full the provisions in its indents, all the more because it had been forced to supply the present fleet with a large part of what the *Hastings* had brought. The island had already been in great distress for want of provisions before the store ship arrived, as the consultation of 2 June 1781 showed. 26: The Council sent with this letter a list of the stores remaining in the Company's warehouses on 30 April 1781, and an indent of stores needed for 1782. 27: The Governor asked the Court's permission to resign from the Company's service the following year. His family had taken passage for England in the *Bridgewater*. He also pointed out that he had served on the island longer than any of his predecessors. 28: The consultation of 2 July 1781 recorded a letter from John Doveton, a factor and clerk of the peace. He explained that the state of his affairs made it essential for him to go to England in person to settle them. The Council had therefore accepted his resignation, and he was taking passage for England in the *Halsewell*. Throughout his time in the Company's service, in several departments, this young man's ability, hard work and conduct had always earned the Council's highest regard and approval. **Interpretations** The *Hastings* had at last brought the island's store ship supplies, yet the Council had to hand a large part of them straight to the homeward fleet. The island's

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		been of a longer continuance than any of his Predecessors on this Island - 28 Upon our Consultation of the 2 Instant is entered an Address from Mr. John Doveton, Factor and Clerk of the Peace (to which We beg leave to refer you) wherein he sets forth that from the particular situation of his Affairs his personal appearance in England is absolutely required to settle the same, We have therefore accepted of his resignation he accordingly takes his Passage for England upon the Ship Halswell. As this Young Gentlemans, Capacity Assiduity and Conduct during the time he has been Employed in your Honors Service in various Departments, has ever merited our highest Esteem and approbation, and worthy **Margin Notes:** Company requested to comply with the Provision Indents the Ships of this Fleet being supplied with great Part of that recd. ℔ Hastings List of Remains and Indent of Stores sent by this Conveyance Mr. Skottowe requests the Compys. permission to resign next year Mr. John Doveton permitted to go to England the Govr. & Council recommend his Return	own needs and the ships' needs drew on the same warehouse. Every cask given to a passing Indiaman was one less for the garrison. The Council warned London that with the cattle gone, it would depend even more on imported provisions in 1782, and asked for the indents to be sent in full so that the supplying of fleets did not leave the island itself hungry. Governor Skottowe sent his family home first and asked to follow a year later. Leave to resign had to come from the Directors, and a successor had to be appointed and sent out before he could go. Giving a year's notice allowed time for both. His claim to the longest service of any governor on the island was meant to support his request and his standing with the Directors when he returned.
52	41	worthy every attention. We earnestly request you will be pleased to permit him to return to his Employments in your Service, as soon as his business is settled - 29 Captain Nutt informs Us he left Madrass the 15 January last, that the Ships Prince and Resolution had Sailed from Madrass for Bombay, the Neptune, Rochford, Belmont, Earl of Dartmouth, and Grosvenor, Arrived at Madrass from Europe in January 81. And that the Royal Admiral parted Company with them off Johanna very leaky, and was Destined for Bombay. The Ships Granby, Halswell, Earl of Oxford, Sandwich and Britannia left China the 1 January 81 And the Stormont, Lascelles, Besborough, York, Bridgewater, Atlas and London the 2 February last, and spoke with the Glatton and Pigot from Europe, the 5 of the same Month, saw four French Ships about 14 Degrees to the Eastward, which the Ships Chased them from 9 OClock A.M. to 3 P.M. when your Ships forming the Line The French wore and stood to the Eastward, they also saw a Dutch Ship at same time - 30 We have Granted the following Bills of Exchange Vizt. One Set to John Skottowe Esqr. Governor for £600 - payable to Nicholas Skottowe Esqr. One to Major Daniel Corneille for £460 payable to John Calland Esqr. Two to Matthew Bazett Esqr. One for £200 payable to Matthew Purling and Gabriel Harper Esqr. the other for £150 5 - payable to Matthew Purling Esqr. - Two to William Wrangham Esqr. One for £600 - payable to Captain	28 (continued): Doveton deserved every consideration, and the Council earnestly asked the Court to allow him to return to his posts in the Company's service as soon as his affairs were settled. 29: Captain Nutt reported that he had left Madras on 15 January 1781. The ships *Prince* and *Resolution* had sailed from Madras for Bombay. The *Neptune*, *Rochford*, *Belmont*, *Earl of Dartmouth* and *Grosvenor* had reached Madras from Europe in January 1781. The *Royal Admiral* had parted company with them off Johanna, very leaky, and was bound for Bombay. The *Granby*, *Halsewell*, *Earl of Oxford*, *Sandwich* and *Britannia* had left China on 7 January 1781. The *Stormont*, *Lascelles*, *Bessborough*, *York*, *Bridgewater*, *Atlas* and *London* left on 2 February. On 5 February they spoke the *Glatton* and the *Pigot*, coming from Europe. Some time later they sighted four French ships about 14 degrees to the east. The French chased them from nine in the morning until three in the afternoon. When the Company's ships formed a line of battle, the French turned away and stood off to the east. A Dutch ship was sighted at the same time. 30: On 28 July 1781 the Council granted the following sets of bills of exchange. John Skottowe, Governor, £600 0s 0d, payable to Nicholas Skottowe Major Daniel Corneille, £460 0s 0d, payable to John Holland Matthew Bazett, £200 0s 0d, payable to Matthew Pooling and Gabriel Harper Matthew Bazett, £150 5s 0d, payable to Matthew Pooling William Wrangham, £600 0s 0d, payable to Captain Richard Pierce William Wrangham, £200 0s 0d, payable to Matthew Pooling Major Henry Bazett, £1,000 0s 0d, payable to Matthew Pooling and Gabriel Harper John Doveton, £500 0s 0d, payable to himself Archibald Anderson, £150 0s 0d, payable to himself Richard Mason, £300 0s 0d, payable to himself George Simpson, £200 0s 0d, payable to himself David Kay, £120 0s 0d, payable to Messrs Abel and [...]

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		Richard Pearce, the other for £200 - payable to Matthew Purling Esqr. One to Major Henry Bazett for £1000 - payable to Matthew Purling and Gabriel Harper Esqr. One to Mr. John Doveton for £300 payable to himself. One to Mr. Archibald Anderson for £150 - payable to himself. One to Mr. Richard Mason for £300 payable to himself. One to Mr. George Simpson for £200 payable to himself. One to Mr. David Hay for £120 payable to Messrs. Abel and **Margin Notes:** Intelligence respecting the Compys. Ships &c. &c. Bills granted to 28 instant	**Interpretations** The China ships escaped the French by forming a line of battle, as warships would. Large Indiamen carried thirty guns or more and could be mistaken for ships of war at a distance. Four French ships hunting merchantmen would not risk a fight with what looked like a squadron in close order. The Company's ships survived by appearing stronger than they were, a tactic that worked only because they kept together and their commanders acted as one. Several of the bills were made payable to the drawers themselves rather than to London agents. John Doveton and the others listed in this way were evidently travelling home in the same fleet and would collect their money in person.
53	42	and Mr. Auley One to Lieut. Charles Ross Stewart for £100 payable to Mr. Robt. Reed, One to Lieut. Robert Gurling for £150 - payable to Mr. Angus McNab, One to Mr. Thomas Stroud for £1000 - payable to Captain John Reddall, One to Captain Robert Ker for £2000 - payable to himself. Two to Mr. Brigade. Alexander Wright one for £168. 4 - payable to Messrs. Dales and Collet the other for £30 - payable to Mr. Angus McNab, One to the Attorneys of Captain Edward Harvey for £220 - payable to Mr. George Bishop, One to Captain John Howard for £360 - payable to Matthew Purling Esqr. One to Lieut. James Greentree for £100 - payable to Nicholas Skottowe Esqr. Three to Mr. Robert Leech one for £100 payable to Mr. Saml. Clark, One for £100 - payable to Mr. Leaver Legg, and the other for £249. 10 - payable to Charles Fraser Esqr. One to Mrs. Mary Price for £50 - payable to Mr. John McKenzie and Company, One to the Executors of the late John Whitchurch for £330, payable to Sarah Blake and Hannah Whitchurch One to Mr. James Desfountain for £100 payable to Mr. Hugh Jones. One to Lieut. William Soole for £50 - payable to Robert Sherson Esqr. One to Mr. Jonathan Doveton for £300 - payable to Mr. George Retherdon One to Mr. George Reddock for £2000 payable to Robert Mayne Esqr. One to Lieut. Thomas Statham for £150 - payable to Mr. Joseph Moore. And one to the Reverend Mr. Roberts Carr for £300 - payable to the Reverend Mr. Colston Carr (or Order) All Drawn at Ninety Days sight and dated the 28 Instant - 31 Your Honors will please to observe by Our Indents herewith transmitted, that We have sent for 2 Strong Yauls of 20 Feet for Luggage Boats and 2 Jolly Boats for Fishing, Which We beg you will Comply with As We are in great want of them - **Margin Notes:** Two Strong Yauls & 2 Jolly Boats sent for -	David Kay's bill, completing the previous list, was payable to Messrs Abel and McAuley. The following bills were also granted. Lieutenant Charles Ross Stewart, £100 0s 0d, payable to Robert Reed Lieutenant Robert Gosling, £150 0s 0d, payable to Angus McNab Thomas Stroud, £1,000 0s 0d, payable to Captain John Riddall Captain Robert Ker, £2,000 0s 0d, payable to himself Britannicus Alexander Wright, £168 4s 0d, payable to Messrs Dales and Collet Britannicus Alexander Wright, £30 0s 0d, payable to Angus McNab The attorneys of Captain Edward Harvey, £220 0s 0d, payable to George Bishop Captain John Howard, £360 0s 0d, payable to Matthew Pooling Lieutenant James Greentree, £100 0s 0d, payable to Nicholas Skottowe Robert Leech, £100 0s 0d, payable to Samuel Clark Robert Leech, £100 0s 0d, payable to Leaver Legg Robert Leech, £249 10s 0d, payable to Charles Fraser Mary Price, £50 0s 0d, payable to John McKenzie and Company The executors of the late John Whitchurch, £310 0s 0d, payable to Sarah Blake and Hannah Whitchurch James Dafountain, £100 0s 0d, payable to Hugh Jones Lieutenant William Seale, £50 0s 0d, payable to Robert Sherson Jonathan Doveton, £300 0s 0d, payable to George Retherdon George Reddock, £2,000 0s 0d, payable to Robert Mayne Lieutenant Thomas Statham, £150 0s 0d, payable to Joseph Moore The Reverend Robartes Carr, £300 0s 0d, payable to the Reverend Colston Carr or his order All were drawn at 90 days' sight and dated 28 July 1781. 31: The Court would see from the indents sent with this letter that the Council had ordered two strong 20-foot yawls to use as luggage boats and two jolly boats for fishing. The Council asked the Court to send them, as the island badly needed them. **Interpretations** Captain Edward Harvey's money was remitted by his attorneys, not by Harvey himself. He had sailed in the *Betsy* for the Cape in February 1781, and the Council now feared the snow had been taken or lost. His affairs on the island were in other men's hands, and they sent his savings home to his London agent in case he did not return.

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			The island needed new boats because its own had been worn out landing the cargoes of successive fleets through the surf. Luggage boats carried stores, water casks and baggage between ship and shore, and every convoy depended on them. Fishing boats mattered more than ever, since fish had replaced much of the salt meat the island could no longer supply. Neither kind could be built properly on St Helena, which lacked suitable timber.
54	43	32 Upon Consultation of the 2 instant is Entered a Minute from the Governor and Lieut. Governor, And on the 23 the Boards Resolution, In Consequence thereof, to which We beg to refer you - We are concerned to inform your Honors, that notwithstanding every method We have taken to prevent Desertion by placing Guard Boats, Picket Guards, and Double Sentrys at every Gate for this Fortnight past, there are 17 Men of the Garrison (from the encouragement they must have had from the Gentlemen of the Ships now under Dispatch) have found means to get off, and We are convinced are secreted on Board notwithstanding the Strictest Search has been made for them with the assistance of a Lieut. and Boats Crew Captain Henry of His Majestys Ship Renown was so kind as to give Us has proved ineffectual therefore beg leave to observe that unless your Honors will be pleased to make particular enquiry respecting them And fall on means to prevent the like evil, We shall be constantly Subject to these losses, As Our Guards and Sentries are enticed to leave their Posts even at the hazard of their lives by Swimming off, and when once on Board there is no possibility of recovering them - 34 This Letter is Conveyed to your Honors by His Majestys Ship Renown, that takes from hence under Convoy The Shark Sloop of War, Your Ships Princess Royal, Prince William Duke of Grafton, Walpole, Prince William Duke of Kingston Earl of Oxford, Granby, Britannia, Halswell, Sandwich, Stormont, Lascelles, London, Besbrough, Bridgewater, Atlas and York, and two Whaling Vessels, Sandwich and Rockingham, Copy's of which are transmitted by Captains Abercromby and Johnson - We are Honorable Sirs St. Helena Your most Obedt. and humble Servants 30 July 1781 (Signed) John Skottowe Danl. Corneille Matt. Bazett Wm. Wrangham Henry Bazett **Margin Notes:** Govr. & Lt. Governors Minute of 2 instant & the Councils of 23 Respecting Deserters [...] Relative to Desertion This Letter by his Majestys Ship Renown & Copies by Captains Abercromby & Johnstone	32: The consultation of 2 July 1781 recorded a minute from the Governor and the Lieutenant Governor, and that of 23 July recorded the Board's resolution on it. The Council referred the Court to both. 33: The Council regretted to report that 17 men of the garrison had got away in the past fortnight. For that whole time it had posted guard boats, picket guards and double sentries at every gate to stop desertion. The men had been encouraged by officers of the ships now preparing to sail, and the Council was convinced they were hidden on board. A thorough search had been made with the help of a lieutenant and a boat's crew lent by Captain Henry of the King's ship *Renown*, but it had found nothing. Unless the Court made a particular enquiry into this and found some way to stop it, the island would keep suffering these losses. Guards and sentries were being tempted to leave their posts, even at the risk of their lives by swimming out to the ships, and once a man was aboard he could not be recovered. 34: The Council sent this letter by the King's ship *Renown*. She was escorting the King's sloop *Shark*, the Company's ships *Princess Royal*, *Fox*, *Duke of Grafton*, *Walpole*, *True Briton*, *Duke of Kingston*, *Earl of Oxford*, *Granby*, *Britannia*, *Halsewell*, *Sandwich*, *Stormont*, *Lascelles*, *London*, *Bessborough*, *Bridgewater*, *Atlas* and *York*, and two whalers, the *Sandwich* and the *Rockingham*. Copies of the letter went with Captain Abercromby and Captain Johnson. Governor Skottowe, Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 30 July 1781. **Interpretations** The Council now laid the blame for desertion on the officers of the Company's own ships, who were luring soldiers aboard to make up their short crews. Guard boats, pickets and double sentries could not stop men willing to swim out at night, and searches found nothing because the crews hid them. The island had no authority over a ship's officers once she sailed. Only the Directors in London could punish commanders and mates who enticed the garrison away, so the Council asked the Court to enquire. Every fleet that called had cost the garrison men, and the Council saw no remedy within its own power.

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55	44	List of the Honble. Companys Packet from St. Helena ℔ His Majestys Ship Renown dated 30th July 1781 No. 1 Govr. & Councils General Lett. dated the 30th July 1781 2 Do. do. & do. dated the 30th do. do. Relatg. to Law Matters 3 Duplicate do. & do. dated the 4th November 1780 4 do. do. & do. dated the 4 do. do. Relatg. to do. 5 do. do. & do. dated the 25 January 1781 6 do. do. & do. dated the 1 March do. 7 do. do. & do. dated the 30 do. do. 8 Consultations from the 6th Novr. 1780 to the 28 July do. 9 Duplicate do. from the 5 June to the 4 November 1780 10 Cash Account from the 6 to 30 do. do. 11 do. do. for the Month of Decr. do. 12 do. do. for the Month of January 1781 13 do. do. for the Month of Febry. do. 14 do. do. for the Month of March do. 15 do. do. for the Month of April do. 16 do. do. for the Month of May do. 17 do. do. for the Month of June do. 18 do. do. from the 1 to 30 July do. 19 Duplicate do. for the Month of June 1780 20 do. do. for the Month of July do. 21 do. do. for the Month of August do. 22 do. do. for the Month of Sept. do. 23 do. do. for the Month of Oct. do. 24 do. do. from the 1 to 4 Nov. do. 25 Ship Princess Royals Account 26 do. Walpoles do. 27 do. Duke of Kingstons do. 28 do. Halswells do. 29 do. Earl of Oxfords do. 30 do. Prince Williams do. 31 do. Granbys do. 32 do. Duke of Graftons do. 33 do. Earl of Sandwichs do. 34 do. Britannias do. 35 do. Fox do. 36 do. Stormonts do.	The list of the Company's packet from St Helena, sent by the King's ship *Renown* and dated 30 July 1781, was as follows. 1: The Governor and Council's general letter, dated 30 July 1781 2: The Governor and Council's letter on legal matters, dated 30 July 1781 3: Duplicate of the Governor and Council's general letter, dated 4 November 1780 4: Duplicate of the Governor and Council's letter on legal matters, dated 4 November 1780 5: Duplicate of the Governor and Council's general letter, dated 25 January 1781 6: Duplicate of the Governor and Council's general letter, dated 11 March 1781 7: Duplicate of the Governor and Council's general letter, dated 30 March 1781 8: Consultations from 6 November 1780 to 28 July 1781 9: Duplicate of the consultations from 5 June to 4 November 1780 10: Cash account from 5 November to 30 November 1780 11: Cash account for December 1780 12: Cash account for January 1781 13: Cash account for February 1781 14: Cash account for March 1781 15: Cash account for April 1781 16: Cash account for May 1781 17: Cash account for June 1781 18: Cash account from 1 July to 30 July 1781 19: Duplicate of the cash account for June 1780 20: Duplicate of the cash account for July 1780 21: Duplicate of the cash account for August 1780 22: Duplicate of the cash account for September 1780 23: Duplicate of the cash account for October 1780 24: Duplicate of the cash account from 1 November to 4 November 1780 25: Account of the ship *Princess Royal* 26: Account of the ship *Walpole* 27: Account of the ship *Duke of Kingston* 28: Account of the ship *Halsewell* 29: Account of the ship *Earl of Oxford* 30: Account of the ship *True Briton* 31: Account of the ship *Granby* 32: Account of the ship *Duke of Grafton* 33: Account of the ship *Sandwich* 34: Account of the ship *Britannia* 35: Account of the ship *Fox* 36: Account of the ship *Stormont*
56	45	37 Ship Atlas Account 38 do. Besboroughs do. 39 do. Bridgwaters do. 40 do. Londons do. 41 do. Lascelles do. 42 do. Yorks do. 43 Duplicate Ship Swallows do. 44 do. Ship Royal Charlottes do. 45 do. Ship Hawkes do. 46 do. Ship Lowes do. 47 do. Ship Ganges do. 48 do. Ship Genl. Barkers do. 49 do. Ship Earl of Talbots do. 50 do. Ship Norfolk do. 51 do. Ship Royal Henrys do. 52 do. Ship Alfreds do. 53 do. Ship Mars do. 54 do. Ship Calcuttas do. 55 do. Ship Worcesters do. 56 do. List of the Packet ℔ His Majestys Ship Belleisle 57 First Receipt for the Packet ℔ Ship Ganges 58 do. do. for a small Paper do. ℔ Ship Hawke	The list of the packet continued. 37: Account of the ship *Atlas* 38: Account of the ship *Bessborough* 39: Account of the ship *Bridgewater* 40: Account of the ship *London* 41: Account of the ship *Lascelles* 42: Account of the ship *York* 43: Duplicate of the account of the ship *Swallow* 44: Duplicate of the account of the ship *Royal Charlotte* 45: Duplicate of the account of the ship *Hawke* 46: Duplicate of the account of the ship *Ceres* 47: Duplicate of the account of the ship *Ganges* 48: Duplicate of the account of the ship *General Barker* 49: Duplicate of the account of the ship *Earl Talbot* 50: Duplicate of the account of the ship *Norfolk* 51: Duplicate of the account of the ship *Royal Henry* 52: Duplicate of the account of the ship *Alfred* 53: Duplicate of the account of the ship *Morse*

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		59 do. do. for do. ℔ Portuguese Ship Lady Carmo 60 Second do. for the Packet ℔ Ship Swallow 61 do. do. for a small Paper do. ℔ Dane Ship Count Bernstoff 62 Effective State of the Garrison 63 Muster Rolls of do. 64 List of Marriages, Births, Christenings & Burials from the 1 Sept. 1780 to the 28 Feb. 1781 65 Duplicate do. do. do. from the 1 Mar. to the 31 August 1780 66 Indent of Stores wanted for the Service of the Year 1782 67 do. of Medicines do. for do. do. do. 68 List of Stores Remaining in the Honble. Ware Houses 30 April 1781 69 do. of Garrison Stores do. in the do. do. 70 General Return of Ordnance & Ordnance Stores do. do. 71 Register of Goods & Merchandize from the 21 Nov. 1780 to 6 July 81 72 Duplicate do. & do. from the 22 June 79 to 23 Oct. 80	54: Duplicate of the account of the ship *Calcutta* 55: Duplicate of the account of the ship *Worcester* 56: Duplicate of the list of the packet sent by the King's ship *Belleisle* 57: First receipt for the packet sent by the ship *Ganges* 58: First receipt for a small packet of papers sent by the ship *Hawke* 59: First receipt for a small packet of papers sent by the Portuguese ship *Lady Corma* 60: Second receipt for the packet sent by the ship *Swallow* 61: Second receipt for a small packet of papers sent by the Danish ship *Count Bernstorff* 62: Return of the effective strength of the garrison 63: Muster rolls of the garrison 64: List of marriages, births, christenings and burials from 1 September 1780 to 28 February 1781 65: Duplicate of the list of marriages, births, christenings and burials from 1 March to 31 August 1780 66: Indent of stores wanted for 1782 67: Indent of medicines wanted for 1782 68: List of stores remaining in the Company's warehouses on 30 April 1781 69: List of garrison stores remaining on 30 April 1781 70: General return of ordnance and ordnance stores 71: Register of goods and merchandise from 21 November 1780 to 6 July 1781 72: Duplicate of the register of goods and merchandise from 22 June 1779 to 23 [...] 1780
57	46	73 Duplicate List of Familys taken the 30th Sept. 1780 74 do. of Rents do. do. do. 75 do. do. of the Honble. Companys Slaves 30 do. do. 76 General Books of Accounts Ballanced to the 30th do. 77 Govr. & Councils Certificate of Sundry Warlike Stores and Provisions landed from Ship Hastings 78 Duplicate do. do. do. Royal Charlotte 79 Do. Messrs. Incledon & Colnetts second Note of Hand for £40 - 80 Proceedings of a General Quartr. Sessions held the 10 Jany. 81 81 do. of a do. held the 6th April do. 82 do. of a Special Meeting of Justices held the 25 do. do. 83 do. of do. do. held the 7 July do. 84 do. of a New Quartr. Sessions held the 11 do. do. 85 Duplicate do. do. held the 12 do. 1780 86 do. do. of a Special Meeting of Justices 17 do. do. 87 do. do. of a General Quartr. Sessions held the 4 Oct. do. 88 Courts Martial from the 30 Oct. 1780 to the 25 July do. 89 General do. held the 22 November 80 to the 24 April do. 90 Abstract of the Cargoes of Ships Princess Royal, Walpole, Duke of Kingston, Halswell, Earl of Oxford, Prince William Granby, Duke of Grafton, Sandwich, Britannia, Fox, Lascelles, London, Besborough, Bridgwater, Atlas & York 91 Duplicate Expence in Erecting Guard Rooms and Sheds & Placing Artillery for the defence of Hold fast Tom and Prosperous Bay Valleys 92 do. do. Powells Valley 93 Time of the Arrival of Ships Boats at Banks's 94 Henry Millers Second Receipt for £7. 7 95 List of the Honble. Compys. Civil & Military Servants taken the 30 July 81	The list of the packet continued. 73: Duplicate of the list of families taken on 30 September 1780 74: Duplicate of the list of rents taken on 30 September 1780 75: Duplicate of the list of the Company's slaves taken on 30 September 1780 76: General books of account, balanced to 30 September 1780 77: The Governor and Council's certificate of military stores and provisions landed from the ship *Hastings* 78: Duplicate of the certificate of military stores and provisions landed from the ship *Royal Charlotte* 79: Second promissory note of Lieutenants Ingledew and Colnett for £40 0s 0d 80: Proceedings of the general quarter sessions held on 10 January 1781 81: Proceedings of the general quarter sessions held on 6 April 1781 82: Proceedings of a special meeting of the justices held on 23 April 1781 83: Proceedings of a special meeting of the justices held on 9 July 1781 84: Proceedings of the general quarter sessions held on 11 July 1781 85: Duplicate of the proceedings of the general quarter sessions held on 12 July 1780 86: Duplicate of the proceedings of a special meeting of the justices held on 17 October 1780 87: Duplicate of the proceedings of the general quarter sessions held on 4 October 1780 88: Courts martial from 30 October 1780 to 25 July 1781 89: General courts martial held from 22 November 1780 to 24 April 1781 90: Abstract of the cargoes of the ships *Princess Royal*, *Walpole*, *Duke of Kingston*, *Halsewell*, *Earl of Oxford*, *True Briton*, *Granby*, *Duke of Grafton*, *Sandwich*, *Britannia*, *Fox*, *Lascelles*, *London*, *Bessborough*, *Bridgewater*, *Atlas* and *York*

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		96 An Account of the Expence carrying on the Fence in Long Wood from the 22 Nov. 80 to the 30 July 81 97 Duplicate do. of do. Collecting Materials for do. 98 Ship Hastings Account 99 Govr. & Councils Certificates of 16 Invalid Soldiers recommended to be put upon the Military Fund 100 Disbursements of the Hind Cutter & Betsy Snow 101 Duplicate do. do. do.	91: Duplicate of the abstract of the cost of building guardrooms and sheds and placing artillery for the defence of the valleys at Holdfast Tom and Prosperous Bay 92: Duplicate of the abstract of the cost of the defences in Powell's Valley 93: Times at which ships' boats arrived at Banks's 94: Henry Miller's second receipt for £7 7s 0d 95: List of the Company's civil and military servants, taken on 30 July 1781 96: Account of the cost of the fence at Long Wood from 24 October 1780 to 30 July 1781 97: Duplicate of the account of the cost of collecting materials for the fence at Long Wood 98: Account of the ship *Hastings* 99: The Governor and Council's certificates for 16 invalid soldiers recommended for the military fund 100: Disbursements of the *Hind* cutter and the *Betsy* snow 101: Duplicate of the disbursements of the *Hind* cutter and the *Betsy* snow
58	47	To the Honble. &c. Honble. Sirs 1 Our last Address waited on you by his Majestys Ship Renown, under date of the 30 last Month, which Ship sailed from hence the same day in Company with the Shark Sloop of War and your Honors Ships Princess Royal, Fox, Duke of Grafton, Walpole, Prince William, Duke of Kingston, Earl of Oxford, Granby, Britannia, Halswell, Sandwich, Stormont, Lascelles, London, Bridgewater, Besborough, Atlas, and York, and two Whaling Vessels Sandwich & Rockingham, A Duplicate of which we herewith transmit you 2 On the 13th Arrived His Majestys Ship Hannibal from England by which Conveyance the Governor & Lieut. Governor received a Packet from the Honble. the Secret Committee 3 We have to inform your Honors that Commodore Johnstone with His Majestys Ships Romney, Jupiter, Diana, Jason, Rattle Snake, and Lark together with a Bomb Vessel and Tender a fire Ship 4 Victuallers & 5 Dutch East India Prizes have Arrived here, and further understand that His Majestys Ships Hero, Monmouth, Isis and Active together with Genl. Medows and the Troops under his Command were dispatched from said Squadron to proceed to India, having under Convoy your Honors Ships Latham, Locko, Osterley, & Asia. We are also told that the other 8 of your Ships which were under Convoy of the Commodore had left him for India some time before 4 We are concerned to acquaint you that we now feel Essentially the want of Fuel, particularly for the consumption of the Garrison, We therefore earnestly request your **Margin Notes:** Sailing of the Renown with the Ships under Convoy Arrival of his Majestys Ship Hannibal from England	1: The Council's last letter, dated 30 July 1781, had gone by the King's ship *Renown*. She sailed the same day with the King's sloop *Shark*, the Company's ships *Princess Royal*, *Fox*, *Duke of Grafton*, *Walpole*, *True Briton*, *Duke of Kingston*, *Earl of Oxford*, *Granby*, *Britannia*, *Halsewell*, *Sandwich*, *Stormont*, *Lascelles*, *London*, *Bridgewater*, *Bessborough*, *Atlas* and *York*, and two whalers, the *Sandwich* and the *Rockingham*. A duplicate of that letter was enclosed. 2: On 13 August 1781 the King's ship *Hannibal* arrived from England. By her the Governor and the Lieutenant Governor received a packet from the Secret Committee. 3: Commodore Johnstone had arrived at the island with the King's ships *Romney*, *Jupiter*, *Diana*, *Jason*, *Rattlesnake* and *Lark*, a bomb vessel and her tender, a fire ship, four victualling ships and five Dutch East India ships taken as prizes. The Council also learned that the King's ships *Hero*, *Monmouth*, *Isis* and *Active* had been detached from his squadron to go on to India with General Medows and the troops under his command. They were escorting the Company's ships *Latham*, *Locko*, *Osterley* and *Asia*. The other eight Company ships under the Commodore's convoy had left him for India some time before. 4: The Council regretted to report that the island was now suffering badly from a lack of fuel, especially for the garrison. It earnestly asked the Court to send a supply of coal. **Interpretations** Commodore Johnstone's squadron arrived with five Dutch East Indiamen taken as prizes. The war with the Dutch, which the Council had learned of only in June, had already been carried to their ships near the Cape. A British squadron now lay at St Helena with captured Dutch cargoes, using the island as the base from which the war against the Dutch in southern waters was fought. The island that had sheltered Dutch ships in distress in March was now harbouring their captors. The shortage of fuel came from the same cause as the bans on grazing and the fencing of woodland. The island's trees had been cut and browsed away for over a century. Wood for the garrison's cooking and the bakehouse was now too scarce to gather, and the island had to burn coal shipped from England. The thousands of men in Johnstone's squadron and the convoys drew on the same scarce supply.

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		Commodore Johnstones arrival with his Majestys Ships. His Majestys Ships of the above Squadron proceeded to India with Genl. Medows & the Troops under his Command The want of Fuel represented & a supply requested.	
59	48	your Honors will be pleased to send Us the next Year 150 Chaldron of Coals Exclusive of the 100 Chaldron already Indented for - 5 We are informed that the Snow Betsy was taken by the French in Table Bay - 6 This Letter is conveyed to your Honors by his Majestys Cutter Lark - We are Honble. Sirs Your most Obedient & humble Servants (Signed) St. Helena John Skottowe 20th August 1781 Danl. Corneille M. Bazett Wm. Wrangham H. Bazett To the Honble. &c. Honble. Sirs We had the Honor of Addressing you by His Majestys Cutter Lark under date of the 20 August last since which have arrived at this Place the undermentioned Ships Viz. Prince the 13 Sept. 1781 from Bombay Bellmont 3 Oct. do. from Bengal Fox Brig 13 do. do. from England Magnanime Sultan Mulgrave Deptford Northumberland 17 do. do. do. Earl of Hertford 20 do. do. do. **Margin Notes:** Snow Betsy taken Copy of Last Letter by the Lark arrival of Ships since that Period	4 (continued): The Council asked the Court to send 150 chaldrons of coal the following year, in addition to the 100 chaldrons already ordered. 5: The Council had learned that the *Betsy* snow had been taken by the French in Table Bay. 6: This letter was sent by the King's cutter *Lark*. Governor Skottowe, Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 20 August 1781. The Council wrote again to the Court of Directors. Its last letter, dated 20 August 1781, had gone by the King's cutter *Lark*. Since then the following ships had arrived at the island. The *Prince* arrived from Bombay on 13 September 1781. The *Belmont* arrived from Bengal on 3 October 1781. The brig *Fox* arrived from England on 13 October 1781. The *Magnanime*, *[...]*, *Mulgrave*, *Deptford* and *Northumberland* arrived from England on 17 October 1781. The *Earl of Hertford* arrived from England on 20 October 1781. **Interpretations** The *Betsy* had sailed for the Cape on 27 February 1781 with 6,000 rupees in coin to buy salt meat, at a time when the Council did not know Britain was at war with the Dutch. She was taken by the French in Table Bay, an anchorage where she had traded freely only months before. The island lost the snow it had used for patrols and supply runs, the coin aboard her and the provisions she was meant to bring back. A single piece of news arriving six months too late cost the island its main link to the Cape. The Council asked for 250 chaldrons of coal in all, more than double its earlier order. The arrival of Johnstone's squadron and the convoys had shown how much fuel the island would need to supply passing ships and keep the garrison's kitchens and lime kilns going.
60	49	2 Captain Dundas of the Prince informs Us he left Bombay the 5 June last and your Honors Ships Ponsborne and Contractor there - and that the Royal Charlotte and Duke of Portland had sailed from that place for Madrass a few days before he left it - 3 Captain Gamage of the Bellmont acqts. Us he sailed from Fort William the 30th of May and left your Ships Neptune and Resolution at that Place, the former of which was to have been dispatched for Europe with him, but having sprung a Leak at the Barabulla was obliged to put back - He also tells Us he saw a Ship to the Eastward of the Cape which he took to be an outward bound Indiaman - 4 We beg leave to acquaint your Honors, That finding our Salt Provisions and Flour received ℔ Hastings run short, the Communication with the Cape cut off and the Arrival of the Store Ship at that time very precarious, We thought it our duty to	2: Captain Dundas of the *Prince* reported that he had left Bombay on 3 June 1781. The Company's ships *Ponsborne* and *Contractor* were lying there. The *Royal Charlotte* and the *Duke of Portland* had sailed from Bombay for Madras a few days before he left. 3: Captain Gamage of the *Belmont* reported that he had sailed from Fort William on 30 May 1781, leaving the Company's ships *Neptune* and *Resolution* there. The *Neptune* was to have been sent to Europe with him, but she sprang a leak at the bar and had to turn back. Gamage also said he had seen a ship east of the Cape which he took to be an outward-bound Indiaman. 4: The salt provisions and flour brought by the *Hastings* were running low. Contact with the Cape had been cut off, and the arrival of the next store ship was very uncertain. The Council therefore thought it its duty to ask Commodore Johnstone for any help in his power, to spare the island the severe shortages it had suffered in this respect for the past two years. It wrote to him in a letter entered in the consultation of 17 September 1781. At the Council's request, Johnstone spared 102 casks of salt provisions and 900 [...] of flour. With what had come in the *Northumberland*, the Council hoped this would prevent such distress in future and allow it to help any of the Company's ships in need. The Council and the engineer also agreed that the new battery at Buttermilk Point was so important for

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		prevent the great distress we have experienced in that particular for these two Years past by application to Commodore Johnstone to give Us any assistance therein in his power, which we did by Letter as entered in Consultation of the 17 September he has agreeable to our request spared Us 102 Casks of Salt Provisions and 900 of Flour, which with what we have received by the Northumberland, We hope will prevent the like distress in future and enable us to assist any of your Ships which may be in want - We have likewise to inform you that being of opinion with the Engineer that the situation of the new Battery at Butter Milk Point was of such importance for the annoying of Ships coming into this Road, that it ought to be mounted with heavy Cannon, accordingly removed four thirty two Pounders from the Line there, also on repairing the West Bastion in James's Valley and from **Margin Notes:** Intelligence by the Prince Do. by the Bellmont Company acquainted with the Saving of Provisions & Flour and of Purchase of those Articles from Commodore Johnstone. Likewise Brass Cannon Gun Powder &c. &c.	firing on ships entering the road that it ought to be armed with heavy guns. Four 32-pounders had therefore been moved there from the Lines. **Interpretations** For two years the island had supplied the Navy with flour, bread and water. Now, with the Cape in enemy hands and the *Betsy* lost, the Council turned to the Navy for food. Johnstone's squadron carried victuallers stocked for a long expedition, and the Commodore could spare casks that the island could find nowhere else. The relationship between the Company's island and the King's ships ran both ways in wartime, and each depended on the other when its own supply line failed. Moving four 32-pounders from the Lines to Buttermilk Point completed the purpose Captain Pierce had argued for since September 1780. The Lines guarded the town, but the point commanded the approach to the road itself. Guns of that weight could strike a ship before she came to anchor. The issue of bolts, axletrees and transoms for 32-pounders recorded in the artillery stores in February 1781 had been preparing for this move.
61	50	from its being a very commanding and Flanking fire, thought proper to place four other of the thirty two pounders on that Bastion, The Line being therefore dismantled of eight of its heaviest Cannon, which we purposed addressing your Honors to replace, but hearing there were Six Brass Cannon Twenty four pounders on board of one of the Dutch Prizes now here, which was Captured off the Cape outward bound, they being on the Spot, and apprehending this a very Critical period with respect to the Attack of an Enemy, We thought it a duty incumbent on us in obedience to your Honors orders to put the Island in the best state of Defence, to avail ourselves of the opportunity of purchasing the said Cannon with five hundred round Shot. As they are of Brass and fine pieces of Ordnance We think them very proper for the new Battery from its exposition to the Sea, and purpose transporting them there at a favourable opportunity. They amount to a considerable Sum, but considering them an immediate and necessary Supply, We hope it will meet with your Honors approbation - The Engineer also representing to us, that we were in want of Powder, We have therefore purchased One hundred Barrels of Commodore Johnstone - For the amount of which Articles Commodore Johnstone objecting to Certificates We have drawn Bills of exchange upon your Honors. And you will	4 (continued): While repairing the West Bastion in James Valley, the Council judged that its commanding position and flanking fire made it a proper place for four more 32-pounders, which were mounted there. The Lines were thus stripped of eight of their heaviest guns, and the Council had meant to ask the Court to replace them. It then learned that one of the Dutch prizes now in the road, an outward-bound ship captured at the Cape, carried six brass 24-pounders. The guns were on the spot, and the Council feared that the island faced a very dangerous time should the enemy attack. It therefore thought it its duty, under the Court's orders to keep the island in the best state of defence, to buy the guns along with 500 round shot. Being brass and fine pieces of ordnance, they were well suited to the new battery, which was exposed to the sea, and the Council meant to move them there when a good opportunity came. They cost a considerable sum, but the Council hoped that, as an immediate and necessary supply, the purchase would meet with the Court's approval. The engineer had also reported that the island was short of gunpowder, so the Council had bought 200 barrels from Commodore Johnstone. The Commodore refused to accept certificates in payment for these items, so the Council had drawn bills of exchange on the Court. By agreement, the settlement of the account could be referred to arbitration in England if either party disapproved of it. That agreement was entered in the consultation of 15 October 1781. 5: By the brig *Fox* and the ship *Northumberland* the Council received the Court's letters of 1 May 1781 and the papers named in the lists of the packets. 6: The Council would duly obey all orders from the gentlemen of the Secret Committee, or from any three of them. **Interpretations** The Council chose brass guns for the battery at Buttermilk Point for their resistance to the sea. In August 1780 every iron gun at Turk's Cap had been found too corroded by salt spray to fire safely. Brass

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		please to observe that by agreement the mode of settling the aforesaid Account is subject to a reference in England, if the parties concerned should disapprove thereof which agreement is entered on our Consultation of the 15th Instant - By the Fox Brig and Ship Northumberland We received your Letters of the 1 May 1781 and the several Papers mentioned in the Lists of the Packets - All orders received from the Gentlemen who compose your Secret Committee or any three of them shall be duly obeyed - **Margin Notes:** Receipt of the Compys. Letter by the Brig Fox & Ship Northumberland Acknowledged Orders from the Secret Committee to be obeyed	did not rust. Guns placed on a ledge above the surf would last far longer in brass than in iron. The chance to buy six of them from a captured Dutch ship, already in the road, was one the Council could not expect to come again, and it seized it without waiting for London's approval. Johnstone refused the Company's certificates because a naval commodore selling captured goods wanted payment he could turn into money at once. A certificate was only a promise that the Company would settle later, while a bill on the Directors could be sold or cashed in London. The provision for arbitration in England protected the Company if the price proved too high. The prize goods belonged to the captors, and their value would be argued over by prize agents at home.
62	51	7 Agreeable to your Directions we shall receive into your Cash here from the Attorney of Captain Joseph Allen the Sum of £1500 and grant him Bills for the same in the usual manner - 8 The Reverend Mr. Wilson Chaplain, Mr. Thomas Shepherd Lieutenant and Mr. Henry Beale Cadet who arrived upon the Ship Northumberland, are made acquainted with their Appointments agreeable to your Orders - 9 The Passengers on board the Prince are General Egerton and Family, Colonel Blackburn, Messieurs Stackhouse, Ramsey, Tolfrey, Barbaud and Wood, Mrs. Dunstan and Mrs. Wood, Captains Colebatch and Gardener Lieutenants Sewold Brewan, Fowke and Hodgson. And on board the Bellmont, Mrs. Gammage, Captains Bagget and Kennian Miss Pitt and Mr. Grady - 10 William Quillins late Steward of the Ship Duke of Kingston having left at this Place on the Wharf a large Trunk, a Hammack and Bedding a Cane and some Nankeens, also another large Trunk at the House of James Pursel where he lodged without any Directions relative to them, And Pursel informing Us he has reason to suppose the Trunks contain Effects to a considerable amount We have ordered them to be taken charge of therefore request your Honors will be pleased to let the said Quillins be acquainted therewith that he may appoint an attorney to receive them - 11 We have to acquaint your Honors that Captain Gammage has detained 56 Bags of Paddy. And that 2 Leagers of Arrack 1 Pipe of Madeira Wine and 40 Bags Paddy are excepted to upon the Bill of Lading - 12 Being in great want of a long Boat for the use of **Margin Notes:** The Sum of £1500 to be received in the Cash from the Attorney of Captn. Jos. Allen Mr. Wilson Mr. Shepherd & Mr. Beale acquainted with their appointments Passengers on the Prince & Bellmont	7: As the Court had directed, the Council would receive £1,500 0s 0d into the treasury from the attorney of Captain Joseph Cotton and grant him bills for that sum in the usual way. 8: The Reverend Mr Wilson, chaplain, Mr Shepherd, lieutenant, and Mr Henry Beale, cadet, had arrived in the *Northumberland*. The Council had informed them of their appointments as the Court directed. 9: The passengers in the *Prince* were General Egerton and his family, Colonel Blackburn, Mr Stackhouse, Mr Ramsey, Mr Tolfrey, Mr Barbaud, Mr Wood, Mrs Dunstan, Mrs Wood, Captain Colebatch, Captain Gardener and Lieutenants [...], [...], Finch and Hudson. In the *Belmont* were Mrs Gamage, Captain Baggot, Captain Kinnian, Miss Mill and Mr Grady. 10: William Gwillins, lately steward of the *Duke of Kingston*, had left on the wharf a large trunk, a hammock and bedding, a cane and some nankeen. He had also left another large trunk at the house of James Purfit, where he lodged, without any instructions about either. Purfit told the Council he had reason to believe the trunks held goods of considerable value, so the Council had ordered them to be taken into safe keeping. It asked the Court to let Gwillins know, so that he could appoint an attorney to receive them. 11: Captain Gamage had kept back 56 bags of paddy. Two leaguers of arrack, a pipe of Madeira and 10 bags of paddy were also disputed on the bill of lading. 12: The island was also in great need of a longboat. **Interpretations** The Reverend Mr Wilson arrived less than a year after Robartes Carr gave notice in August 1780 that he meant to go home. The Council's request had gone in the November convoy, and the Directors had acted on it quickly. The island was not to be left without a chaplain for long. The chaplain baptised, married and buried the whole community and kept the parish registers that went home with every packet. The Council took charge of Gwillins's trunks rather than leave them on the wharf or in a lodging house. Goods left behind by a ship's officer could easily be stolen or claimed by someone else. By holding them and asking London to tell their owner, the Council kept them safe until a properly appointed attorney could collect them. Even a steward's luggage was treated as property to be protected by the island's government.

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		Relating to the Effects of Wm. Quillins late Steward of the Dk. of Kingston being left upon the wharf - Compy. acqtd. with the detention of Paddy by Captn. Gammage &c. &c.	
63	52	of the Island We have purchased One of Captain Gammage for £30 - 13 We have granted the following Sets of Bills of Exchange Vizt. One to the Reverend Mr. Roberts Carr for £350 payable to himself, One to Mr. Brigade Major Alexander Wright for £100 payable to Captain William Pocock and One to the Attorney of Captain Joseph Allen for £1278. 6. 1 payable to William Tatnal Junr. Esqr. - We have likewise drawn upon your Honors a set of Bills of Exchange for £4579. 12 Sterling payable to Messrs. John Pasley and Edward Fowler and others Agents for the Prize Hildwolmonade or their Order for Value recd. of Commodore Johnstone, And another Set for £2711. 5 Sterling payable to John Robinson Esqr. or his Order on Acct. of the Lords Commissioners of His Majestys Treasury for Value received of Commodore George Johnstone all drawn at ninety days sight and dated the 22 Instant - 14 We are extremely sorry that your Honors has not sent Us any Recruits by the Northumberland, as we shall want 100 to keep up the Establishment of this Garrison therefore earnestly request you will be pleased to supply Us with that number by the earliest opportunity - 15 With pleasure We inform your Honors, that We have had the finest Years Rain We ever knew, and that your Plantations and the Island in General is in as flourishing Situation as can be wished, but the Stocks are very short to what they formerly were occasioned by the great decrease of them in the dry Seasons, and by being obliged to break in upon the Breeding Cattle to Enable Us to give the number of Ships that have arrived here this season very trifling some little refreshment from which we apprehend we shall have a very short return of Cattle for Slaughter the ensuing Year - 16 The Reverend Mr. Roberts Carr and Family take their Passage for England upon the Prize Pearl - **Margin Notes:** Bills Granted 22 Instant No Recruits sent by the Britannia & 100 Indented for - Compy. informed of the good Season & the Situation of the Island Mr. Carr & Family proceeds to England	12 (continued): The Council had bought a longboat from Captain Gamage for £30 0s 0d for the island's use. 13: On 22 October 1781 the Council granted the following sets of bills of exchange. The Reverend Robartes Carr, £350 0s 0d, payable to himself Britannicus Alexander Wright, £100 0s 0d, payable to Captain William Pocock The attorney of Captain Joseph Cotton, £1,278 6s 1d, payable to William Tatnall junior The Council also drew a set of bills on the Court for £4,579 12s 0d sterling, payable to John Pasley, Edward Taylor and the other agents for the prize *Held Woltemade*, or their order, for value received from Commodore Johnstone. It drew another set for £2,711 5s 0d sterling, payable to John Robinson or his order on account of the Lords Commissioners of the Treasury, for value received from Commodore George Johnstone. All these bills were drawn at 90 days' sight and dated 22 October 1781. 14: The Council very much regretted that the Court had sent no recruits by the *Northumberland*. The garrison needed 100 men to keep up its establishment, and the Council earnestly asked the Court to send that number at the earliest opportunity. 15: The Council was pleased to report that the island had had the best year's rain anyone could remember. The Company's plantations and the island in general were flourishing as well as could be wished. The herds, however, were far smaller than they had been, after the heavy losses of the dry seasons and because the Council had been forced to draw on breeding cattle to give this season's ships some fresh meat. It expected the return of cattle for slaughter the next year to be very small. 16: The Reverend Robartes Carr and his family were taking passage for England in the prize *Pearl*. **Interpretations** The Council paid Commodore Johnstone in two separate sets of bills. The larger, £4,579 12s 0d, went to the agents for the prize *Held Woltemade*. That was the captured Dutch ship's cargo, including the brass guns, and its value belonged to the officers and men who had taken her as prize money. The smaller, £2,711 5s 0d, was paid on account of the Treasury. That covered the gunpowder and provisions from the King's own stores, whose value belonged to the Crown. The Council had to separate what the Navy's men had won from what the King owned, and pay each to the right party. The island had its best rainfall in memory, and its fields recovered at once. Its herds could not. Cattle bred slowly, and two years of drought followed by forced slaughter to feed the fleets had cut deep into the breeding stock. Green pastures alone could not fill the next year's demand for beef.
64	53	17 We beg leave to refer your Honors to our Consultation of the 29 instant wherein is entered a Letter from the Engineer, upon the Subject of Placing a few Pieces of Ordnance for the Defence of the Leeward Coast which we approve and mean to carry into execution as soon as possible - 18 We have given Captain Gammage an Order to receive on board the Ship Bellmont John Fowler a discharged	17: The Council referred the Court to the consultation of 29 October 1781, which recorded a letter from the engineer on placing a few guns to defend the leeward coast. The Council approved his proposal and meant to carry it out as soon as possible. 18: The Council had ordered Captain Gamage to take John Tanton, a discharged invalid soldier, on board the *Belmont*. His age, infirmities and long service made him, in the Council's view, a proper man to be placed on the military fund. Payment for his passage was left to be settled in England.

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		Invalid Matross, who from Age, Infirmitys and long Service we recommend as a proper object to be put upon the Military Fund, for the payment of whose Passage we have left to be settled in England - 19 On the 27th of this Month your Brig Fox proceeded on her Voyage to Canton - 20 This Letter is Conveyed to you by His Majestys Ship Romney, Copys of which are transmitted by your Ships Prince and Bellmont - We are Honble. Sirs St. Helena Your most Obedient and most 30 October 1781 humble Servants Signed John Skottowe Danl. Corneille Matt. Bazett Wm. Wrangham Henry Bazett **Margin Notes:** Compy. Referred to the Engineers Letter on the Subject of Placing Pieces of Ordnance on the Leeward Coast &c. Order to Captn. Gammage to recd. John Fowler on bd. the Bellmont Brig Fox's departure This Letter by the Romney Copies by the Prince & Belmont	19: On 27 October 1781 the Company's brig *Fox* sailed on her voyage to Canton. 20: The Council sent this letter by the King's ship *Romney*, with copies by the Company's ships *Prince* and *Belmont*. Governor Skottowe, Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 30 October 1781. **Interpretations** The engineer now turned to the leeward coast, the sheltered western side of the island where James Town and the anchorage lay. Earlier works had covered the windward bays and the approach to the road. With the Dutch now enemies and Johnstone's squadron reporting enemy ships in southern waters, the Council wanted guns at every point where boats could land, not only the obvious ones. Approving the plan at once, without first asking London, showed the Council acting on the danger rather than waiting for permission.
65	54	List of the Honble. Companys Packet from St. Helena ℔ His Majestys Ship Romney dated the 30 October 1781 - 1 Govr. and Councils Genl. Letter dated the 30th October 1781 2 Do. and do. do. do. relating to Law matters 3 Do. do. and do. do. dated the 20th August 1781 4 do. do. and do. do. dated the 30 July do. relating to Law matters 5 Consultations from the 30th July to the 29th October 1781 6 Duplicate do. 6 Novr. 1780 to the 28 July do. 7 Cash Account for the Month of August do. 8 do. for do. September do. 9 do. for do. October do. 10 Duplicate do. from the 5 to the 30 Novr. 1780 11 do. do. for the Month December do. 12 do. do. for the do. January do. 13 do. do. for the do. February do. 14 do. do. for the do. March do. 15 do. do. for the do. April do. 16 do. do. for the do. May do. 17 do. do. for the do. June do. 18 do. do. from the 1 to the 30 July do. 19 Ship Princes Account 20 do. Bellmonts do. 21 Brig Foxs do. 22 Duplicate do. Princess Royals do. 23 do. do. Walpoles do. 24 do. do. Duke of Kingstons do. 25 do. do. Halswells do. 26 do. do. Earl of Oxfords do. 27 do. do. Prince Williams do. 28 do. do. Granbys do. 29 do. do. D. Graftons do. 30 do. do. Earl of Sandwichs do. 31 do. do. Britannias do. 32 do. do. Foxs do. 33 do. do. Stormonts do.	The list of the Company's packet from St Helena, sent by the King's ship *Romney* and dated 30 October 1781, was as follows. 1: The Governor and Council's general letter, dated 30 October 1781 2: The Governor and Council's letter on legal matters, dated 30 October 1781 3: Duplicate of the Governor and Council's general letter, dated 20 August 1781 4: Duplicate of the Governor and Council's letter on legal matters, dated 30 July 1781 5: Consultations from 30 July to 29 October 1781 6: Duplicate of the consultations from 6 November 1780 to 28 July 1781 7: Cash account for August 1781 8: Cash account for September 1781 9: Cash account for October 1781 10: Duplicate of the cash account from 5 November to 30 November 1780 11: Duplicate of the cash account for December 1780 12: Duplicate of the cash account for January 1781 13: Duplicate of the cash account for February 1781 14: Duplicate of the cash account for March 1781 15: Duplicate of the cash account for April 1781 16: Duplicate of the cash account for May 1781 17: Duplicate of the cash account for June 1781 18: Duplicate of the cash account from 1 July to 30 July 1781 19: Account of the ship *Prince* 20: Account of the ship *Belmont* 21: Account of the brig *Fox* 22: Duplicate of the account of the ship *Princess Royal* 23: Duplicate of the account of the ship *Walpole* 24: Duplicate of the account of the ship *Duke of Kingston* 25: Duplicate of the account of the ship *Halsewell* 26: Duplicate of the account of the ship *Earl of Oxford* 27: Duplicate of the account of the ship *True Briton* 28: Duplicate of the account of the ship *Granby*

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			29: Duplicate of the account of the ship *Duke of Grafton* 30: Duplicate of the account of the ship *Sandwich* 31: Duplicate of the account of the ship *Britannia* 32: Duplicate of the account of the ship *Fox* 33: Duplicate of the account of the ship *Stormont*
66	55	34 Duplicate Ship Atlas's Acct. 35 do. do. Besboroughs do. 36 do. do. Bridgwaters do. 37 do. do. Londons do. 38 do. do. Lascelles do. 39 do. do. York do. 40 do. do. Hastings do. 41 List of the Packet ℔ His Majestys Ship Renown 42 First Receipt for a Small Paper Packet ℔ Ship Granby 43 do. do. for a do. do. ℔ Ship Walpole 44 Second do. for a do. do. ℔ Ship Hawke 45 do. do. for a do. do. ℔ Portuguese Ship Lady Carmo 46 Effective State of the Garrison 47 Dupe. Indent of Stores wanted for the Service of the Year 1782 48 Muster Rolls of Garrison 49 Dupe. Indent Medicines wanted for do. of do. do. 50 do. Genl. Return of Ordnance and Ordnance Stores &c. 51 do. Registr. of Goods and Merchandize from the 21 Nov. 1780 to the 26 July 81 52 do. Govr. & Councils Certificate of Sundry Warlike Stores and Provisions Landed from Ship Hastings 53 Proceedings of a Genl. Quarterly Session held on the 3 October 81 54 Dupte. do. of do. do. do. held on the 10 January 81 55 do. do. of a Special Meeting of Justices on the 23 April do. 56 do. do. of a do. of do. on the 25 do. do. 57 do. do. of a do. of do. on the 5 July do. 58 do. do. of a Genl. Quarterly Session held on the 11 do. do. 59 List of Marriages, Births, Christenings, and Burials from the 1 March to the 31 August 1781 60 Dupte. do. of do. do. do. and do. from the 1 Sept. 1780 to the 28 Feby. 81 61 do. of Stores remaining in the Honble. Compys. Ware Houses do. 62 do. of Garrison do. 63 List of the Honble. Compys. Slaves taken 30 Sept. do. 64 do. of Familys do. do. do. 65 Abstract of the Cargoes of Ships Prince and Belmont - 66 Time of the Arrival of Ships do. and Boats Boats 67 Acct. of the Expence Carrying on the Fence in L.g. Wood from the 1 Aug. to 30 Oct. 81 68 Duplicate do. of the do. carrying on do. from 22 Oct. 80 to the 30 July 1781 69 Acct. of Cash paid the Pensioners on the Military Fund in the Year 1780 -	The list of the packet continued. 34: Duplicate of the account of the ship *Atlas* 35: Duplicate of the account of the ship *Bessborough* 36: Duplicate of the account of the ship *Bridgewater* 37: Duplicate of the account of the ship *London* 38: Duplicate of the account of the ship *Lascelles* 39: Duplicate of the account of the ship *York* 40: Duplicate of the account of the ship *Hastings* 41: List of the packet sent by the King's ship *Renown* 42: First receipt for a small packet of papers sent by the ship *Granby* 43: First receipt for a small packet of papers sent by the ship *Walpole* 44: Second receipt for a small packet of papers sent by the ship *Hawke* 45: Second receipt for a small packet of papers sent by the Portuguese ship *Lady Corma* 46: Return of the effective strength of the garrison 47: Duplicate of the indent of stores wanted for 1782 48: Muster rolls of the garrison 49: Duplicate of the indent of medicines wanted for 1782 50: Duplicate of the general return of ordnance and ordnance stores 51: Duplicate of the register of goods and merchandise from 21 November 1780 to 6 July 1781 52: Duplicate of the Governor and Council's certificate of military stores and provisions landed from the ship *Hastings* 53: Proceedings of the general quarter sessions held on 3 October 1781 54: Duplicate of the proceedings of the general quarter sessions held on 10 January 1781 55: Duplicate of the proceedings of a special meeting of the justices held on 23 April 1781 56: Duplicate of the proceedings of a special meeting of the justices held on 25 April 1781 57: Duplicate of the proceedings of a special meeting of the justices held on 9 July 1781 58: Duplicate of the proceedings of the general quarter sessions held on 11 July 1781 59: List of marriages, births, christenings and burials from 1 March to 31 August 1781 60: Duplicate of the list of marriages, births, christenings and burials from 1 September 1780 to 28 February 1781 61: Duplicate of the list of stores remaining in the Company's warehouses 62: Duplicate of the list of garrison stores remaining 63: List of the Company's slaves taken on 30 September 1781 64: List of families taken on 30 September 1781 65: Abstract of the cargoes of the ships *Prince* and *Belmont* 66: Times at which ships' boats arrived at Banks's 67: Account of the cost of the fence at Long Wood from 1 August to 30 October 1781 68: Duplicate of the account of the cost of the fence at Long Wood from 22 October 1780 to 30 July 1781 69: Account of money paid to pensioners on the military fund in 1780 70: Agreement [...]

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67	56	70 Agreement between the Govr. & Council and Commodore Johnstone 71 Govr. and Councils Certificate of John Fowler a Invalid Soldier to be put upon the Mily. Fund 72 General Court Martials held on the 3 Sept. 81 73 Instt. in writing from John Fowler an Invalid To the Honble. &c. Honble. Sirs Par. 1 Our last Letter waited on your Honors by His Majestys Ship Romney that Sailed from this place the 2 of last Month in Company with His Majestys Frigates Jason and Diana four Victuallers and five Dutch Prizes, and your Ships Prince and Belmont, Copies of which We Transmitted by the two latter Ships - 2 On the 18th of last Month Arrived the Honble. Companys Ships Blandford Earl of Chesterfield and Tartar, and a Schooner called the Rebecca all from England - 3 In the Fleet that Sailed from hence the **Margin Notes:** Arrival of the Blandford Earl of Chesterfield & Tartar from England	The list of the packet was completed. 70: Agreement between the Governor and Council and Commodore Johnstone 71: The Governor and Council's certificate for John Tanton, an invalid soldier, recommending that he be placed on the military fund 72: General court martial held on 3 September 1781 73: Instrument in writing from John Tanton, an invalid The Council wrote again to the Court of Directors. 1: The Council's last letter had gone by the King's ship *Romney*, which sailed from the island on 2 November 1781. She sailed with the King's frigates *Jason* and *Diana*, four victualling ships, five Dutch prizes and the Company's ships *Prince* and *Belmont*. Copies of the letter went by those two Company ships. 2: On 18 November 1781 the Company's ships *Blandford*, *Earl of Chesterfield* and *Tartar* arrived from England, together with a schooner, the *Rebecca*. 3: The fleet that sailed from the island **Interpretations** The *Romney* sailed home escorting the five Dutch prizes taken by Commodore Johnstone, among them the *Held Woltemade*, whose brass guns and cargo the Council had bought. The prizes still had to be judged lawful captures by an Admiralty court in England before their captors could be paid. The bills the Council had drawn for £4,579 12s 0d to the prize agents depended on that judgment. Sending the ships home under naval escort brought them before the court whose ruling would settle what the Company owed.
68	57	the 2 of last Month your Man Slave Named Dyke Deserted and as he was the only one upon the Island that could repair the Pipe which Conveys the Water from Chubbs Spring into this Valley, We are at a great loss for such an Artificer, therefore request you will endeavour to recover the said Dyke or send Us by first Conveyance a Person who is properly qualified for repairing said Pipe as such a Man is absolutely necessary to take care of the same, it being constantly in want of repair and will soon be rendered useless without - 4 Your Honors will please to observe by Our Consultation of the 31 October last that We dispatched the Ship Northumberland upon the expiration of the ten Working Days which Ship proceeded on her Voyage the 5 instant in Company with His Majestys Ships Magnanime, Sultan and Le Nicher and the Honble. Companys Ships Earl of Hartford, Deptford, Lord Mulgrave Earl of Chesterfield, Tartar and Blandford - 5 The State of this Garrison being very short of its Establishment, consequently inadequate to the Defence of the Island and knowing that Commodore Johnstone has sent a strong and unexpected Reinforcement to India under the Command of General Meadows, which We hope together with the 78 Regiment now under Convoy of Captain Wolseley will perfectly reestablish the Honble. Companys Affairs there, and considering this Island in its present critical situation of the utmost Consequence to the Nation and Honble. Company **Margin Notes:** Company acquainted with the Desertion of Dyke the Compys. Slave and a Pipe man sent for Sailing of the Ships Northumberland Magnanime Sultan Le Nicher Hartford Deptford Mulgrave Chesterfield Tartar & Blandford	3: When the fleet sailed from the island on 2 November 1781, a slave belonging to the Company, a man named Dyke, escaped in it. He was the only person on the island able to repair the pipe that carried water from Chubb's Spring into James Valley, and his loss left the island without such a craftsman. The Council asked the Court to try to recover Dyke. Failing that, it asked for someone properly qualified to repair the pipe to be sent by the first ship. Such a man was essential, since the pipe constantly needed repair and would soon be useless without it. 4: The consultation of 31 October 1781 recorded that the Council had dispatched the *Northumberland* once her ten working days had expired. She sailed on her voyage on 5 November 1781 with the King's ships *Magnanime*, *Sultan* and *Le Nicher* and the Company's ships *Earl of Hertford*, *Deptford*, *Lord Mulgrave*, *Earl of Chesterfield*, *Tartar* and *Blandford*. 5: The garrison was far below its establishment and therefore too weak to defend the island. The Council knew that Commodore Johnstone had sent a strong and unexpected reinforcement to India under General Medows. It hoped that this force, together with the 78th Regiment now on its way under the convoy of Captain Wolseley, would fully restore the Company's affairs there. It also considered the island, in its present critical situation, to be of the utmost importance to the nation and the Company. **Interpretations** Dyke was a slave, yet the town's water supply depended on his skill alone. Joseph Seager, the armourer, had been paid to look after the waterworks at Chubb's Spring. The Council's letter shows that the real knowledge of the pipe lay with an enslaved craftsman, whom the Company had trained and relied on without recognising him on any pay list. By escaping in the fleet, he showed how fragile the island's arrangements were. The Council asked London either to find him or to send a free tradesman in his place,

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		Governor & Councils Reason for taking the Recruits intended for Bengal out of the Ship Northumberland	which shows that his value to the Company lay in a skill it could not easily replace. The Council used the reinforcements already sent to India as the ground for its own claim. If India now had men enough, the recruits intended for India in the *Northumberland* could fairly be kept at St Helena instead. The argument prepared the Directors for a decision the Council had evidently already taken: to land soldiers bound elsewhere to fill its own depleted garrison.
69	58	Company as the outward as well as the homeward bound Ships have Rendezvous here this Year and having reason to apprehend a Visit from Our Enemies in the course of the ensuing Year, We came to a Determination of Detaining 76 Recruits from the Ship Northumberland for the use of this Garrison, hope the same will meet with Your Honors approbation 6 The Governor and Lieut. Governor having offered it as their opinion that the Detaining the Rebecca Schooner which was purchased on the Honble. Companys account by Captains Pigou, Boswell and Scott for reasons assigned in a Consultation they held at Sea on the 27 July last, (Copy whereof goes a Number in this Packet to which We beg leave to refer you) would be a proper measure to be fallen upon as She was well calculated for the purpose of Cruizing to the Windward of this Island and only Navigated by a Master 4 Seamen and a Boy. We have agreed to Detain her accordingly until your Honors pleasure is known. And as the said Schooner together with her Tackle, Furniture and Provisions was purchased by the above Commanders for the Sum of £1300 - Sterling which they agreed to give Bills for, We have Drawn upon your Honors for the amount thereof payable to Mr. Thomas Nesbit the Owner (or Order) at ninety Days sight and Dated the 26 Ultimo. As Mr. Lucas Wimbleton Master was **Margin Notes:** Rebecca Schooner detained	5 (continued): Both outward and homeward ships had gathered at St Helena that year, and the Council had reason to expect an enemy attack during the coming year. It therefore decided to keep 76 recruits from the *Northumberland* for the garrison. It hoped the Court would approve. 6: The Governor and the Lieutenant Governor advised keeping the schooner *Rebecca*, which Captains Pigou, Boswell and Scott had bought on the Company's account. Their reasons were set out in a consultation they held at sea on 27 July 1781, and a copy was enclosed in the packet. The schooner was well suited to cruising to windward of the island and needed only a master, four seamen and a boy to sail her. The Council had agreed to keep her until the Court's wishes were known. The commanders had bought her, with her tackle, furniture and provisions, for £1,300 0s 0d sterling, and had agreed to pay for her by bills. The Council had therefore drawn bills on the Court for that sum, payable to Thomas Nesbit, her owner, or his order, at 90 days' sight and dated 26 October 1781. Lucas Wimbleton, her master, was **Interpretations** The Council kept 76 recruits meant for India without the Court's leave. Recruits were assigned by the Directors, and diverting them overrode London's plans for the Presidencies. The Council justified it by the island's place as the meeting point for every fleet, outward and homeward. In its view, losing St Helena would endanger the whole Eastern trade, while India had just received Medows's reinforcement. It acted first and asked approval afterwards, because recruits who sailed on could not be called back. The *Rebecca* filled the gap left by the loss of the *Betsy* to the French in Table Bay and the long absence of the *Hind*. A small, fast schooner with a crew of six could patrol to windward and give early warning of enemy ships, at far less cost than either earlier vessel. The Council kept her on the same terms as the recruits, until the Court decided, because the island could not afford to be without a lookout at sea in the year it expected attack.
70	59	strongly recommended to Us as an able Seaman and very attentive to his Duty We have allowed him £10 - ℔ Month for Wages Diet &ca. - and the Seamen and Boy the Wages they agreed for in England - 7 In consequence of an application from Commodore George Johnstone to the Governor for granting a Commission for hearing and Determining in Prize Causes and having examined the Honble. Companys Charters in order to form a Judgement how far We had power so to do, and conceiving that said Charter together with the Acts of Parliaments gave authority to appoint Commissioners for the hearing and determining in the like cases, a Commission was accordingly Granted for that purpose, And request your Honors will be pleased to inform Us whether We were right in so doing - 8 Yesterday Arrived the Myrtle Transport one of Commodore Johnstones Convoy, which parted Company the	6 (continued): Lucas Wimbleton, the *Rebecca*'s master, had been strongly recommended to the Council as an able seaman who was very attentive to his duty. The Council had allowed him £10 0s 0d a month for wages, diet and other costs. The seamen and the boy would receive the wages they had agreed in England. 7: Commodore George Johnstone had asked the Governor to grant a commission to hear and decide prize cases. To judge how far it had power to do so, the Council examined the Company's charters. It concluded that the charters, together with the Acts of Parliament, gave it authority to appoint commissioners to hear and decide such cases, and it granted a commission for the purpose. The Council asked the Court to tell it whether it had acted rightly. 8: The day before, the *Myrtle* transport had arrived. She belonged to Commodore Johnstone's convoy and had parted company with it off the Cape at the end of July 1781. She went on to Madagascar, the agreed meeting place, and waited there six weeks. When none of the squadron came, she left Madagascar on 4 October and turned back for St Helena. She arrived in

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		latter end of July last off the Cape and proceeded to Madagascar the place of Rendezvous, where She staid six Weeks, but none of that Squadron arriving there, She put back for this place, left Madagascar the 4 of October, and arrived in very great distress, having only a fortnights Water and Provisions at short allowance, Lieut. Colonel McCleod, three Captains Four Subalterns and 140 Privates of the 42 Regiment are on board. We therefore shall be under the necessity of Victualling the said Ship in order to enable her to proceed to India, Which Lieut. Colonel McCleod intends as soon as possible, the Troops being all Healthy - 9 We have granted a Set of Bills of Exchange to William Wrangham Esqr. for £300 - payable to Captain Richard **Margin Notes:** The Court of Directors acquainted with the Grant of a Commission for hearing & determining in Prize Causes & information requested relative thereto The Arrival of the Myrtle Transport & particulars respecting her - Bills granted	very great distress, with only a fortnight's water and provisions left even on short allowance. On board were Lieutenant Colonel McLeod, three captains, four subalterns and 140 privates of the 42nd Regiment. The Council would therefore have to victual the ship so that she could go on to India, as Lieutenant Colonel McLeod intended to do as soon as possible. The troops were all in good health. 9: The Council had granted a set of bills of exchange to William Wrangham for £300 0s 0d, payable to Captain Richard **Interpretations** A prize court decided whether a captured ship and her cargo were lawful prize, and only then could the captors sell them and share the money. Such courts were normally set up by the Admiralty. Johnstone wanted his Dutch captures condemned at once, so that their goods could be sold on the spot rather than carried to England. The Council had never exercised this power. It searched the Company's charters and the Acts of Parliament, decided they gave it the authority, and granted the commission, but it asked London to confirm the decision. A wrong judgment could expose the Company to claims from the Dutch owners or from the Admiralty itself, so the Council put its reasoning on record. The *Myrtle* reached St Helena with soldiers bound for India and almost nothing left to feed them. The island, which only weeks before had begged the Commodore for salt provisions, now had to victual a ship carrying more than 150 men. Its warehouse served the troops and ships of the whole Eastern war, whether or not it had stock to spare.
71	60	Richard Pearce (or Order) at ninety Days sight and Dated this Day - 10 This Letter waits on Your Honors by His Majestys Bomb Terror, that Sails from hence in Company with the Le Severe a French Prize taken up by Captain Wolseley and fitted as a Cartel Ship for the Conveying the Prisoners to France - We are St. Helena Honble. Sirs 6 December 1781 Your most Obedient and humble Servants - (Signed) John Skottowe Danl. Corneille Matt. Bazett Willm. Wrangham Henry Bazett List of the Honble. Companys Packet ℔ His Majestys Bomb Terror Dated the 6 December 1781 - No. 1 Governor and Councils General Letter Dated the 6 December 1781 2 do. and do. do. Dated the 6 do. do. relating to Law Matters 3 Duplicate do. and do. do. Dated the 30 October 1781 4 do. do. and do. do. Dated the 30 do. do. relating to Law Matters 5 Consultations from the 31 October to 6 of December 1781 6 Duplicate do. from the 30 July to the 29 October do. 7 Cash Account for the Month November do. 8 do. do. from the 1 to the 6 December do. 9 Duplicate do. for the Month of August do. 10 do. do. for the Month of September do. 11 do. do. from 1 to the 30 October do. **Margin Notes:** Letter by His Majestys Bomb Terror	9 (continued): Wrangham's bill was payable to Captain Richard Pierce or his order, at 90 days' sight, and dated 6 December 1781. 10: The Council was sending this letter by the King's bomb vessel *Terror*. She was sailing with the *Sévère*, a French ship that Captain Wolseley had taken as a prize, now fitted out as a cartel ship to carry prisoners to France. Governor Skottowe, Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 6 December 1781. The list of the Company's packet from St Helena, sent by the King's bomb vessel *Terror* and dated 6 December 1781, was as follows. 1: The Governor and Council's general letter, dated 6 December 1781 2: The Governor and Council's letter on legal matters, dated 6 December 1781 3: Duplicate of the Governor and Council's general letter, dated 30 October 1781 4: Duplicate of the Governor and Council's letter on legal matters, dated 30 October 1781 5: Consultations from 31 October to 6 December 1781 6: Duplicate of the consultations from 30 July to 29 October 1781 7: Cash account for November 1781 8: Cash account from 1 December to 6 December 1781 9: Duplicate of the cash account for August 1781 10: Duplicate of the cash account for September 1781 11: Duplicate of the cash account from 1 October to 30 October 1781 **Interpretations** A cartel ship sailed under a flag of truce, carrying prisoners home to be exchanged for captives held by the other side. By agreement between the warring powers, she could not be attacked or taken while on that errand. The *Sévère* had been one of Tronjoly's squadron, whose presence at the Cape in February 1780 set off the island's year of fortification. She now

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			carried French prisoners home under truce. Prisoners were a burden on a garrison short of food, and sending them away removed both a cost and a risk from the island.
72	61	12 Ship Northumberlands Account 13 do. Earl of Chesterfield do. 14 do. Earl of Hartfords do. 15 do. Blandfords do. 16 do. Lord Mulgraves do. 17 do. Tartars do. 18 do. Deptfords do. 19 Duplicate Ship Princes do. 20 do. do. Bellmonts do. 21 do. Brig Fox do. 22 do. List of the Packet ℔ His Majestys Ship Romney 23 First Receipt for the Packet ℔ Ship Prince 24 do. do. for the do. ℔ Ship Belmont 25 Second do. for the do. ℔ Ship Granby 26 do. do. for the do. ℔ Ship Walpole 27 Effective State of the Garrison - 28 Duplicate Proceedings of a General Quarter Session held 3 Oct. 1781 29 do. List of Marriages Births Christenings and Burials from the 1 March to the 31 Augt. 1781 30 do. do. of the Honble. Companys Slaves taken 30 September do. 31 do. do. of Familys taken the 30 do. do. 32 Account of the Expence of carrying on the Fence in Long Wood from 1 Nov. to 6 December 1781 33 Duplicate do. do. from the 1 August to 30 October do. 34 Copy of a Consultation of Captains Pigou, Scott and Boswell respecting the purchase of the Rebecca Schooner 35 Governor and Councils Certificate of Sundry Warlike Stores and Provisions landed from Ship Northumberland 36 Duplicate Account of Cash paid the Pensioners upon the Military Fund -	The list of the packet was completed. 12: Account of the ship *Northumberland* 13: Account of the ship *Earl of Chesterfield* 14: Account of the ship *Earl of Hertford* 15: Account of the ship *Blandford* 16: Account of the ship *Lord Mulgrave* 17: Account of the ship *Tartar* 18: Account of the ship *Deptford* 19: Duplicate of the account of the ship *Prince* 20: Duplicate of the account of the ship *Belmont* 21: Duplicate of the account of the brig *Fox* 22: Duplicate of the list of the packet sent by the King's ship *Romney* 23: First receipt for the packet sent by the ship *Prince* 24: First receipt for the packet sent by the ship *Belmont* 25: Second receipt for the packet sent by the ship *Granby* 26: Second receipt for the packet sent by the ship *Walpole* 27: Return of the effective strength of the garrison 28: Duplicate of the proceedings of the general quarter sessions held on 3 October 1781 29: Duplicate of the list of marriages, births, christenings and burials from 1 March to 31 August 1781 30: Duplicate of the list of the Company's slaves taken on 30 September 1781 31: Duplicate of the list of families taken on 30 September 1781 32: Account of the cost of the fence at Long Wood from 1 November to 6 December 1781 33: Duplicate of the account of the cost of the fence at Long Wood from 1 August to 30 October 1781 34: Copy of a consultation held by Captains Pigou, Scott and Boswell on the purchase of the schooner *Rebecca* 35: The Governor and Council's certificate of military stores and provisions landed from the ship *Northumberland* 36: Duplicate of the account of money paid to pensioners on the military fund
73	62	To the Honble. &c. Honble. Sirs Par. 1 By His Majestys Bomb Terror that left this place the 8th Instant We had the Honor of addressing you Duplicate whereof is herewith enclosed - 2 On the 17th Instant Arrived your Honors Ships Glatton, Pigot, Vansittart, Earl of Mansfield and Lord Holland from China last from Fort Marlbro' 3 We congratulate your Honors on the Capture of Padang the Chief of the Dutch Settlements on the West Coast of Sumatra and its Dependencies by the above Ships and a Detachment from the Garrison of Bencoolen - 4 We beg leave to refer your Honors to our Consultation of the 24 Instant wherein is entered a report from the Storekeeper respecting the different Qualitys of the Salt Provision and Iron Ware received by the Ship Hastings - 5 In Our last Letter We informed you that We should supply the Detachment of His Majestys 42 Regiment on board the Myrtle Transport with Provisions for the Voyage to India which We have accordingly done	The Council wrote again to the Court of Directors. 1: Its last letter had gone by the King's bomb vessel *Terror*, which left the island on 8 December 1781. A duplicate was enclosed. 2: On 17 December 1781 the Company's ships *Glatton*, *Pigot*, *Vansittart*, *Earl of Mansfield* and *Lord Holland* arrived from China, last from Fort Marlborough. 3: The Council congratulated the Court on the capture of Padang, the chief Dutch settlement on the west coast of Sumatra, together with its dependencies. It had been taken by these ships and a detachment from the garrison of Bencoolen. 4: The Council referred the Court to the consultation of 24 December 1781, which recorded the storekeeper's report on the quality of the salt provisions and ironware received by the *Hastings*. 5: The Council's last letter had said it would supply the detachment of the King's 42nd Regiment aboard the *Myrtle* transport with provisions for the voyage to India. It had done so. The accounts were not yet closed, so they could not be sent by this ship. Colonel McLeod intended to draw bills on the Lords of the Treasury in the Company's favour for the amount.

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		but as the Accounts are not yet Closed We could not transmit them by this opportunity, and have to inform you that Colonel Macleod means to Draw Bills upon the Lords of the Treasury in your Honors favour, for the amount - 6 Captain Robert Young of the Ship Vansittart Dying on the 25th Instant, We appointed Mr. **Margin Notes:** Arrival of Ships - The Compy. congratulated on the capture of Padang & its dependencies Compy. referred to the Store keepers Report respecting Provisions Myrtle Transport supplied with Provisions &c. Captn. Youngs dying & Mr. Wordsworth appointed to the [...]	6: Captain Robert Young of the *Vansittart* had died on 25 December 1781, and the Council had appointed **Interpretations** Padang was taken not by the Navy but by Company merchant ships and a few soldiers from Bencoolen, the Company's small pepper settlement nearby. With war against the Dutch declared, the China ships calling at Fort Marlborough on their way home seized the chance to strike at the Dutch settlement next door. The Company's commercial fleet could act as a fighting force when an enemy outpost lay within reach. Taking Padang removed a Dutch rival in the pepper trade, the business Fort Marlborough existed for. The cost of feeding the 42nd Regiment was to be repaid by the Treasury, not the Company. The troops were the King's, so their keep was a charge on the Crown. The Council's care to keep its own accounts separate from the King's meant the Company would not quietly bear the cost of a royal regiment.
74	63	Mr. William Agnew Chief Mate to the Command of the said Ship and Swore him in accordingly - 7 Hugh Stewart and Philip Manning two Esqrs. are Passengers on board the Ship Glatton - 8 This Letter is Conveyed to your Honors by the Ship Glatton, Copys whereof are transmitted by the Lord Holland and Pigot that Sails from hence in Company with the Vansittart and Earl of Mansfield. We are St. Helena Honble. Sirs 30th December 1781 Your most Obedt. and humble Servants - (Signed) John Skottowe Daniel Corneille Matthew Bazett William Wrangham Henry Bazett List of the Honble. Companys Packet from St. Helena per Ship Glatton Dated the 30 of December 1781 No. 1 Governor and Councils General Letter Dated the 30 Decr. 1781 2 Duplicate do. and do. do. Dated the 6 do. do. 3 do. do. and do. do. Dated the 6 do. do. relating to Law Matters - 4 Consultations from the 6 to the 29 December 1781 5 Duplicate do. from 31 October to the 6 do. do. 6 Cash Account from the 7 to the 30 do. do. 7 Duplicate do. for the Month of November do. 8 do. do. from the 1 to the 6 December do. 9 Ship Glattons Account 10 do. Earl of Mansfields do. 11 do. Pigots do. 12 do. Lord Hollands do. 13 do. Vansittarts do. **Margin Notes:** Command of the Vansittart Passengers on the Glatton This Letter by the Glatton Copies by the Ld. Holland & Pigot -	6 (continued): The Council had appointed William Agnew, the *Vansittart*'s chief mate, to command her and had sworn him in. 7: Hugh Stewart and Philip Marrington were travelling as passengers in the *Glatton*. 8: The Council was sending this letter by the *Glatton*, with copies by the *Lord Holland* and the *Pigot*. These ships were sailing in company with the *Vansittart* and the *Earl of Mansfield*. Governor Skottowe, Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 30 December 1781. The list of the Company's packet from St Helena, sent by the *Glatton* and dated 30 December 1781, was as follows. 1: The Governor and Council's general letter, dated 30 December 1781 2: Duplicate of the Governor and Council's general letter, dated 6 December 1781 3: Duplicate of the Governor and Council's letter on legal matters, dated 6 December 1781 4: Consultations from 10 December to 29 December 1781 5: Duplicate of the consultations from 31 October to 6 December 1781 6: Cash account from 7 December to 30 December 1781 7: Duplicate of the cash account for November 1781 8: Duplicate of the cash account from 1 December to 6 December 1781 9: Account of the ship *Glatton* 10: Account of the ship *Earl of Mansfield* 11: Account of the ship *Pigot* 12: Account of the ship *Lord Holland* 13: Account of the ship *Vansittart* **Interpretations** When a commander died at sea or in port, the ship could not sail home without someone legally in charge of her and her cargo. The Council used its authority to appoint the chief mate and swear him in, so that the *Vansittart* could continue with the convoy rather than wait for orders from London. The oath bound Agnew to the Company's service as her commander, making him answerable for the ship and her lading on the voyage. Hugh Stewart and Philip Marrington had signed Fort Marlborough's letter of 21 October 1780 as members of its council. Two senior servants of that settlement were now going home in the same ships that had just taken Padang.
75	64	14 Duplicate Ship Northumberlands Account 15 do. Earl of Chesterfields do. 16 do. Earl of Hartfords do. 17 do. Blandfords do.	The list of the packet was completed. 14: Duplicate of the account of the ship *Northumberland*

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		18 do. Lord Mulgraves do. 19 do. Tartars do. 20 do. Deptfords do. 21 Duplicate List of the Packet ℔ His Majestys Bomb Terror 22 Second Receipt for the Packet ℔ Ship Prince 23 do. do. for the do. ℔ Ship Bellmont 24 Effective State of the Garrison 25 Account of the Expence of Carryg. on the Fence in Long Wood from the 7th to the 30th December 1781 26 Duplicate do. do. from 1 November to 6th Decemr. do. 27 Duplicate Copy of a Consultation of Captains Pigou, Scott and Boswell respecting the purchase of the Rebecca Schooner - 28 Duplicate Governor and Councils Certificate of Sundry Warlike Stores and Provisions landed from Ship Northumberland - 29 Abstract of the Cargoes of Ships Glatton, Lord Holland, Earl of Mansfield Pigot and Vansittart -	15: Duplicate of the account of the ship *Earl of Chesterfield* 16: Duplicate of the account of the ship *Earl of Hertford* 17: Duplicate of the account of the ship *Blandford* 18: Duplicate of the account of the ship *Lord Mulgrave* 19: Duplicate of the account of the ship *Tartar* 20: Duplicate of the account of the ship *Deptford* 21: Duplicate of the list of the packet sent by the King's bomb vessel *Terror* 22: Second receipt for the packet sent by the ship *Prince* 23: Second receipt for the packet sent by the ship *Belmont* 24: Return of the effective strength of the garrison 25: Account of the cost of the fence at Long Wood from 7 December to 30 December 1781 26: Duplicate of the account of the cost of the fence at Long Wood from 1 November to 6 December 1781 27: Duplicate copy of a consultation held by Captains Pigou, Scott and Boswell on the purchase of the schooner *Rebecca* 28: Duplicate of the Governor and Council's certificate of military stores and provisions landed from the ship *Northumberland* 29: Abstract of the cargoes of the ships *Glatton*, *Lord Holland*, *Earl of Mansfield*, *Pigot* and *Vansittart*
76	65	To the Honble. &c. Honble. Sirs Our last Address waited on Your Honors by your Ship Glatton, Duplicate of which goes enclosed, and We now take the opportunity of Writing you by His Majestys Sloop Nymph just Arrived from India with Dispatches to Europe. The Captain as he does not intend to stay above three or four hours has sent his Boat on shore to Land Major Geils whose ill state of Health will not permit him to proceed with Dispatches which he has charge of from Sir Hector Munroe - By this opportunity We are informed of the Surrender of the Dutch Settlements of Trinquemalay and Negapatam to His Majestys Arms, on which success We beg leave to congratulate Your Honors - We are St. Helena Honble. Sirs 23 March 1782 Your most Obedient and humble Servants - (Signed) John Skottowe Danl. Corneille Matthew Bazett Willm. Wrangham Henry Bazett **Margin Notes:** Arrival of His Majestys Sloop Nymph & Boat with Majr. Geils Co. informed of the Surrender of Trinquemalay & Negapatam	The Council wrote again to the Court of Directors. Its last letter had gone by the *Glatton*, and a duplicate was enclosed. The Council now took the chance of writing by the King's sloop *Nymph*, which had just arrived from India with dispatches for Europe. Her captain meant to stay no more than three or four hours. He had sent his boat ashore to land Major Geils, who was too ill to go on with the dispatches from Sir Hector Munro that were in his charge. By this ship the Council learned that the Dutch settlements of Trincomalee and Negapatam had surrendered to the King's forces, and it congratulated the Court on this success. Governor Skottowe, Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 23 March 1782. **Interpretations** The *Nymph* was racing home with dispatches and would not wait even a day. A ship carrying urgent news from India could not delay for the island's convenience, and the Council wrote a short letter in the few hours she lay in the road so as not to miss the chance. It had nothing to send but news, and news was what the Directors wanted most. Major Geils was too ill to continue, yet the dispatches he carried from Sir Hector Munro had to go on. A courier's illness could not be allowed to stop the news, so the papers presumably stayed aboard with the *Nymph* while Geils was put ashore. St Helena served as a hospital for exhausted travellers as well as a post office for their letters. The fall of Trincomalee in Ceylon and Negapatam on the Coromandel coast took two of the Dutch bases nearest to British India. Together with the capture of Padang in Sumatra, these victories showed that Britain was stripping the Dutch of their Eastern settlements within a year of declaring war.
77	66	To the Honble. &c. Honble. Sirs Par. 1 By His Majestys Sloop Nymph under date of the 23 last Month We had the Honor of addressing You Duplicate of which goes Enclosed - 2 On the 3 Instant Arrived the Honble. Companys Packet Swallow from Madrass which place	The Council wrote again to the Court of Directors. 1: Its last letter, dated 23 March 1782, had gone by the King's sloop *Nymph*. A duplicate was enclosed. 2: On 3 April 1782 the Company's packet *Swallow* arrived from Madras. Captain Hall reported that he had left Madras on 29 January, where the Company's ships *Valentine*, *Southampton*, *Rochford* and *Grosvenor* were lying.

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		Captain Hall acquaints Us he left the 19 January last and your Ships Valentine, Southampton, Rockford and Grosvenor there the two latter of which were to be dispatched for Europe in a short time after him and that the Queen and Fortitude Sailed from Fort St. George for Bengal the 20 January, Captain Hall likewise informs Us that he Sailed from Fort William the 3 - January were he left your Ship Dartmouth - 3 By the Ship Northumberland We received Sundry Articles more than were Invoiced which We have entered upon Consultation of this Day for your information - 4 Having supplied His Majestys Sloop Nymph with 2 Casks of Flour Weight 6. 2. - We herewith transmit your Honors a Receipt for the same - 5 We think it not adviseable to send by this Conveyance Your Honors General Books of Accounts Balanced to the 30th September 1781 As the Swallow Sails from hence without a Convoy - **Margin Notes:** Last Letter by the Nymph Sloop Swallow Arrived from Madrass Intelligence &c. Sundry Articles recd. by the Northumberland more than were Invoiced Receipt for the Supplies given to the Nymph Sloop Genl. Books not sent	The last two were to be sent to Europe shortly after him. The *Queen* and the *Fortitude* had sailed from Fort St George for Bengal on 20 January. Hall also said he had sailed from Fort William on 3 January, leaving the Company's ship *Dartmouth* there. 3: The *Northumberland* had landed several goods beyond those on her invoice. The Council had entered them in that day's consultation for the Court's information. 4: The Council had supplied the King's sloop *Nymph* with two casks of flour weighing 6 cwt 2 qr, and enclosed a receipt for them. 5: The Council did not think it wise to send the Company's general books of account, balanced to 30 September 1781, by this ship, since the *Swallow* was sailing without a convoy. **Interpretations** The *Northumberland* had landed more than her invoice showed. A shortfall would have been charged to the ship, but a surplus also had to be recorded. Goods that appeared without a matching invoice might belong to someone else's consignment or to private trade. Entering them openly in the consultation protected the storekeeper from any later charge of having taken in goods without accounting for them, and let the Directors decide whose they were. The Council again held back the general books from a lone packet, as it had with the *Swallow* in May 1780. The war had only widened since then, with the Dutch now enemies and their Cape cruisers active. The books waited once more for a ship under escort.
78	67	6 As the last Quarters Accounts will not be laid before Us until the 15 Instant We cannot transmit you a Cash Account to a Later Date than the 28 February 1782 - 7 We have granted the following Sets of Bills of Exchange Vizt. One to William Wrangham Esqr. for £1000 - payable to Matthew Purling, John Clements and Richard Pearce Esqrs. One to the Attorney of Captain James Rees for £583. 18. 3 payable to Messrs. Thomas and Daniel Blackford, And one Set to Matthew Bazett Esqr. for £400 payable to Matthew Purling and Gabriel Harper Esqrs. All Drawn at Ninety Days sight and Dated this Day. 8 By this opportunity We have sent a Pattern Coat for your Artillery and Infantry of this Garrison and request your Honors will be pleased to Direct the Cloathing you send out the next Year may be made accordingly as it will give a much more Military appearance and We judge will not be so Expensive as the former Cloathing. 9 In the 4 Paragraph of Our General Letter to your Honors under Date of the 20 August We requested you would be pleased to send Us the next opportunity a large quantity of Coals which We hope you will comply with, as We shall otherwise soon be greatly Distressed for that Article - 10 The Passengers on board the Swallow are Mrs. Morgan and Family, Colonel Crawford, Messieurs Wagstaff, McDougle, Baugh and Captain Roddam 11 Having supplied part of His Majestys 42 Regiment under the Command of Lieut. Colonel Norman Macleod in the Myrtle Transport which Sailed for India the 15 January last, with Sundry Provisions, he has given **Margin Notes:** Cash Acct. to 28 Feby. only Bills granted Pattern Coat for the Military sent to England	6: The last quarter's accounts would not be laid before the Council until 15 April 1782, so it could not send a cash account later than 28 February 1782. 7: The Council had granted the following sets of bills of exchange, all drawn at 90 days' sight and dated the day of the letter. William Wrangham, £1,000 0s 0d, payable to Matthew Pooling, John Clements and Richard Pierce The attorney of Captain James Rees, £583 18s 3d, payable to Messrs Thomas and Daniel Blachford Matthew Bazett, £400 0s 0d, payable to Matthew Pooling and Gabriel Harper 8: The Council was sending by this ship a pattern coat for the garrison's artillery and infantry. It asked the Court to have the clothing sent out the following year made to this pattern. It would look far more military, and the Council judged it would cost less than the old clothing. 9: In paragraph 4 of its general letter of 20 August 1781, the Council had asked for a large quantity of coal by the next opportunity. It hoped the Court would send it, since the island would otherwise soon be in great difficulty for want of fuel. 10: The passengers in the *Swallow* were Mrs Morgan and her family, Colonel Crawford, Mr Wagstaff, Mr McDougle, Mr Baugh and Captain Roddam. 11: The Council had supplied part of the King's 42nd Regiment, under Lieutenant Colonel Norman McLeod, with various provisions in the *Myrtle* transport, which sailed for India on 15 January 1782. McLeod had given **Interpretations** The Council sent a coat of its own design to London as a pattern, rather than accepting whatever uniforms the Company chose to ship. It argued both for appearance and for economy. A smarter coat would improve the bearing of a garrison now filled with recruits from many sources, while a cheaper one would save the Company money. Uniforms were made up in England by contractors, so the only way to change them was to show the Directors exactly what was wanted.

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		request the supply of Coals sent for the 20 Augt. would be complied with Passengers on the Swallow Bills taken from Col. McCleod for Provisions supplied the Myrtle	The renewed plea for coal shows the fuel crisis worsening. The coal requested in August 1781 had not yet come, and the island's dwindling trees could not make up the shortfall. Every fleet that called needed to be fed, and without coal the bakehouse and the garrison's kitchens could not cook.
79	68	given Us Bills of Exchange upon the Right Honble. Frederick Lord North, First Commissioner of the Treasury for the amount thereof, being £722. 15 Sterling in favour of Your Honors, the First of which goes a Number in the Packet - We are St. Helena Honble. Sirs 6 April 1782 Your most Obedt. and humble Servants Signed John Skottowe " " Matthew Bazett William Wrangham Henry Bazett List of the Honble. Companys Packet from St. Helena ℔ Swallow Packet Dated the 6 April 1782 No. 1 Governor & Councils General Letter Dated 6 April 1782 2 do. & do. do. Dated 6 Apl. 1782 relatg. to Law Matters 3 Duplicate do. & do. do. Dated 23 March 1782 - 4 Consultations from the 7 January to 6 April 1782 5 Duplicate do. from 10 to 29 December 1781 6 Cash Account for the 31 December do. 7 do. do. for the Month of January 1782 8 do. do. for the Month of February do. 9 Duplicate do. from the 7 to the 30 December 1781 10 Swallow Packets Account	11 (continued): Lieutenant Colonel McLeod had given the Council bills of exchange on Frederick, Lord North, First Commissioner of the Treasury, for the amount, £742 15s 0d sterling, in the Company's favour. The first of these was enclosed in the packet. Governor Skottowe, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 6 April 1782. The list of the Company's packet from St Helena, sent by the *Swallow* packet and dated 6 April 1782, was as follows. 1: The Governor and Council's general letter, dated 6 April 1782 2: The Governor and Council's letter on legal matters, dated 6 April 1782 3: Duplicate of the Governor and Council's general letter, dated 23 March 1782 4: Consultations from 7 January to 6 April 1782 5: Duplicate of the consultations from 10 December to 29 December 1781 6: Cash account for 31 December 1781 7: Cash account for January 1782 8: Cash account for February 1782 9: Duplicate of the cash account from 7 December to 30 December 1781 10: Account of the *Swallow* packet **Interpretations** The provisions for the 42nd Regiment were repaid with bills drawn on Lord North himself as First Lord of the Treasury. A King's officer could not pay a Company settlement from his own purse, but he could draw on the Treasury for the keep of royal troops. The Company would present the bill in London and be repaid from public funds. The island's warehouse fed the King's soldiers on credit, and the Crown settled the debt months later.
80	69	11 Duplicate Ship Glattons Account 12 do. do. Earl of Mansfields do. 13 do. do. Pigots do. 14 do. do. Lord Hollands do. 15 do. do. Vansittarts do. 16 Duplicate List of the Packet ℔ Ship Glatton 17 First Receipt for the Packet ℔ do. do. 18 do. do. for a Small Paper do. ℔ Ship Lord Holland 19 do. do. for a do. do. ℔ Ship Pigot 20 Muster Rolls of the Garrison 21 Effective State of do. 22 Account of the Expence of carryg. on a Fence in Lg. Wood from 1 Jany. to 31 March 1782 23 Duplicate do. do. from the 7 to the 30 Decemr. 1781 24 First Receipt for 2 Casks of Flour supplied His Majys. Sloop Nymph 25 Proceeds of a General Quarter Sessions holden the 16 Jany. 1782 26 Pattern Coats for the Artillery & Infantry of the Garrison 27 Lieut. Colonel Macleods First Bill of Exchange - To the Honble. &c. Honble. Sirs 1 We had the pleasure of Addressing your Honors under Date of the 6 of last Month by Your Packet Swallow from Madrass and We now take the opportunity of Writing You by the Nancy Packet that Arrived here on the 24 Instant. Captain Heffernan informs Us he	The list of the packet was completed. 11: Duplicate of the account of the ship *Glatton* 12: Duplicate of the account of the ship *Earl of Mansfield* 13: Duplicate of the account of the ship *Pigot* 14: Duplicate of the account of the ship *Lord Holland* 15: Duplicate of the account of the ship *Vansittart* 16: Duplicate of the list of the packet sent by the ship *Glatton* 17: First receipt for the packet sent by the ship *Glatton* 18: First receipt for a small packet of papers sent by the ship *Lord Holland* 19: First receipt for a small packet of papers sent by the ship *Pigot* 20: Muster rolls of the garrison 21: Return of the effective strength of the garrison 22: Account of the cost of the fence at Long Wood from 1 January to 31 March 1782 23: Duplicate of the account of the cost of the fence at Long Wood from 7 December to 30 December 1781 24: First receipt for two casks of flour supplied to the King's sloop *Nymph* 25: Proceedings of the general quarter sessions held on 16 January 1782 26: Pattern coats for the artillery and infantry of the garrison 27: Lieutenant Colonel McLeod's first bill of exchange

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		Sailed from Bengal the 28 February last and left Your Ships Queen, Resolution, Southampton and Valentine there, that the Earl of Dartmouth Sailed from Calcutta about the Middle of that Month for Madrass. He also acquaints **Margin Notes:** Last Letter by the Swallow Arrival of the Nancy Packet from Bengal & Intelligence by her -	The Council wrote again to the Court of Directors. 1: Its last letter, dated 6 April 1782, had gone by the Company's packet *Swallow* from Madras. The Council now took the chance of writing by the *Nancy* packet, which had arrived on 24 April 1782. Captain Heffernan reported that he had sailed from Bengal on 28 February, leaving the Company's ships *Queen*, *Resolution*, *Southampton* and *Valentine* there. The *Earl of Dartmouth* had sailed from Calcutta for Madras about the middle of that month. He also reported
81	70	acquaints Us there were thirty Sail of French Ships seen to the Norward of Madrass the 6 of the same Month fourteen of which appeared to be two Deckers, that they had taken several Rice Conies which they unloaded and sat on Fire, after which they bore away to the Southward and it was conjectured they were gone in quest of Sir Edward Hughes Fleet. Captain Heffernan likewise informs Us that there were Accounts of Captain Alms and General Meadows being safe arrived at Bombay with his Majestys Ships and Troops together with Your Honors Ships under that Convoy - 2 Massfungee the Mallay Prisoner dying and leaving Effects to the Amount of £37. 19. 3 We have received the same into Your Honors Cash and wrote it off to Account Current London - 3 By this Conveyance We transmit Your Honors an Indent of Stores wanted for the service of the Year 1783, together with a List of Stores remaining in the Honble. Companys Ware Houses the 20 April last. By the Indent you will please to observe We have sent for a Number of Blankets, Coals and Sundry Materials for Boats which We beg you will Comply with As we are in great want of those Articles. 4 It is with pleasure We inform Your Honors that We have had a very good Summer Season and that the Island is in a very flourishing condition and the Stock of Black Cattle are greatly encreased tho' at present so Young that We had only 50 returned for Slaughter this Year - 5 We have given Heffernan an Order to receive on board the Nancy Packet George Jarman a Discharged Serjeant. Also William Sterling Private whom We have Discharged this Garrison he being a Man of a most Infamous Character - **Margin Notes:** Massfungee Effects wrote off to Acct. Current London Indent of Stores &c. sent particular request for the No. of Blankets Coals Materials for Boats Season Garrison Men put on board the Nancy -	1 (continued): Captain Heffernan also reported that 30 French ships had been sighted north of Madras on 6 February 1782, 14 of which appeared to be two-deckers. They had taken several rice boats, unloaded them and set them on fire, then bore away to the south. It was thought they had gone in search of Sir Edward Hughes's fleet. Heffernan added that Captain Alms and General Medows were reported to have reached Bombay safely with the King's ships and troops and the Company's ships under their convoy. 2: Massfungee, a Malay prisoner, had died, leaving effects worth £37 19s 3d. The Council had taken the money into the Company's treasury and charged it to the account current with London. 3: The Council sent with this letter an indent of stores needed for 1783, with a list of the stores remaining in the Company's warehouses on 20 April 1782. The indent asked for blankets, coal and various materials for boats, and the Council asked the Court to send them, since the island badly needed them. 4: The Council was pleased to report a very good summer season. The island was flourishing, and the herds of cattle had greatly increased. The animals were still so young, however, that only 50 had been returned for slaughter that year. 5: The Council had ordered Captain Heffernan to take on board the *Nancy* packet George Jarman, a discharged sergeant, and William Sterling, a private whom the Council had discharged from the garrison as a man of thoroughly bad character. **Interpretations** A French fleet of 30 sail, 14 of them ships of the line, was a far greater force than Tronjoly's seven ships at the Cape in 1780. It was hunting the King's squadron off the Coromandel coast, and burning the rice boats bound for Madras to starve the settlement. The Council passed this on because control of the Indian seas would decide the war in the East. If Hughes were beaten, no British convoy from India would be safe, and St Helena's supply of rice, the food that had replaced its salt meat, depended on those same ships. A Malay prisoner's goods went into the Company's treasury and were charged to the London account. Prisoners on the island were often Malays sent from the Company's eastern settlements, and a prisoner had no heirs present to claim his estate. The Company held the money rather than keeping it as its own, so that a rightful claimant could recover it later. William Sterling had given himself up from the *Walpole* as a Bengal deserter in March 1781 and been enlisted. A year later he was dismissed as a man of very bad character and sent away. The Council had taken deserters from other garrisons because it needed men, but not every one of them proved worth keeping.
82	71	6 The Passengers on board the Nancy Packet are Majors Fairfax and Bradley and Captain Rain, also Major Geils who was left here out of the Nymph Sloop for the recovery of his Health - 7 We have Granted the following Bills of Exchange Vizt. One Set to Major Daniel Corneille for £400 - payable to	6: The passengers in the *Nancy* packet were Major Fairfax, Major Bradley and Captain Rain. With them went Major Geils, whom the *Nymph* had left at the island to recover his health. 7: The Council had granted the following sets of bills of exchange, all drawn at 90 days' sight and dated the day of the letter.

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		John Calland Esqr. One to Matthew Bazett Esqr. for £417. 15. 4 - payable to Matthew Purling Esqr. One to William Wrangham Esqr. for £500 - payable to Matthew Purling, John Clements and Richard Pearce Esqrs. One to Major Henry Bazett for £400 - payable to Matthew Purling and Gabriel Harper Esqrs. And One Set to Lieut. William Soole for £50 - payable to Robert Sherson Esqr. All Drawn at Ninety Days sight and Dated this Day - 8 We herewith transmit Your Honors Lieut. Colonel Macleods second Bill of Exchange for £722. 15 - We are St. Helena Honble. Sirs 27 May 1782 Your most Obedt. and humble Servts. Signed John Skottowe Danl. Corneille Matt. Bazett Wm. Wrangham Henry Bazett **Margin Notes:** Passengers on Ship Nancy Bills granted Colonel McLeods 2d. Bill sent	Major Daniel Corneille, £400 0s 0d, payable to John Holland Matthew Bazett, £417 15s 4d, payable to Matthew Pooling William Wrangham, £500 0s 0d, payable to Matthew Pooling, John Clements and Richard Pierce Major Henry Bazett, £400 0s 0d, payable to Matthew Pooling and Gabriel Harper Lieutenant William Seale, £50 0s 0d, payable to Robert Sherson 8: The Council enclosed Lieutenant Colonel McLeod's second bill of exchange for £742 15s 0d. Governor Skottowe, Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 27 May 1782. **Interpretations** The Council sent McLeod's first bill on the Treasury by the *Swallow* in April and the second by the *Nancy* in May. Bills of exchange were issued in sets of two or three identical copies, each valid until any one of them was paid. Sending them by different ships meant that if one packet was taken, another copy would still reach London and the Company could collect its £742 15s 0d from the Treasury. Major Geils, put ashore ill from the *Nymph* in March, recovered on the island and went home seven weeks later in the next packet. St Helena's healthy climate and fresh food made it a recovery station for officers broken by service in India, as well as a refuge for sick seamen.
83	72	List of the Honble. Companys Packet from St. Helena Ship Nancy Snow Dated the 27 May 1782 - No. 1 Governor and Councils General Letter Dated the 27 May 1782 - 2 do. and do. do. Dated the 27 do. do. relating to Law Matters 3 Dupte. do. and do. do. Dated 6 April 1782 4 do. do. and do. do. Dated 6 do. do. relatg. to Law matters 5 Consultation from the 8 April to 27 May 1782 6 Duplicate do. from the 7 January to 6 April do. 7 Cash Account for the Month of March do. 8 do. do. for the Month of April do. 9 do. do. from the 1 to the 27 May do. 10 Duplicate do. for the 31 December 1781 11 do. do. for the Month of January 1782 12 do. do. for the Month of February do. 13 do. Swallow Packets Account 14 do. List of the Packet Ship Swallow - 15 First Receipt for the Packet Ship do. 16 Second do. for the do. Ship Glatton 17 do. do. for a Small Paper Packet Ship Lord Holland 18 do. do. for a do. do. Ship Pigot 19 do. do. for 2 Casks of Flour Supplied His Majs. Sloop Nymph 20 Effective State of the Garrison 21 Account of the Expence carr. on the Fence in Lg. Wood to 25 May 1782 22 Duplicate do. do. do. from 1 Jany. to 31 March do. 23 Proceeding of a Genl. Quarter Session held 10 April 1782 24 Dupe. do. do. held 16 January do. 25 Lieut. Colonel Macleods Second Bill of Exchange 26 Indent of Stores wanted for the Service of the Year 1783 27 do. of Medicines wanted for the do. of the Year do. 28 List of Stores remaining in the Honble. Compys. Ware Houses 20 Apl. 1782 29 do. of Garrison Stores do. in the do. do. 20 do. do. 30 General return of Ordnance and Ordnance Stores &c.	The list of the Company's packet from St Helena, sent by the *Nancy* snow and dated 27 May 1782, was as follows. 1: The Governor and Council's general letter, dated 27 May 1782 2: The Governor and Council's letter on legal matters, dated 27 May 1782 3: Duplicate of the Governor and Council's general letter, dated 6 April 1782 4: Duplicate of the Governor and Council's letter on legal matters, dated 6 April 1782 5: Consultations from 8 April to 27 May 1782 6: Duplicate of the consultations from 7 January to 6 April 1782 7: Cash account for March 1782 8: Cash account for April 1782 9: Cash account from 1 May to 27 May 1782 10: Duplicate of the cash account for 31 December 1781 11: Duplicate of the cash account for January 1782 12: Duplicate of the cash account for February 1782 13: Duplicate of the account of the *Swallow* packet 14: Duplicate of the list of the packet sent by the *Swallow* 15: First receipt for the packet sent by the *Swallow* 16: Second receipt for the packet sent by the ship *Glatton* 17: Second receipt for a small packet of papers sent by the ship *Lord Holland* 18: Second receipt for a small packet of papers sent by the ship *Pigot* 19: Second receipt for two casks of flour supplied to the King's sloop *Nymph* 20: Return of the effective strength of the garrison 21: Account of the cost of the fence at Long Wood to 25 May 1782 22: Duplicate of the account of the cost of the fence at Long Wood from 1 January to 31 March 1782 23: Proceedings of the general quarter sessions held on 10 April 1782 24: Duplicate of the proceedings of the general quarter sessions held on 16 January 1782 25: Lieutenant Colonel McLeod's second bill of exchange

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			26: Indent of stores wanted for 1783 27: Indent of medicines wanted for 1783 28: List of stores remaining in the Company's warehouses on 20 April 1782 29: List of garrison stores remaining on 20 April 1782 30: General return of ordnance and ordnance stores
84	73	31 Register of Goods and Merchandize from 27th July 1781 to 26 May 1782 - 32 List of Marriages Births Christgs. and Burials from 1 Oct. 1781 to 1 Mar. 1782 To the Honble. &c. Honble. Sirs Par. 1 By the Nancy Packet that left this Place the 27th May last We had the Honor of Addressing You, Duplicate whereof is herewith enclosed, And We now embrace the opportunity of Writing You by a Portuguese Ship from the Coast of Malabar which Arrived here the 24 Instant called the Nra. Sra. De Arrabida, Captain Pye Burthen 300 Tons, carrys 10 Guns and 35 Men loaden with Pepper bound to Lisbon, which Letter We send under Cover to His Majestys Consul General at Lisbon to be forwarded - 2 On the 15th of this Month Arrived Your Honors Ship Fly from England by which Conveyance We received Your Letter Dated the 25 January together with the several Papers mentioned in the List of Packet the Governor and Lieut. Governor likewise received a Letter from the Honble. the Secret Committee - Captain Sherwood informs Us he parted Company with Sir Richard Bickerton, together with His Majestys and Your Ships under his Command on the 17 March in Latitude 6. 00 North and Longitude 22. 20 West from London, all well - 3 Mr. David Tell an English Gentleman Passenger on board the abovementioned Ship having given Us a **Margin Notes:** Last Letter by the Nancy Arrival of the Portuguese Ship & a Passenger news &c. Fly Arrived from England	The list of the packet was completed. 31: Register of goods and merchandise from 27 July 1781 to 26 May 1782 32: List of marriages, births, christenings and burials from 1 October 1781 to 1 March 1782 The Council wrote again to the Court of Directors. 1: Its last letter had gone by the *Nancy* packet, which left the island on 27 May 1782, and a duplicate was enclosed. The Council now took the chance of writing by a Portuguese ship from the Malabar coast, the *Nossa Senhora de Arrabida* under Captain Pye, which had arrived on 24 June 1782. She was a ship of 300 tons with 10 guns and 35 men, loaded with pepper and bound for Lisbon. The Council was sending the letter under cover to the King's consul general at Lisbon to be forwarded. 2: On 13 June 1782 the Company's ship *Spy* had arrived from England. By her the Council received the Court's letter of 25 January 1782, with the papers named in the list of the packet. The Governor and the Lieutenant Governor also received a letter from the Secret Committee. Captain Sherwood reported that he had parted company on 17 March, in latitude 6° north and longitude 22° 20' west of London, with Sir Richard Bickerton and the King's and Company's ships under his command, all well. 3: Mr David Tell, an English gentleman travelling as a passenger in the Portuguese ship, had given the Council **Interpretations** The Council again sent its letter under cover to the British consul general at Lisbon, as it had with the *Lady Corma* in January 1781. A neutral Portuguese ship from the Malabar coast reached Lisbon far more safely than any British vessel could cross waters patrolled by French and Dutch cruisers. The consul turned that safe passage into a reliable link with London. Sir Richard Bickerton was taking a squadron and reinforcements to India to support Sir Edward Hughes against the French fleet reported off Madras. The *Spy*'s report that he was safe in the Atlantic in March was the first news the island had that help was on its way to the East.
85	74	a Memorandum of the News respecting the Affairs in India together with a List of the French Fleet, We herewith enclose You exact Copy's of the same for Your Honors information - We are St. Helena Honble. Sirs 28 June 1782 Your most Obedient and humble Servants (Signed) John Skottowe Danl. Corneille Matt. Bazett Wm. Wrangham Henry Bazett To Sir John Hort Bart. His Britannic Majestys Consul General at Lisbon Sir The Arrival of the Nra. Sra. Arrabida a Portuguese Ship from the Coast of Malabar bound to Lisbon, allows Me the Honor of Addressing You, in order to request You will forward by the earliest Conveyance	3 (continued): David Tell had given the Council a memorandum of news about affairs in India and a list of the French fleet. The Council enclosed exact copies of both for the Court's information. Governor Skottowe, Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 28 June 1782. Governor Skottowe also wrote to Sir John Hort, Baronet, the King's consul general at Lisbon. The arrival of the *Nossa Senhora de Arrabida*, a Portuguese ship from the Malabar coast bound for Lisbon, gave him the chance to write. He asked Hort to forward the enclosed letter, addressed to the Court of Directors of the East India Company, to Great Britain by the earliest opportunity. Skottowe signed the letter at St Helena on 28 June 1782. **Interpretations** A private English passenger in a neutral ship supplied the Council with a list of the French fleet in Indian waters. Such a list showed the enemy's strength

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		to Great Britain, the enclosed Letter Directed to the Honorable the Court of Directors for the Affairs of the East India Company - I have the Honor to be St. Helena Sir 28 June 1782 - Your most Obedt. & most humble Servant John Skottowe Govr. **Margin Notes:** Intelligence by Mr. Tell Passenger on board the Portuguese relative to the French Fleet Governors Letter to the Consul Genl. at Lisbon	ship by ship, the information the Admiralty and the Company most needed to plan convoys and reinforcements. The Council copied it exactly rather than summarising it, so that nothing would be lost in the retelling. Its value lay in arriving early, and a Portuguese ship bound for Lisbon was the fastest way to get it home.
86	75	List of the Honorable Companys Packet from St. Helena Dated the 28 June 1782 - No. 1 Governor and Councils General Letter Dated the 28 June 1782 2 Duplicate do. and do. do. Dated the 27 May do. 3 Memorandum of News respecting the Affairs in India 4 List of the French Ships in India - I Sailed from Cochin the 19 March last a Passenger on board the Nra. Sra. Arrabida a Portuguese Ship bound for Lisbon, four or five Days before my Departure Mr. Angelbeck the Dutch Governor informed me he had received an Official Letter from Hyder Alli, informing him of his Son Tippo Saib having Surprized Col. Brathwait who Commanded in the Tanjore Country and had either taken or Cut off his whole Army consisting of 3 or 400 Europeans and 3 or 4000 Seapoys, a Salute of 21 Guns was fired at Cochin on receipt of this News, Mr. Angelbeck also informed me that by Letters from the Coromandel Coast dated either the 23 or 24 Feby. they had an account of the French Fleet consisting of 11 Ships of the Line under the Comd. of Monsr. Suffrein, (Monsr. De Orvi being dead) were then in sight of the English Fleet under Sir Edward Hughes consisting of 12 Ships of the Line an Engagement was hourly expected that Sir Edward Hughes had been joined by Captain Alms who passed Cochin with four Ships on his way to Ceylon the 15 January, which with the Hannibal and a Dutch Ship fitted out as a fifty Gun Ship made up the number of his Fleet to 12 - They also said the French had landed about 3 or 4000 Men at Pondicherry, but this they did not seem to be very positive in, I was off Pondicherry the **Margin Notes:** 2d. Copy of Mr. Tells memorandum respecting the French &c. &c.	The list of the Company's packet from St Helena, dated 28 June 1782, was as follows. 1: The Governor and Council's general letter, dated 28 June 1782 2: Duplicate of the Governor and Council's general letter, dated 27 May 1782 3: Memorandum of news concerning affairs in India 4: List of the French ships in India A copy of David Tell's memorandum was entered in the letter book. Tell had sailed from Cochin on 19 March 1782 as a passenger in the *Nossa Senhora de Arrabida*, a Portuguese ship bound for Lisbon. Four or five days before he left, Mr Angelbeck, the Dutch governor, told him he had received an official letter from Hyder Ali. It reported that Hyder's son Tipu Sahib had surprised Colonel Braithwaite, who commanded in the Tanjore country, and had either captured or destroyed his whole army of 300 or 400 Europeans and 3,000 or 4,000 sepoys. A salute of 21 guns was fired at Cochin when the news arrived. Angelbeck also told him that letters from the Coromandel coast, dated about 23 or 24 February, reported the French fleet of 11 ships of the line under Monsieur Suffren, Monsieur d'Orves having died, in sight of the English fleet under Sir Edward Hughes, which had 12 ships of the line. A battle was expected at any hour. Hughes had been joined by Captain Alms, who had passed Cochin with four ships on his way to Ceylon on 15 January. With the *Hannibal* and a Dutch prize fitted out as a 50-gun ship, these brought his fleet to 12. The letters also said the French had landed 3,000 or 4,000 men at Pondicherry, though they did not seem very sure of this. Tell himself had been off Pondicherry **Interpretations** The Dutch governor of Cochin fired a 21-gun salute to celebrate a British defeat. Dutch and British settlements lay side by side along the Malabar coast, and the news of war had reached Cochin as slowly as it reached St Helena. Now the Dutch were openly rejoicing at Hyder Ali's successes. Tell's memorandum gave the Directors an enemy's view of the war, passed on by a man who had heard it from the enemy's own governor. Two great fleets of almost equal strength stood in sight of each other off the Coromandel coast. The battle they expected would decide who held the Indian seas. Its outcome would reach St Helena months later, and on it depended whether any British convoy from India could reach the island safely.
87	76	the two Fleets were in sight of each other. On the 7 Feby. a Fleet of 7 Sail passed Cochin, they were some of the Frigates and Transports belonging to Captn. Alms Fleet and were bound to join Sir Edward Hughes, they had on board, about 1500 Troops part of General Meadows, but on receiving an account from the Supra Cargo of the Nra. Sra. Arrabida who had touched at Mauritius, of the French Fleet having Sailed from thence for India, they returned with the Transports to Callicut	Tell went on to say that the two fleets had been in sight of each other. On 7 February 1782 a fleet of seven sail passed Cochin. These were frigates and transports from Captain Alms's fleet, bound to join Sir Edward Hughes, with about 1,500 troops of General Medows's force on board. The supercargo of the *Nossa Senhora de Arrabida* had called at Mauritius and reported that the French fleet had sailed from there for India. On hearing this, the ships turned back with the transports to Calicut and landed their troops there to await further orders from Bombay.

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		and landed their Troops at that place waiting for further orders from Bombay, Callicut with all the Malabar Coast from Cannanore down to Chitwa a place near Cochin was in possession of the English Troops or their Friends the Nairs most of whom had joined our Cause against Hyder, being heartily Sick of his Government and wanting only to be supported by the English and they would give Hyder a great deal of trouble - The 8 of May in the Latitude of 29. 20 S. & Longitude 42. 31 Et. of Paris We saw four Ships standing to the Westwd. We were in Company with them two Days and would have spoke them, but they put on the other Tack and avoided letting Us come near them, As we were near enough to see their Hulls I am almost certain they were the Duke of Portland, Ponsborne, Contractor & Royal Charlotte from China which Ships I had seen at Bombay in July last. The Dutch never send Ships off the Cape at that Season and the French have no Ships of their size to go either to the Cape or Europe - St. Helena 28 June 1782 (Signed) David Tell,	Calicut and the whole Malabar coast from Cannanore down to Chetwai, near Cochin, were held by the English or by their friends the Nairs. Most of the Nairs had joined the British cause against Hyder. They were heartily tired of his rule, and if the English supported them they would give him a great deal of trouble. On 8 May 1782, in latitude 29° 20' south and longitude 42° 31' east of Paris, Tell's ship sighted four ships heading west. They kept company for two days and would have spoken them, but the four ships changed tack and avoided coming close. Tell was near enough to see their hulls and was almost certain they were the *Duke of Portland*, *Ponsborne*, *Contractor* and *Royal Charlotte* from China, which he had seen at Bombay in July 1781. The Dutch never sent ships off the Cape at that season, and the French had no ships of that size going either to the Cape or to Europe. David Tell signed the memorandum at St Helena on 28 June 1782. **Interpretations** The four ships avoided the Portuguese vessel because, in wartime, any strange sail might be an enemy disguised under a false flag. Company commanders were ordered to keep clear of unknown ships rather than risk being boarded. Tell identified them by their hulls and by reasoning that no Dutch or French ship of that size would be in those waters at that season. His report told the Directors that four of their homeward China ships were safe and on their way, months before they could arrive. The Nairs were the warrior caste of the Malabar coast, whose lands Hyder Ali had conquered. Their hostility to his rule gave the British allies on the western coast, opening a second front against Mysore while the French fleet fought off the eastern coast.
88	77	Mapa da Esquadra Franceza, de que Ee Chefe O Conde Dorve, que partio da Ilha Mauricia a 1 Dezembro de 1781 para a India Navios, Commandantes, Peças, Calibres das Peças 36, Calibres das Peças 24, Calibres das Peças 18, Calibres das Peças 12, Calibres das Peças 8, Calibres das Peças 6, Calibres das Peças 4, Equipagem Naos de Linha L'Orient: Commandantes: Conde Dorve Chefe, Peças: 74, Calibres das Peças 36: 28, Calibres das Peças 24: 0, Calibres das Peças 18: 30, Calibres das Peças 12: 0, Calibres das Peças 8: 16, Calibres das Peças 6: 0, Calibres das Peças 4: 0, Equipagem: 625 Le Heros: Commandantes: Mr. de Suffren, Peças: 74, Calibres das Peças 36: 28, Calibres das Peças 24: 0, Calibres das Peças 18: 30, Calibres das Peças 12: 0, Calibres das Peças 8: 16, Calibres das Peças 6: 0, Calibres das Peças 4: 0, Equipagem: 625 L'Annibal: Commandantes: Tromelin, Peças: 74, Calibres das Peças 36: 28, Calibres das Peças 24: 0, Calibres das Peças 18: 30, Calibres das Peças 12: 0, Calibres das Peças 8: 16, Calibres das Peças 6: 0, Calibres das Peças 4: 0, Equipagem: 625 Le Brillant: Commandantes: St. Felix, Peças: 64, Calibres das Peças 36: 0, Calibres das Peças 24: 26, Calibres das Peças 18: 0, Calibres das Peças 12: 28, Calibres das Peças 8: 0, Calibres das Peças 6: 10, Calibres das Peças 4: 0, Equipagem: 516 L'Ajax: Commandantes: Bouvet, Peças: 64, Calibres das Peças 36: 0, Calibres das Peças 24: 26, Calibres das Peças 18: 0, Calibres das Peças 12: 28, Calibres das Peças 8: 0, Calibres das Peças 6: 10, Calibres das Peças 4: 0, Equipagem: 516 Le Severe: Commandantes: Tullier, Peças: 64, Calibres das Peças 36: 0, Calibres das Peças 24: 26, Calibres das Peças 18: 0, Calibres das Peças 12: 28, Calibres das Peças 8: 0, Calibres das Peças 6: 10, Calibres das Peças 4: 0, Equipagem: 516	The list of the French ships enclosed with the packet was a table in Portuguese. It set out the French squadron under the Comte d'Orves, which sailed from Mauritius for India on 7 December 1781. For each ship it gave the commander, the guns and their calibre, and the crew. Ships of the line L'Orient, Comte d'Orves, commander in chief, 74 guns: 28 thirty-six-pounders, 30 eighteen-pounders, 16 eight-pounders; crew 625 Le Héros, M. de Suffren, 74 guns: 28 thirty-six-pounders, 30 eighteen-pounders, 16 eight-pounders; crew 625 L'Annibal, Tromelin, 74 guns: 28 thirty-six-pounders, 30 eighteen-pounders, 16 eight-pounders; crew 625 Le Brillant, St Félix, 64 guns: 26 twenty-four-pounders, 28 twelve-pounders, 10 six-pounders; crew 516 L'Ajax, Bouvet, 64 guns: 26 twenty-four-pounders, 28 twelve-pounders, 10 six-pounders; crew 516 Le Sévère, Sullier, 64 guns: 26 twenty-four-pounders, 28 twelve-pounders, 10 six-pounders; crew 516 Le Sphinx, Duchilleau, 64 guns: 26 twenty-four-pounders, 28 twelve-pounders, 10 six-pounders; crew 516 L'Artésien, Maurville, 64 guns: 26 twenty-four-pounders, 28 twelve-pounders, 10 six-pounders; crew 516 Le Bizarre, La Landelle, 64 guns: 26 twenty-four-pounders, 28 twelve-pounders, 10 six-pounders; crew 516 Le Vengeur, Forbin, 64 guns: 26 twenty-four-pounders, 28 twelve-pounders, 10 six-pounders; crew 516 Le Flamand, Chevalier de Cuverville, 50 guns: 24 twenty-four-pounders, 26 eighteen-pounders; crew 480 Frigates

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		Le Sph[...]x: Commandantes: Duchilleau, Peças: 64, Calibres das Peças 36: 0, Calibres das Peças 24: 26, Calibres das Peças 18: 0, Calibres das Peças 12: 28, Calibres das Peças 8: 0, Calibres das Peças 6: 10, Calibres das Peças 4: 0, Equipagem: 516 L'Artesien: Commandantes: Maurville, Peças: 64, Calibres das Peças 36: 0, Calibres das Peças 24: 26, Calibres das Peças 18: 0, Calibres das Peças 12: 28, Calibres das Peças 8: 0, Calibres das Peças 6: 10, Calibres das Peças 4: 0, Equipagem: 516 Le Bizarre: Commandantes: La Landelle, Peças: 64, Calibres das Peças 36: 0, Calibres das Peças 24: 26, Calibres das Peças 18: 0, Calibres das Peças 12: 28, Calibres das Peças 8: 0, Calibres das Peças 6: 10, Calibres das Peças 4: 0, Equipagem: 516 Le Vengeur: Commandantes: Forbuen, Peças: 64, Calibres das Peças 36: 0, Calibres das Peças 24: 26, Calibres das Peças 18: 0, Calibres das Peças 12: 28, Calibres das Peças 8: 0, Calibres das Peças 6: 10, Calibres das Peças 4: 0, Equipagem: 516 Le Flamand: Commandantes: Chr. Cuverville, Peças: 50, Calibres das Peças 36: 0, Calibres das Peças 24: 24, Calibres das Peças 18: 26, Calibres das Peças 12: 0, Calibres das Peças 8: 0, Calibres das Peças 6: 0, Calibres das Peças 4: 0, Equipagem: 480 Fragatas La Pourvoyeuse: Commandantes: Chr. de Galle, Peças: 40, Calibres das Peças 36: 0, Calibres das Peças 24: 0, Calibres das Peças 18: 28, Calibres das Peças 12: 0, Calibres das Peças 8: 12, Calibres das Peças 6: 0, Calibres das Peças 4: 0, Equipagem: 400 La Fine: Commandantes: Perrier de Salvert, Peças: 40, Calibres das Peças 36: 0, Calibres das Peças 24: 0, Calibres das Peças 18: 0, Calibres das Peças 12: 28, Calibres das Peças 8: 0, Calibres das Peças 6: 12, Calibres das Peças 4: 0, Equipagem: 400 La Bellone: Commandantes: Cillard, Peças: 36, Calibres das Peças 36: 0, Calibres das Peças 24: 0, Calibres das Peças 18: 0, Calibres das Peças 12: 26, Calibres das Peças 8: 0, Calibres das Peças 6: 10, Calibres das Peças 4: 0, Equipagem: 350 La Subtile: Commandantes: Beaulieu, Peças: 22, Calibres das Peças 36: 0, Calibres das Peças 24: 0, Calibres das Peças 18: 0, Calibres das Peças 12: 0, Calibres das Peças 8: 22, Calibres das Peças 6: 0, Calibres das Peças 4: 0, Equipagem: 240 La Sylphide: Commandantes: Chr. Tromelin, Peças: 16, Calibres das Peças 36: 0, Calibres das Peças 24: 0, Calibres das Peças 18: 0, Calibres das Peças 12: 0, Calibres das Peças 8: 0, Calibres das Peças 6: 16, Calibres das Peças 4: 0, Equipagem: 200 Le Diligent: Commandantes: Mat[...] de Fregate, Peças: 12, Calibres das Peças 36: 0, Calibres das Peças 24: 0, Calibres das Peças 18: 0, Calibres das Peças 12: 0, Calibres das Peças 8: 0, Calibres das Peças 6: 0, Calibres das Peças 4: 12, Equipagem: 100 La Pal[...] d'Or: Commandantes: Galet des roches, Peças: 10, Calibres das Peças 36: 0, Calibres das Peças 24: 0, Calibres das Peças 18: 0, Calibres das Peças 12: 0, Calibres das Peças 8: 0, Calibres das Peças 6: 10, Calibres das Peças 4: 0, Equipagem: 150 La Pulveriseur: Commandantes: Joyeuse Capt. Brulot, Peças: 0, Calibres das Peças 36: 0, Calibres das Peças 24: 0, Calibres das Peças 18: 0, Calibres das Peças 12: 0, Calibres das Peças 8: 0, Calibres das Peças 6: 0, Calibres das Peças 4: 0, Equipagem: 130 Le Toscan Hospl.: Commandantes: Dupuis de la Fage, Peças: 0, Calibres das Peças 36: 0, Calibres das Peças 24: 0, Calibres das Peças 18: 0, Calibres das Peças 12: 0, Calibres das Peças 8: 0, Calibres das Peças 6: 0, Calibres das Peças 4: 0, Equipagem: 130 Navios de Transporte Les bons Amis: Commandantes: Granier, Peças: 22, Calibres das Peças 36: 0, Calibres das Peças 24: 0, Calibres das Peças 18: 0, Calibres das Peças 12: 0,	La Pourvoyeuse, Chevalier de Galle, 40 guns: 28 eighteen-pounders, 12 eight-pounders; crew 400 La Fine, Perrier de Salvert, 40 guns: 28 twelve-pounders, 12 six-pounders; crew 400 La Bellone, Cillart, 36 guns: 26 twelve-pounders, 10 six-pounders; crew 350 La Subtile, Beaulieu, 22 guns: 22 eight-pounders; crew 240 La Sylphide, Chevalier de Tromelin, 16 guns: 16 six-pounders; crew 200 Le Diligent, [...], 12 guns: 12 four-pounders; crew 100 La [...], Galet des Roches, 10 guns: 10 six-pounders; crew 150 La Pulvériseur, fire ship, Joyeuse, 0 guns; crew 130 Le Toscan, hospital ship, Dupuis de la Faye, 0 guns; crew 130 Transports Les Bons Amis, Granière, 22 guns Les Trois Amis, Dubois, 22 guns Le Busson, Foucault, 22 guns Le Maurepas, Le Sage, 22 guns Le [...], Desfillon, 22 guns Le Lauriston, Blanchard, 22 guns La Fille Unique, Bourdin, 14 guns La Sainte Anne, Fardivel, 6 guns Land forces Regiment of the Île de France, 800 men Lauzun's Legion, 453 men Regiment of Austrasie, 659 men Volunteers of Bourbon, 139 men Artillerymen, 200 men Sepoys, 47 men Kaffirs, 1,157 men, of 1,200 embarked, 43 having fled Total land forces, 3,457 men Notes to the table stated that the *Bizarre* carried 100 passengers and 11 naval officers in addition to her crew. The *Orient*, *Héros* and *Annibal* were 80-gun ships carrying only 74 guns, and the *Vengeur* was a 70-gun ship carrying only 64. The Comte d'Orves had died on the coast of India, and M. de Suffren had taken his place. **Interpretations** The table set out the full strength of the French expedition to India: eleven ships of the line, nine frigates and auxiliaries, eight armed transports and nearly 3,500 soldiers. It showed the Directors exactly what Sir Edward Hughes and Sir Richard Bickerton faced, ship by ship and gun by gun. The force combined a fleet able to contest command of the Indian seas with an army large enough to join Hyder Ali against Madras. A table of this detail was rarely available to the Company, and the Council sent it home as it came, in its original Portuguese. The land forces included more than 1,100 Kaffirs, Africans raised at Mauritius and the Cape as soldiers or labourers, together with volunteers from Bourbon. France was drawing on its Indian Ocean islands for men as well as ships. Mauritius and Bourbon served it as the base from which the French war in India was supplied, much as St Helena served the British.

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		Calibres das Peças 8: 0, Calibres das Peças 6: 0, Calibres das Peças 4: 0, Equipagem: 0 Les trois Amis: Commandantes: Dubois, Peças: 22, Calibres das Peças 36: 0, Calibres das Peças 24: 0, Calibres das Peças 18: 0, Calibres das Peças 12: 0, Calibres das Peças 8: 0, Calibres das Peças 6: 0, Calibres das Peças 4: 0, Equipagem: 0 Le Buisson: Commandantes: Toucault, Peças: 22, Calibres das Peças 36: 0, Calibres das Peças 24: 0, Calibres das Peças 18: 0, Calibres das Peças 12: 0, Calibres das Peças 8: 0, Calibres das Peças 6: 0, Calibres das Peças 4: 0, Equipagem: 0 Le Maurepas: Commandantes: Le Sage, Peças: 22, Calibres das Peças 36: 0, Calibres das Peças 24: 0, Calibres das Peças 18: 0, Calibres das Peças 12: 0, Calibres das Peças 8: 0, Calibres das Peças 6: 0, Calibres das Peças 4: 0, Equipagem: 0 Le Dalerame: Commandantes: Desfithon, Peças: 22, Calibres das Peças 36: 0, Calibres das Peças 24: 0, Calibres das Peças 18: 0, Calibres das Peças 12: 0, Calibres das Peças 8: 0, Calibres das Peças 6: 0, Calibres das Peças 4: 0, Equipagem: 0 Le Lauzeston: Commandantes: Blanchard, Peças: 22, Calibres das Peças 36: 0, Calibres das Peças 24: 0, Calibres das Peças 18: 0, Calibres das Peças 12: 0, Calibres das Peças 8: 0, Calibres das Peças 6: 0, Calibres das Peças 4: 0, Equipagem: 0 La fille unique: Commandantes: Boudin, Peças: 14, Calibres das Peças 36: 0, Calibres das Peças 24: 0, Calibres das Peças 18: 0, Calibres das Peças 12: 0, Calibres das Peças 8: 0, Calibres das Peças 6: 0, Calibres das Peças 4: 0, Equipagem: 0 La Ste. Anne: Commandantes: Jardevel, Peças: 6, Calibres das Peças 36: 0, Calibres das Peças 24: 0, Calibres das Peças 18: 0, Calibres das Peças 12: 0, Calibres das Peças 8: 0, Calibres das Peças 6: 0, Calibres das Peças 4: 0, Equipagem: 0 Notas O Bizarre Leva alem dasua Equipagem 100 Passageiros 11 Officiaes De Marinha. O Orient Heros e Annibal são de 80 Peças e Levão somente a 74. O Vengeur he' de 70 Peças e Leva só 64 - O Conde Dorve morreo na Costa da India, e foy para seu Lugar Mr. de Suffren - A Fragata La Pulveriseur he' Burlote de Fogo, e o Toscan he' Hospital Tropa de Terra De Regimento da Ilha de França 800 Legião de Louzon 455 Regimento d'Austrasie 659 Voluntarios de Bourbon 139 Artilheiros 200 Sepais 47 Cafres levão 1200 fugirão 43 e ficarão sm. 1157 Somma 3457	
89	78	To the Honble. &c. Honble. Sirs Par. 1 We had the Honor of Writing you under Date of the 28 June last by a Portuguese Ship called the Nra. Sra. Arrabida Captain Pye by way of Lisbon, by which opportunity We informed you of the Arrival of your Ship Fly - 2 On the 10 of last Month arrived your Ships Duke of Portland, the 14 the Royal Charlotte and Contractor, and the 15 the Ponsborne all from China which place they left the 22 of Jany. last, and Your	The Council wrote again to the Court of Directors. 1: Its last letter, dated 28 June 1782, had gone by way of Lisbon in a Portuguese ship, the *Nossa Senhora de Arrabida* under Captain Pye. That letter reported the arrival of the Company's ship *Spy*. 2: In the previous month the Company's ship *Duke of Portland* had arrived on the 10th, the *Royal Charlotte* and the *Contractor* on the 14th, and the *Ponsborne* on the 15th, all from China. They had left

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		Honors Ships Hastings and Lord North there - 3 The 24 Ultimo Arrived His Majestys Ship Medway, and the Honble. Companys Ship Britannia from England by which Conveyance We received Your Letter under Date of the 30th April 1782 likewise the several Papers mentioned in the List of Packet. The Governor likewise received a Packet from Capt. Edgar and from Captain Cummings two other Packets one from the Honble. Secret Committee and the other from the Committee of Secrecy - 4 It is with pleasure We hear all your Ships of last Season Arrived safe the like good fortune We hope may attend those of this Year - 5 The Ships your Honors have been pleased to take into your Service for carrying on your Commerce for the present Year We sincerely Wish will be returned to you in safety and With the Desired success - 6 All Orders received from the Secret Committee or any three of them shall be duly obeyed - **Margin Notes:** Last Letter by the Portuguese Arrival of the Duke of Portland Royal Charlotte Contractor & Ponsborne from China Arrival of his Majestys Ship Medway & the Compys. Ship Britannia from England Arrd. Safe Lt. Seas. Ships Do. Do.	China on 22 January 1782, leaving the Company's ships *Hastings* and *Lord North* there. 3: On the 24th of the previous month the King's ship *Medway* and the Company's ship *Britannia* arrived from England. By them the Council received the Court's letter of 30 April 1782, with the papers named in the list of the packet. The Governor also received a packet from Captain Edgar, and two more from Captain Cummings: one from the Secret Committee and the other from the Committee of Secrecy. 4: The Council was very pleased to hear that all the Company's ships of the previous season had arrived safely, and it hoped the same good fortune would attend those of the present year. 5: The Council sincerely wished that the ships the Court had taken into its service for that year's trade would return safely and with the success it desired. 6: The Council would duly obey all orders received from the Secret Committee, or from any three of its members. **Interpretations** The *Duke of Portland*, *Royal Charlotte*, *Contractor* and *Ponsborne* were the four ships David Tell had sighted in May 1782, which turned away to avoid speaking his Portuguese vessel. His guess from their hulls proved right, and they reached St Helena safely about two months later. The Governor received packets from both the Secret Committee and the Committee of Secrecy. The first was the Company's own body for confidential war orders. The Committee of Secrecy was most probably a separate parliamentary committee then inquiring into the Company's affairs in India. A letter to the island's governor from Parliament's investigators showed that London's scrutiny of the Company now reached its smallest outposts.
90	79	7 We have received the supplys you have been pleased to send by the Ships Spy and Britannia and are sorry to Observe they fall so far short of Our Indents of last Year, from the unavoidable Tonnage you have been Obliged to appropriate for the more essential Service, On this Head We beg leave to Observe with respect to Flour that on the nicest calculation of the common expenditure of that article for the Garrison your servants &c. - from the Date of this Letter, We have now only 34 Weeks consumption without allowing for the supply of the Spy Packet and contingencys which may unavoidably happen, We have been the more particular on this Head as you know We are so situated on this Island as to depend on Home for those necessary Provisions and beg leave to be more pressing with your honors in hopes that you will consider Our situation and send Us the Indent [...] of that Article in particular as well as the many other necessary Articles short of last Years Indent - such as Pitch Tar Canvas, Cordage, Nails, Coals, Iron Ware Blankets Broad Cloth &c. &c. 8 Agreeable to your Directions We have given the Storekeeper Orders to expend first the 45 Hhds. of Beef and Pork mentioned in the 16th Paragraph of Your General Letter, and make a particular report to Us of the same which shall	7: The Council had received the supplies the Court sent by the *Spy* and the *Britannia*. It regretted that they fell far short of its indents of the year before, because the Court had been obliged to give the shipping space to more essential service. On flour in particular, the Council calculated that at the usual rate of use by the garrison and the Company's servants, the island now had only 34 weeks' supply. That made no allowance for supplying the *Spy* packet or for other demands that might arise. The Council pressed the point because the island depended on England for these necessities. It hoped the Court would consider its situation and send the full indent of flour, together with the many other items that had fallen short of the previous year's order, such as pitch, tar, canvas, cordage, nails, deals, ironware, blankets and broadcloth. 8: As the Court had directed, the Council had ordered the storekeeper to use first the 45 hogsheads of [...] pork mentioned in paragraph 16 of the Court's general letter, and to report on them. The report would be sent home once the quality of the pork had been tested in use. 9: As the Court had directed for the two iron carronades sent in the *Britannia*, the Council had chosen Chubb's Rock as the most commanding site for one of them, being as close to the level of the sea as the ground allowed. It would decide as soon as possible on the best position for the other. The Council was also pleased to report that it had received 65 of the 67 recruits put on board the *Britannia*. Apart from a few in poor health, they appeared to be good men. **Interpretations** The Company had to choose between shipping the island's stores and carrying cargo and troops for the war in India. In 1782 the war came first, and St Helena's indents were cut. The Council's warning of 34 weeks' flour, after the famine of 1781, was meant to show London how little margin the island had. Having

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		be transmitted to your Honors as soon as We experience the quality of said Provision - 9 Conformable to your Directions respecting the two Iron Carronades sent ℔ Britannia We have fixed upon a point called Chubbs Rock as near a Horizontal as the Shore will admit of, as the most Commanding Situation for One of them and Will as soon as possible determine upon the Happiest position we can find out for the Other, and We have the further Pleasure to inform you that We have received 65 Recruits of the 57 put on Board the Britannia who are in perfect Health and appear to be good Men **Margin Notes:** Supplies ℔ Spy &c. request an Early Supply of Flour &c. &c. - Orders to the Store keeper Carronades to be fixed on the most Commanding Places Recruits	bought salt meat from a councillor and borrowed provisions from Commodore Johnstone, it knew it could not count on rescue from passing ships every season. The carronade was a new kind of gun, short and light but firing a heavy ball at close range with great force. It needed fewer men to work than a long gun of the same calibre. Mounting one low at Chubb's Rock, close to the level of the sea, placed it to strike boats and ships at short range as they approached the landing. A gun sited high would have fired down at a steep angle, while a carronade near the waterline could sweep the surface of the water.
91	80	10 Your Directions for Shipping on the Britannia as much Wheat as can be spared from this Island and Consign the same to the Presidency of Fort Marlborough shall be complied with paying every attention to its safety - 11 We wish success to your Honors Affairs in China under the Management of the Gentlemen you have been pleased to appoint Your Council of Supracargoes there - 12 We shall observe and obey punctually all Orders and instructions received from your Chairman and Deputy Chairman of Secrecy relative to Naval or Military Operations - 13 John Skottowe Esqr. being indisposed on receipt of your Letter ℔ Ship Britannia, Your pleasure permitting him to resign the Government of this Island and the Allowance granted him for his long and faithful Services as mentioned in the 17 Paragraph of said Letter was immediately communicated to him for which he begs leave to return your Honors his most sincere acknowledgements. He proceeds to England upon the Ship Dk. of Portland - 14 The Commission Constituting and appointing Danl. Corneille Esqr. Governor, Major Hen. Graham Lieut. Governor, Mr. Matthew Bazett Mr. William Wrangham and Major Henry Bazett of Council We have received, which was published to all Civil and Military Servants and other Inhabitants of the Island. Major Graham agreeable to your instructions will have the usual Salary and Allowance the late Lieut. Governor enjoyed - 15 Mr. Corneille begs leave through the Channel of this Letter to express his acknowledgements to Your honors for the honor You have Done him in his late Appointment as Governor of this Island. - His own feeling on this occasion are **Margin Notes:** Company's Directions on Shipping Wheat for Bencoolen to be complied with success to the Co. Affairs in China Naval & Military	10: The Council would follow the Court's directions to ship in the *Britannia* as much silver as the island could spare and consign it to the Presidency of Fort Marlborough, taking every care for its safety. 11: The Council wished success to the Company's affairs in China under the gentlemen the Court had appointed as its council of supercargoes there. 12: The Council would promptly obey all orders and instructions it received from the Chairman and Deputy Chairman, as the Committee of Secrecy, concerning naval or military operations. 13: John Skottowe was unwell when the Court's letter arrived by the *Britannia*. The Council at once told him of the Court's permission to resign the government of the island, and of the allowance granted him for his long and faithful service, as set out in paragraph 17 of that letter. He returned his most sincere thanks to the Court. He was going to England in the *Duke of Portland*. 14: The Council had received the commission appointing Daniel Corneille as Governor, Major Henry Graeme as Lieutenant Governor, and Matthew Bazett, William Wrangham and Major Henry Bazett as members of the Council. It had been published to all the civil and military servants and the other inhabitants of the island. As the Court instructed, Major Graeme would receive the usual salary and allowance enjoyed by the late Lieutenant Governor. 15: Mr Corneille wished to use this letter to thank the Court for the honour of his appointment as Governor of the island. His own feelings on the occasion **Interpretations** Skottowe had asked in July 1781 to resign the following year, and the Court granted his request together with an allowance for his service. His successor was not a newcomer from London but Corneille, the Lieutenant Governor who had served beside him throughout the war. Promoting the man on the spot kept the government in experienced hands, just as the island faced the French fleet in Indian waters and an uncertain food supply. Corneille knew the garrison, the planters and the works, and could take over at once. Corneille's dissent in the Woodbury case in 1779 and 1780 had set him against the majority of the Council, and the quarrel became personal. The Directors' choice of him as governor suggests they saw no lasting fault in his stand, or valued his long service more than that dispute.

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		Governor Skottowe acqd. of the Compys. pleasure &c. &c. Commission to the Govr. Mr. Graham &c. &c. The Govr. acknowledgements &c.	The island was sending silver to Fort Marlborough again, as it had done with £16,000 in 1779. The treasury had been rebuilt by the sale of bills to homeward passengers, and coin gathered at St Helena could be sent on to settlements that needed it to buy pepper. Fort Marlborough had asked for dollars or crowns rather than rupees, so the Council's choice of what to send mattered as much as how much.
92	81	are replete with Gratitude, and He trusts that His future Conduct and Duty to the Honble. Company may be such as may Claim a continuance of their approbation which he shall ever esteem as the Highest honor that can be conferred upon him by his Honble. Employers - 16 We are pleased you approve of the regulations established for Reducing and Regulating the Punch Houses and shall agreeable to Your Directions enforce the same and use every Means in Our power to Preserve Sobriety and regularity in this Settlement - 17 Mr. William Roberts agreeable to your pleasure shall be appointed a Second Lieutenant in this Garrison for which favor he returns Your Honors his Thanks - 18 We beg leave to refer You to a minute from the late Governor and Lieutenant Governor entered in Consultation of the 3 Day of June respecting the loss of the Rebecca Schooner and With regard to What You wish to know of her being freighted With a Cargo of Slops to the amount of £800. - We beg leave to refer you to the 11 Par. of the Commanders Consultation concerning the Purchase of said Schooner and can aver that When she arrived here she had nothing More than her necessary equipment on Board - 19 James Briggs whom you have thought proper to appoint a Plumber in consequence of the Desertion of Dyke your Man Slave shall receive his pay board and lodging according to Your Directions and shall put two of the Honble. Companys Slave Boys apprentice to learn that Business - 20 We are sorry to hear that Your Packet Admiral Hughes (which did not touch at this Island) was taken in her passage to England and trust no inconveniency will arise to Your Service therefrom. We are much flattered by your Communicating to Us the success of His Majestys Arms in the Capture of the French Convoy on the 20th April last which **Margin Notes:** Relative to Punch Houses Mr. Roberts appointed agreeable to Orders Loss of the Rebecca Schooner & respecting her Cargo of Slops &c. Plumber to have 2 the Compys. boys as apprentices Ans. to Compys. Lett.	15 (continued): Corneille's feelings on the occasion were full of gratitude. He trusted that his future conduct and duty to the Company would earn him the continued approval of the Directors, which he would always regard as the highest honour his employers could give him. 16: The Council was pleased that the Court approved the regulations it had made to reduce and control the punch houses. As the Court directed, it would enforce them and do everything in its power to keep sobriety and good order in the settlement. 17: As the Court wished, William Roberts would be appointed a second lieutenant in the garrison. He thanked the Court for the favour. 18: The Council referred the Court to a minute by the late Governor and Lieutenant Governor, entered in the consultation of 3 June 1782, about the loss of the schooner *Rebecca*. On the Court's wish to know whether she had been loaded with a cargo of slops worth £80 0s 0d, the Council referred it to paragraph 11 of the commanders' consultation about buying the schooner. It assured the Court that when she arrived she carried nothing but her own necessary equipment. 19: James Briggs, whom the Court had appointed as plumber after the desertion of Dyke, the Company's slave, would receive his pay and board as the Court directed. Two of the Company's slave boys would be apprenticed to him to learn the trade. 20: The Council regretted to hear that the Company's packet *Admiral Hughes*, which had not called at the island, had been taken on her passage to England. It hoped the Company's service would suffer no inconvenience from this. The Council was very pleased that the Court had told it of the success of the King's forces in capturing the French convoy on 20 April 1782, **Interpretations** The Court took the loss of Dyke seriously enough to send out a free plumber within months. It also ordered two slave boys apprenticed to him, so that the skill would not again rest on one man. The Company had learned that relying on a single enslaved craftsman left the town's water at risk if he fled. Training slave boys gave it a supply of skilled labour it owned outright, a lesson in which the safety of the waterworks and the ownership of people were bound together. The punch houses sold spirits to soldiers, seamen and slaves, and the Council had been trying to curb drunkenness in a garrison town crowded with passing crews. With the Directors' backing, it could enforce its regulations against the licensed sellers whose fees were part of the island's revenue. The *Rebecca* had been kept as a patrol vessel in December 1781 and was lost by June 1782. London suspected she had been bought with a private cargo of slops, which would mean the commanders had used Company money for their own trade. The Council's denial rested on what she carried when she reached the island.
93	82	which We hope may be attended with success to your affairs in India - 21 By this Conveyance We transmit Your Honors General Books of Accounts Ballanced to the 30 Sept.	20 (continued): The Council hoped the capture would lead to success for the Company's affairs in India. 21: The Council sent with this letter the Company's general books of account, balanced to 30 September 1781.

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		1781 - 22 The President and Council of Fort Marlbro having informed Us of the Administrators of Captain John Burnham a Native of this Island who died at that Settlement in the Year 1780 having paid into your Treasury there two Thousand One Hundred Dollars or £525 - desiring We would repay the same to his legal representatives here, We in consequence thereof have paid unto Thos. Burnham and Sarah Whitchurch Brother and Sister of the said Captain Burnham the Sum of £105 - each being their share of said Money - And We request You will be pleased to pay unto Mr. Saml. Reynolds who married another of Capt. Burnhams Sisters and is now in England the like Sum of £105 - his Dividend of the above Estate, the said Reynolds having requested the same by Letter to Us ℔ Ship Spy. We have likewise to inform You that there is still remaining of the above Money the Sum of £210 half of which is due to John Jacks late a Private of this Garrison who left this Island the 4 of November 1780 and proceeded to England upon the Ship Morse a Pensioner upon the Military Fund who also Married another of Captain Burnhams Sisters, therefore beg if the said Jacks is living he may be informed of the above circumstance or if Dead you will be pleased to acquaint Us therewith, that the same may be paid to his Wife who is now living upon the Island. The other half is Due unto the Heirs of James Goudy who We are informed Died in the Year 1780 a Serjeant in the Military at Bengal respecting whom We have wrote particularly to the **Margin Notes:** Genl. Books relative to the Money bequeathed by Captn. Burnham to Mr. Whitchurch &c. &c. and an enquiry about J. Jacks	22: The President and Council of Fort Marlborough had told the Council that the administrators of Captain John Burnham, a native of the island who died at that settlement in 1780, had paid 2,100 dollars, worth £525 0s 0d, into the treasury there. They asked the Council to repay it to his legal representatives on the island. The Council had therefore paid Thomas Burnham and Sarah Whitchurch, Captain Burnham's brother and sister, £105 0s 0d each as their shares. Mr Samuel Reynolds, who had married another of Captain Burnham's sisters and was now in England, had written by the *Spy* asking for his wife's share of the estate. The Council asked the Court to pay him the same sum of £105 0s 0d. The Council also reported that £210 0s 0d of the money was still held on the island. Half of it was due to John Jacks, formerly a private in the garrison, who left the island on 4 November 1780 for England in the *Morse* as a pensioner on the military fund, and who had married another of Captain Burnham's sisters. The Council asked that Jacks, if living, be told of this. If he was dead, the Court should let the Council know, so that the money could be paid to his wife, who was still living on the island. The other half was due to the heirs of James Goody, who the Council understood had died in 1780 as a sergeant in the Company's army in Bengal. The Council had written in particular to **Interpretations** The Council had held back the shares of the two married sisters in February 1781 because neither woman could give a valid receipt while her husband was away. A year and a half later the money was still waiting. Jacks's wife could be paid only once he was found or proved dead, and Margaret Goody only once her husband's heirs were settled. The law that gave a husband control of his wife's property kept two women on the island from their brother's legacy, while their husbands lived, died or went missing thousands of miles away. Reynolds, who was in England, was to be paid in London by the Directors. Money owed on the island could be settled at either end of the Company's accounts, depending on where the claimant was.
94	83	the Governor General and Supreme Council there - 23 We beg leave to refer Your honors to a Petition from Lieutenant Leech as entered in Consultation of 31 July and to Observe thereon that his great attention and Diligence to the Care of all the Ordnance Stores, Artillery &c. of this Island which has hitherto been entirely under his Superintendancy, which he has with indefatigable Assiduity constantly attended to without any interruption to his other Vocation as a Lieutenant of Artillery, We therefore beg leave to recommend in the strongest Manner that Your honors Will be pleased to take into Your consideration the Prayer of his Petition and grant unto the said Lieut. Leech such an Additional allowance for the extraordinary Duty - Our Confined Establishment obliges Us to impose upon him, as an Officer fully entitled to Our recommendation and Your favor - 24 Alexr. Southerland, James Withey, Donald Morrison John Stewart and Angus McDonald five of His	22 (continued): The Council had written in particular about Goody's heirs to the Governor General and Supreme Council in Bengal. 23: The Council referred the Court to a petition from Lieutenant Leech, entered in the consultation of 31 July 1782. It pointed out that Leech had shown great care and diligence in looking after all the island's ordnance stores and artillery, which until then had been entirely under his charge. He had attended to this duty with tireless application, without neglecting his other work as a lieutenant of artillery. The Council therefore strongly recommended that the Court consider his petition and grant him an extra allowance for this additional duty. The island's limited establishment required much of him, and he was an officer who fully deserved the Council's recommendation and the Court's favour. 24: Alexander Southerland, James Wilkey, Donald Morrison, John Stewart and Angus McDonald, five men of the King's 42nd Royal Regiment of Highlanders, had been left on the island by the *Myrtle* transport. At the Governor's request they had been taken on board the King's ship *Medway*. They had been kept at the Company's expense while on the island, at a cost of £9 7s 6d. 25: William Clark, John Gunn, Francis Shambier, Lewis Hardwick, Thomas Smith, Jacob Tallowgreen,

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		Majestys 42 Royal Regiment of Highlanders who were left here out of the Myrtle Transport have upon the Requisition of the Governor been received on Board His Majestys Ship Medway They have been Subsisted at Your Expence while here to the Amount of £9. 7. 6 25 William Clark John Gunn Francis Shambree, Lewis Hendrick Thomas Smith Jacob Pullingreen John White and John Miller Williams 8 Discharged Soldiers from this Garrison at the particular Requisition of Captain Cotton goes to England upon the Ship Royal Charlotte without any Expence to your Honors - 26 The Passengers on board the Duke of Portland are Capt. Hay and Mr. Creighton on the Royal Charlotte Chr. Smith Esqr. and Family on the Contractor W. Smith & Family and Mrs. Dickerson and Constant, and on board the Ponsborne Saml. Johnston Esqr. and D[...] **Margin Notes:** Mr. Leech recommended to the favour of the Court of Directors Five of the Highlanders 42 Regiment sent to England upon the Medway Eight discharged Soldiers sent upon the Royl. Charlotte Passengers	John White and John Miller Williams, eight soldiers discharged from the garrison, were going to England in the *Royal Charlotte* at the particular request of Captain Cotton, at no cost to the Company. 26: The passengers in the *Duke of Portland* were Captain Hay and Mr Creighton. In the *Royal Charlotte* were Charles Smith and his family. In the *Contractor* were Mr Smith and his family, Mr Dickerson and Mr Constant. In the *Ponsborne* were Samuel Johnston and **Interpretations** Lieutenant Leech had been doing two officers' work: serving as an artillery lieutenant and running the whole ordnance store. On a larger establishment that would have been a separate post with its own pay. The island's small garrison made it cheaper to load the duty onto one capable officer. The Council could not pay him more on its own authority, so it asked London for an allowance. Recognising the extra work kept a valuable officer content without creating a new post. Captain Cotton offered to carry eight discharged soldiers home free, most probably to fill gaps in his own crew. The arrangement suited both sides: the men got a passage they could not otherwise afford, and the ship gained hands for the voyage. A Company commander's private need for seamen relieved the Company of the cost of sending its old soldiers home.
95	84	and family, Mrs. Maul and Captain Faulkner - 27 We have granted the following sets of Bills of Exchange Vizt. One to John Skottowe Esqr. for £800 payable to himself One to Matt. Bazett Esqr. for £1100 payable to Matthw. Purling and Gabl. Harper Esqrs. or to either of their Order, One to Willm. Wrangham Esqr. for £1500 Pounds payable to Mattw. Purling John Clements and Richd. Pierce Esqrs. or either of their Orders, One to Lieut. James Greentree for £350 payable to John Skottowe Esqr. One to Captain Solomon Fitzmaurice for £100 - payable to Mr. Jont. Eade, One to Mr. Thomas Stroud for £700 payable to Captn. John Reddall, Two to Mr. Thos. Cole, one for £500 payable to Nicl. Skottowe Esqr. And the Other for £150 payable to Mr. Hugh Jones One to Mrs. Mary Price for £60 payable to Mr. John McKenzie and Company One to Mr. Robt. Leech for £40 payable to Capt. John Atkinson Blanchard One to Lieut. Thos. Statham for £100 payable to Ralph Littler Esqr. One to Mr. David Hay for £120 payable to James Moffatt Esqr. One to the Revd. Mr. John Wilson for £50 payable to Robt. Gregory Esqr. One to Mr. Jon. Doveton for £200 payable to George Retherdon Esqr. One to Mr. James Holland for £400 payable to Mr. James Hardie One to the Attorneys of Lieut. Edwd. Harvey for £110 payable to Mr. Geo. Bishop One to Mr. Brigt. Alexr. Wright for £200 payable to Mr. Willm. Slade One to Mr. John Robinson for £200 payable to Matt. Purling Esqr. One to Mr. Willm. Webber Doveton for £55 payable to Mr. John Doveton One to the Attorneys of the Revd. Mr. Roberts Carr for £287. 16. 1 payable to himself and One to the Capt. John Sherwood for £500 payable to Honble. Henl. Pelley Esqr. (or Order) all Drawn at ninety Days **Margin Notes:** Bills	26 (continued): Samuel Johnston was travelling with his family in the *Ponsborne*, together with Mr Maul and Captain Faulkner. 27: The Council had granted the following sets of bills of exchange, all drawn at 90 days' sight. John Skottowe, £1,000 0s 0d, payable to himself Matthew Bazett, £1,100 0s 0d, payable to Matthew Pooling and Gabriel Harper, or either of them, or their order William Wrangham, £1,500 0s 0d, payable to Matthew Pooling, John Clements and Richard Pierce, or any of them, or their order Lieutenant James Greentree, £300 0s 0d, payable to John Skottowe Captain Solomon St Maurice, £100 0s 0d, payable to Jonathan Eade Thomas Stroud, £700 0s 0d, payable to Captain John Riddall Thomas Cole, £500 0s 0d, payable to Nicholas Skottowe Thomas Cole, £150 0s 0d, payable to Hugh Jones Mary Price, £50 0s 0d, payable to John McKenzie and Company Robert Leech, £40 0s 0d, payable to Captain John Atkinson Blanchard Lieutenant Thomas Statham, £100 0s 0d, payable to Ralph Littler David Kay, £120 0s 0d, payable to James Moffatt The Reverend John Wilson, £50 0s 0d, payable to Robert Gregory Jonathan Doveton, £200 0s 0d, payable to George Retherdon James Holland, £400 0s 0d, payable to James Hardie The attorneys of Lieutenant Edward Harvey, £110 0s 0d, payable to George Bishop Britannicus Alexander Wright, £200 0s 0d, payable to William Slade John Robinson, £200 0s 0d, payable to Matthew Pooling William Webber Doveton, £55 0s 0d, payable to John Doveton

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			The attorneys of the Reverend Robartes Carr, £287 16s 1d, payable to himself Captain John Sherwood, £500 0s 0d, payable to Henry Pelly or his order **Interpretations** Skottowe drew £1,000 0s 0d payable to himself, as he was going home in the *Duke of Portland* and would collect it in person. After more than a decade as governor, he took his savings with him by the same route every passenger used, a bill on the Directors rather than coin in his baggage. The other bills show the island's officials sending money home through the same few London agents, Pooling above all, who managed their affairs at a distance. Lieutenant Edward Harvey's attorneys again remitted money on his behalf. He had sailed in the *Betsy* for the Cape in February 1781, and the snow was taken by the French in Table Bay. Whether he was a prisoner or dead, his affairs on the island stayed in other men's hands.
96	85	Days sight and Dated the 3 Instant - 28 We have put on board the Duke of Portland James Warrington and Thomas Love On the Royal Charlotte Thos. Berwick John Gilchrist and Walter Pritchard and on the Ponsborne Fras. Diby and William Blackburn Seven Discharged Invalid Soldiers whom from their Age Infirmities and long Services We recommend as proper Objects to be put upon the Military fund their Documents to entitle them thereto goes enclosed in this Packet. We have also put on Board the Contractor Alexr. Home Thos. Webb and Michl. Gurrey, Three other Invalid Soldiers who came from England with their Disorders upon them as appears by the Surgeons Certificates herewith transmitted for which reasons We have not recommended them. The Payment for the Passage of the above Men We have left to be settled in England - 29 We beg leave to refer your Honors to a petition of Mr. Matt. Bazett to the Honble. the Court of Directors entered in Consultation of the 3 Instant and to join Our Strong solicitation with the Prayer of said petition in behalf of Mr. Bazett who from his long and faithful services to your honors with the greatest integrity in the Discharge of his Duty in his several Departments merit Your favor and particularly as his request is nothing more than you bestowed on his predecessor from the same Reasons that We offer in behalf of Mr. Bazetts long and faithful service We also further beg leave to refer you to a petition from Capt. Solomon Fitzmaurice entered on the said Consultation setting forth his long services age and infirmities, Praying to be admitted a Pensioner upon the Military fund. We apprehend from his great age and inability to bear the fatigue of Duty, We shall be under the necessity soon of admitting him upon half pay until your further Pleasure respecting him be known - **Margin Notes:** Seven Invalids recommended Three not recommended Co. referred to Mr. M. Bazetts Petition	27 (continued): All these bills were dated the 3rd of the month. 28: The Council had put seven discharged invalid soldiers on board the homeward ships. James Marrington and Thomas Love went in the *Duke of Portland*. Thomas Berwick, John Gilchrist and Walter Pritchard went in the *Royal Charlotte*. Francis Diby and William Blackburn went in the *Ponsborne*. Their age, infirmities and long service made them, in the Council's view, proper men to be placed on the military fund, and the papers entitling them to it were enclosed. The Council had also put on board the *Contractor* three other invalid soldiers: Alexander Home, Thomas Webb and Michael Garvey. They had come from England already suffering from their complaints, as the surgeon's certificates showed, so the Council had not recommended them. The cost of all these men's passage was left to be settled in England. 29: The Council referred the Court to a petition from Matthew Bazett to the Directors, entered in the consultation of the 3rd of the month. It strongly supported his request. Bazett's long and faithful service, and the great integrity with which he had carried out his duties in several departments, deserved the Court's favour. His request asked for no more than the Court had granted his predecessors for the same reasons. The Council also referred the Court to a petition from Captain Solomon St Maurice in the same consultation, setting out his long service, his age and his infirmities and asking to be admitted as a pensioner on the military fund. St Maurice was too old to bear the strain of duty, and the Council expected that it would soon have to put him on half pay until the Court's wishes were known. **Interpretations** The Council recommended seven invalids for the military fund but refused three others. The fund rewarded men worn out in the Company's service. Soldiers who had arrived already sick had not been broken by it and had no claim on its money. The surgeon's certificates were the evidence that separated the two groups. Even so, all ten were sent home, since a soldier too ill to serve was only a cost on the island. The fund's resources went only to those whose service had earned them.

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		also to Capt. Fitzmaurice's Petition	
97	86	30 John Daniels the Mason having been some time past in an unhappy State of insanity insomuch that he is intirely incapable of executing his Duty We have therefore sent him to England by the Ship Contractor and paid Captain Baldwin £20 - for his passage thither and request you will be pleased to send Us next Year a person properly Qualified to succeed to that Business - 31 You will please to Observe ℔ Consultation the 31 of last Month We received into your Cash the Ballance of the Estate of Lieut. Wm. Sowle Decd. amounting to £133. 13. 6½ which Sum is Wrote off to Account Current London - 32 This Letter is forwarded to your Honors by His Majestys Ship Medway, that takes from hence under Convoy Your Ships Duke of Portland, Royal Charlotte, Contractor and Ponsborne Copys of which We transmitted by the abovementioned Ships Duke of Portland and Royal Charlotte - We are St. Helena Honble. Sirs 4 Augt. 1782 Your most Obedt. and humble Servts. - (Signed) Danl. Corneille Henr. Graeme Mattw. Bazett Willm. Wrangham Henr. Bazett **Margin Notes:** Jn. Daniels mason sent home & another Mason sent for The Estate of Lt. Wm. Sowle paid into the Cash amounting to £133. 13. 6½	30: John Daniels, the mason, had for some time been in an unhappy state of insanity and was quite unable to do his work. The Council had therefore sent him to England in the *Contractor*, paying Captain Baldwin £20 0s 0d for his passage. It asked the Court to send out a properly qualified man to take over the trade the following year. 31: As the consultation of 31 July 1782 recorded, the Council had received into the treasury £133 13s 6½d, the balance of the estate of the late Lieutenant William Seale. The sum had been charged to the account current with London. 32: The Council was sending this letter by the King's ship *Medway*, which was escorting the Company's ships *Duke of Portland*, *Royal Charlotte*, *Contractor* and *Ponsborne*. Copies went by the *Duke of Portland* and the *Royal Charlotte*. Governor Daniel Corneille, Lieutenant Governor Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 4 August 1782. **Interpretations** John Daniels had been promoted to mason's mate in October 1780 at Captain Pierce's urging, as a skilled and diligent craftsman. Less than two years later he was insane and unable to work. The island had no asylum and no way to care for a man in that state, so the Company paid his passage home. It also lost one of its two trained masons just as the works at Buttermilk Point and the West Bastion needed them most, and could only ask London for a replacement. The letter was the first signed by Corneille as Governor and Graeme as Lieutenant Governor. Skottowe sailed in the *Duke of Portland* with the same convoy that carried the letter. The change of government had taken place between the last two letters, and the island's war administration now passed to the man who had served as Skottowe's deputy throughout it.
98	87	List of the Honble. Companys Packet ℔ His Majestys Ship Medway Dated 4 August 1782 - No. 1 Governor and Councils Genl. Letter dated the 4 August 1782 2 do. and do. do. dated the 4 do. do. relating to Law Matters 3 Dupt. do. and do. do. dated 28 June 1782 4 do. do. and do. do. dated 27 May 1782 relg. to Law Matters 5 Consultations from the 3 June to 3 August 1782 6 Duplicate do. from the 8 April to the 27 May do. 7 Cash Account from the 27 to the to the 31 May do. 8 do. do. for the Month of June do. 9 do. do. for the do. of July do. 10 do. do. from the 1 to the 3 August do. 11 Duplicate do. for the Month of March do. 12 do. do. for the Month of April do. 13 do. do. from the 1 to the 27 May do. 14 Ship Duke of Portlands Account 15 do. Ponsbornes do. 16 do. Royal Charlottes do. 17 do. Contractors do. 18 Duplicate List of Marriages, Births Christgs. & Burials from 1 Oct. to the 1 March 1782 19 First Receipt for the Packet ℔ Portuguese Ship Nra. Sra. Arrabida 20 Second do. for the do. ℔ Swallow 21 Duplicate List of the Packet ℔ Nancy Snow 22 do. do. of the do. ℔ Portuguese Ship Nra. Sra. Arrabida 23 Effective State of the Garrison	The list of the Company's packet from St Helena, sent by the King's ship *Medway* and dated 4 August 1782, was as follows. 1: The Governor and Council's general letter, dated 4 August 1782 2: The Governor and Council's letter on legal matters, dated 4 August 1782 3: Duplicate of the Governor and Council's general letter, dated 28 June 1782 4: Duplicate of the Governor and Council's letter on legal matters, dated 27 May 1782 5: Consultations from 3 June to 3 August 1782 6: Duplicate of the consultations from 8 April to 27 May 1782 7: Cash account from 27 May to 31 May 1782 8: Cash account for June 1782 9: Cash account for July 1782 10: Cash account from 1 August to 3 August 1782 11: Duplicate of the cash account for March 1782 12: Duplicate of the cash account for April 1782 13: Duplicate of the cash account from 1 May to 27 May 1782 14: Account of the ship *Duke of Portland* 15: Account of the ship *Ponsborne* 16: Account of the ship *Royal Charlotte* 17: Account of the ship *Contractor* 18: Duplicate of the list of marriages, births, christenings and burials from [...] to 1 March 1782 19: First receipt for the packet sent by the Portuguese ship *Nossa Senhora de Arrabida* 20: Second receipt for the packet sent by the *Swallow* 21: Duplicate of the list of the packet sent by the *Nancy* snow

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		24 Muster Rolls of the do. 25 Acct. of the Expence carr. on the Fence in Lg. Wood from 26 May to 27 July 82 26 Dupt. do. do. carr. on the do. to the 25 May 1782 27 Proceedings of a Genl. Quarter Sessions held on 10 July do. 28 Dupt. do. of a do. held on 10 April do. 29 Dupt. Indent of Stores wanted for the Service of the Year 1783 30 do. do. of Medicines do. for the do. do.	22: Duplicate of the list of the packet sent by the Portuguese ship *Nossa Senhora de Arrabida* 23: Return of the effective strength of the garrison 24: Muster rolls of the garrison 25: Account of the cost of the fence at Long Wood from 26 May to 27 July 1782 26: Duplicate of the account of the cost of the fence at Long Wood to 25 May 1782 27: Proceedings of the general quarter sessions held on 10 July 1782 28: Duplicate of the proceedings of the general quarter sessions held on 10 April 1782 29: Duplicate of the indent of stores wanted for 1783 30: Duplicate of the indent of medicines wanted for 1783
99	88	31 Duplicate List of Stores remg. in the Honble. Compys. Ware House 20 April 82 32 do. do. Garrison Do. do. do. 20 do. 33 do. General Return of Ordnance & Ordnance Stores &c. 34 Dupt. Memorandum of News respg. the Affairs in India 35 do. List of French Ships in do. 36 Govr. & Councils Certificate of Provisions Landed from Ship Spy 37 Acct. of Cash paid the Pensioners upon the Military Fund in the Year 1781 38 Abstract of Cargoes of Ships Duke of Portland, Ponsborne Rl. Charlotte & Contractor 39 Govr. & Councils Certificate of Thos. Love Jas. Warrington Thos. Berwick John Gilchrist Walter Pritchard Fras. Dyley & Wm. Blackman 7 Invalid Soldrs. recommd. to be put upon the Military Fund 40 do. & do. Certificates of Alexr. Home, Thos. White & Michl. Gurrey 3 other Invalid Soldiers 41 Genl. Books of Accounts Balanced to 30 September 1781 42 Genl. Courts Martial of the 11 June & 30 April 1782 43 Garrison do. from 30 July 1781 to 15 July do. 44 List of the Honble. Companys Civil & Military Servants 45 Time of the Arrival of Ships Boats at Banks's Pattern Lace for the Officers Regimentals Memm. Letter to the Secret Committee To be received from Captain do. to the Committee of Secrecy Edgar of His Majestys Ship Medway To the Honble. &ca. Honble. Sirs Our last Address waited on Your Honors by His Majestys Ship Medway Dated the 4 August 1782 under which Ships Convoy Sailed Your Ships Duke of Portland Royal Charlotte, Contractor and Ponsborne the two former of which carried Copies of the same Duplicate whereof is herewith Enclosed - **Margin Notes:** advices	The list of the packet was completed. 31: Duplicate of the list of stores remaining in the Company's warehouses on 20 April 1782 32: Duplicate of the list of garrison stores remaining on 20 April 1782 33: Duplicate of the general return of ordnance and ordnance stores 34: Duplicate of the memorandum of news concerning affairs in India 35: Duplicate of the list of the French ships in India 36: The Governor and Council's certificate of provisions landed from the ship *Spy* 37: Account of money paid to pensioners on the military fund in 1781 38: Abstract of the cargoes of the ships *Duke of Portland*, *Ponsborne*, *Royal Charlotte* and *Contractor* 39: The Governor and Council's certificates for Thomas Love, James Marrington, Thomas Berwick, John Gilchrist, Walter Pritchard, John Oyley and William Blackman, seven invalid soldiers recommended for the military fund 40: The Governor and Council's certificates for Alexander Home, Thomas Webb and Michael Garvey, three other invalid soldiers 41: General books of account, balanced to 30 September 1781 42: General courts martial held on 11 June and 30 April 1782 43: Garrison courts martial from 30 July 1781 to 15 July 1782 44: List of the Company's civil and military servants 45: Times at which ships' boats arrived at Banks's 46: Pattern lace for the officers' regimentals A note added that the letters to the Secret Committee and to the Committee of Secrecy were to be collected from Captain Edgar of the King's ship *Medway*. The Council wrote again to the Court of Directors. Its last letter, dated 4 August 1782, had gone by the King's ship *Medway*. The Company's ships *Duke of Portland*, *Royal Charlotte*, *Contractor* and *Ponsborne* sailed under her convoy, and the first two carried copies. A duplicate was enclosed. **Interpretations** The letters to the two secret committees did not go in the ordinary packet. They were handed to the captain of the escorting warship, to be collected from him in person. Confidential war correspondence was kept in the custody of a King's officer, who could throw it overboard if his ship were taken, rather than packed among the accounts and muster rolls where an enemy could seize it. The note told the Directors where to find the papers that mattered most.
100	89	2 On the 11 of last Month Arrived His Majestys Armed Transport Royal Charlotte under the Command of Lieut. Allen from Tranquemala and the Day after the	2: On the 11th of the previous month the King's armed transport *Royal Charlotte* arrived from Trincomalee under Lieutenant Allen. The Company's

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		Honble. Companys Ship Valentine from Bengal, Lieut. Allen acquaints Us that there has been two Engagements with the British Fleet under the Command of Sir Edward Hughes, and the French Fleet under Mons. De Suffren off the Coast of Coromandel one on the 17 February and the other on the 12 of April last both of which were Drawn Actions but very gallantly supported with manly perseverance on our part and that Sir Edward Hughes's Fleet was at Tranquemala refitting, He also tells Us that His Majestys Ship Hannibal was unfortunately Captured by the French Fleet on her passage to join the Admiral and that Captain Wolseley of the Magnanime together with His Majestys Ship Sultan and Frigate Le Nicher, and all Your Ships under His Convoy were safe Arrived Lieut. Allen further informs Us he left Tranquemala the 16 June last and that Your Ship Grosvenor Sailed from place a few Days before him for Europe. Captain Lewis tells Us he left the Pilot the 2 May 1782 and Your Ships Northumberland, Fortitude, and Resolution at Kedgeree, that Your Ship Southampton Sailed with him for Bombay to Dock and that he saw a Sail the 10 August Seven Degrees to the Eastward of the Cape of Good Hope which he supposed to be the Grosvenor, We are also told Your Ships Queen, Chapman, Chesterfield and Dartmouth were at Madrass the latter of which was soon to be Dispatched for Europe - 3 We are concerned to inform Your Honors that the Sloop which had on board the Stores intended for this Island from Bengal by the Ship Valentine coming Down the River run aground and received so much Damage **Margin Notes:** Arrival of His Majestys Armed Transport Royal Charlotte News by Her - respecting the loss of Stores from Bengal [...]	ship *Valentine* arrived from Bengal the next day. Allen reported two battles off the Coromandel coast between the British fleet under Sir Edward Hughes and the French fleet under Monsieur de Suffren, on 17 February and 12 April 1782. Both were drawn actions, though the British fought with great gallantry and determination. Hughes's fleet was refitting at Trincomalee. Allen also reported that the King's ship *Hannibal* had unfortunately been captured by the French fleet on her way to join the admiral. Captain Wolseley of the *Magnanime*, with the King's ship *Sultan*, the frigate *Le Nicher* and all the Company's ships under his convoy, had arrived safely. Allen had left Trincomalee on 16 June, and the Company's ship *Grosvenor* had sailed from there for Europe a few days before him. Captain Lewis of the *Valentine* reported that he had left the pilot on 2 May 1782, leaving the Company's ships *Northumberland*, *Fortitude* and *Resolution* at Kedgeree. The *Southampton* had sailed with him for Bombay to be docked. On 10 August he had sighted a ship seven degrees east of the Cape of Good Hope, which he took to be the *Grosvenor*. The Council also learned that the Company's ships *Queen*, *Chapman*, *Chesterfield* and *Dartmouth* were at Madras, and the *Dartmouth* was soon to be sent to Europe. 3: The Council regretted to report that the sloop carrying the stores meant for the island from Bengal in the *Valentine* had run aground coming down the river and was so badly damaged **Interpretations** The *Hannibal* had called at St Helena twice, in July 1780 and August 1781, and her captain had been entertained at the Castle and given a chest of claret. Her capture by Suffren's fleet on the way to join Hughes showed how dangerous the Indian seas had become. The two drawn battles meant neither side held command of the coast, and the convoys that supplied St Helena with rice from Bengal and Madras sailed through waters still contested. The *Grosvenor* never reached England. She was wrecked on the coast of south-east Africa that August, near the point where Captain Lewis thought he saw her. The Council recorded the sighting as good news, unaware that the ship was already lost.
101	90	Damaged that She could not proceed to the said Ship, as you will please to observe by a Letter Entered upon Consultation of the 16 last Month from Mr. Lloyd who was Deputed by the Governor General and Council of Fort William upon that Business, And as they are the only Stores We could reasonably expect from Bengal this Season induces Us to hope that You will be pleased to send Us an earlier Supply than usual from Europe, more particularly as our present quantity of Flour at the nicest Calculation will only last to the Month of March, and Our want of a supply of Grain of every kind takes from Us those resources which We are deprived of the present Year. 4 Upon Consultation of the 28 of last Month We have entered the Storekeepers report respecting the 42 Hhds. Beef and 3 Hhds. Pork You mentioned in the 16 Paragraph of Your General Letter ℔ Britannia, to which We refer Your Honors and coincide with him in opinion that, that mode of Salting Provisions will not answer for this Climate. 5 In the 10 Paragraph of Our General Letter dated the 30 October 1781. We mentioned to Your Honors that William Quilliams left at this place Sundry Effects, And as We have not	3 (continued): The sloop was so badly damaged that she could not reach the *Valentine*, as a letter from Mr Lloyd showed. Lloyd had been appointed by the Governor General and Council of Fort William to handle the matter, and his letter was entered in the consultation of the 16th of the previous month. These were the only stores the island could reasonably expect from Bengal that season. The Council therefore hoped the Court would send an earlier supply than usual from Europe. Its present stock of flour, by the closest calculation, would last only until March. Without the Bengal grain of every kind, the island had lost the supplies it had relied on that year. 4: The consultation of the 28th of the previous month recorded the storekeeper's report on the 42 hogsheads of beef and 3 hogsheads of pork the Court had mentioned in paragraph 10 of its general letter by the *Britannia*. The Council referred the Court to it, and agreed with the storekeeper that this method of salting provisions would not suit the island's climate. 5: In paragraph 10 of its general letter of 30 October 1781, the Council had told the Court that William Gwillins had left various belongings on the island. Since then it had received no instructions from either the Court or Gwillins about what to do with them. As the goods were perishable, the Council had decided to sell them by public auction. The proceeds, £187 3s 1d, had been paid into the Company's treasury and charged to the account current with

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		since received any Directions from You or the said Quilliams how they were to be disposed of, the same being perishable We came to a resolution to have them sold by Public Auction And have received the produce thereof amounting to £187. 3. 1 into the Honble. Companys Cash which We have wrote off to Account Current London. The Account Sales and Account Current are entered upon Consultation of the 28 last Month - 6 We beg leave to recommend to Your Honors Mr. Benjamin Mason Junr. the Overseer of the Companys Pastures **Margin Notes:** an Early supply hoped for from England on acct. of the scarcity of Flour Company referred to Storekeepers Report respecting Salt Provisions relative to the Estate of William Quilliams	London. The account of sales and the account current were entered in the consultation of the 28th of the previous month. 6: The Council recommended to the Court Mr Benjamin Mason junior, the overseer of the Company's pastures, **Interpretations** The loss of the Bengal stores at the mouth of the Hooghly struck the island hard. Rice from Bengal had replaced its salt meat in 1781, and grain from India filled the gap left by the drought. With that supply lost and flour enough only until March, the island faced another hungry season unless England sent its stores early. The Council could not buy from the Cape, now enemy territory, and had already borrowed from the Navy. An early ship from London was its only remaining hope. The Court had tried a new method of curing salt meat and asked for a report. The storekeeper found it unfit for the island, most probably because the meat spoiled in the warm, damp air of the passage or in storage. Provisions cured for a cool English winter did not always survive months at sea through the tropics. Testing each new batch at the island told London which suppliers and methods could be trusted for its distant stations.
102	91	Pastures, Lands, Plantations and Stocks for an Augmentation of Salary his present Pay being only £45 - and as We consider the same as very inadequate to the trouble and Fatigue attending said Department and he having Conducted himself to the satisfaction of his Superiors You will permit Us to make his Salary £60 - ℔ Annum - 7 Your Honors will please to observe by Our Consultation of the 16 of last Month We have appointed Mr. Wm. Seale the Eldest Cadet to do the Duty and receive the Pay as a Second Lieutenant of Artillery, until Your pleasure be known the necessity of the Service requiring the same as appears by a Minute from the Governor Entered in said Consultation to which We beg leave to refer You, We hope this Gentlemans Appointment will meet with Your approbation, As he has Served near three Years in this Garrison as a Cadet much to Our satisfaction, And strongly recommend that You will be pleased to Confirm the same - 8 By the Ship Britannia We Consigned to Your Presidency of Fort Marlborough the Sum of £1000 - which was all the Silver We could spare reserving a sufficiency for the Current Expences of the Island, which Ship proceeded on her Voyage the 5 of last Month - 9 By the Invoice of the Ship Britannia We observe there are 4 Hogsheads of Wine mentioned but only 3 Charged tho' 4 have been received concluding the same to be a mistake We have added the price of one Hogshead of Port amounting to £33. 3. 6 to said Ships Invoice - 10 General Meadows and Captains Hart & Douglas are Passengers on board His Majestys Armed Transport Royal Charlotte and on the Valentine Colonel Crab Stewart Macpherson and Illingham, Majors Lewis, Kellewell and Salt Mr. Tidell and Mrs. Illingham and Tryon - **Margin Notes:**	6 (continued): Benjamin Mason junior oversaw the Company's pastures, lands, plantations and herds. The Council recommended him for an increase in salary. His present pay was only £45 0s 0d a year, which the Council thought far too little for the trouble and labour of the post. He had conducted himself to the satisfaction of his superiors, and the Council asked the Court's permission to raise his salary to £60 0s 0d a year. 7: The consultation of the 16th of the previous month recorded that the Council had appointed William Seale, the senior cadet, to serve and be paid as a second lieutenant of artillery until the Court's wishes were known. The needs of the service required it, as the Governor's minute in that consultation explained. The Council hoped the Court would approve. Seale had served more than three years in the garrison as a cadet, to the Council's great satisfaction, and it strongly recommended that his appointment be confirmed. 8: By the *Britannia* the Council had consigned £6,000 0s 0d to the Presidency of Fort Marlborough. That was all the silver it could spare while keeping enough for the island's running costs. The ship sailed on her voyage on the 5th of the previous month. 9: The *Britannia*'s invoice listed four hogsheads of wine, but only three were charged, although four had been received. The Council concluded that this was a mistake and added the price of one hogshead of port, £33 3s 6d, to the ship's invoice. 10: The passengers in the King's armed transport *Royal Charlotte* were General Medows and Captains Hart and Douglas. In the *Valentine* were Colonel Caleb Stewart, Mr Macpherson, Mr Ellingham, Majors Lewis, Kellewell and Salt, Mr Liddell, Mrs Ellingham and Mr Leigh. **Interpretations** The Council corrected the *Britannia*'s invoice in the Company's favour against itself, adding a hogshead of port it had received but not been charged for. An honest error left uncorrected would have meant goods received without payment, and the shortfall would have fallen on the ship's owners or the supplier. Recording the fourth hogshead at its proper price kept the island's books matching what had actually come ashore. William Seale was the second man of that name to serve as an artillery officer on the island. The estate of the late Lieutenant William Seale had been paid

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		Mr. Benj. Mason Junr. recommended to the Co. favor Appointment of Mr. Wm. Seale &c. Cash consigned to Marlborough Mistake in Wine ℔ Britannia represented Passengers	into the treasury in July 1782. The vacancy left by his death was filled by promoting the senior cadet, a young man of the same family name, as the Council had done with Greentree and Beale in 1779.
103	92	11 We have Granted the following Sets of Bills of Exchange Viz. One to Danl. Corneille Esqr. Governor for £500 - payable to John Calland Esqr. One to Matthew Bazett Esqr. for £400 - payable to Matthew Purling and Gabl. Harper Esqrs. (or to either of their Order) One to William Wrangham Esqr. for £2000 - payable to Matthew Purling John Clements and Richard Pierce Esqrs. (or to either of their Order) One to Major Henry Bazett for £1200 - payable to Matthew Purling and Gabl. Harper Esqrs. (or to either of their Order) One to Mr. Thomas Stroud for £300 - payable to Captain John Reddall, One to Mr. David Hay for £200 - payable to James Moffat Esqr. One to Captain John Howard for £1003. 13 - payable to Messrs. Taylor and Pasley (or to either of their Order) One to the Attorneys of Mr. James Holland for £150 - payable to Mr. James Hardie And one to the Attorney of Captain John Sherwood for £500 - payable to Henry Hind Pelly (or Order) All Drawn at 90 Days sight and Dated the 28 of last Month - 12 As the last Quarters Accounts will not be laid before Us until the 22 Instant We cannot transmit You a Cash Account to a later Date than the 28 of this Month which We have Ordered to be made up, that Your Honors may be acquainted with the present State of Your Treasure here - We are Honble. Sirs St. Helena Your most Obedt. and humble Servants 5 Oct. 1782 (Signed) Danl. Corneille Henry Graeme Mattw. Bazett Wm. Wrangham Henry Bazett **Margin Notes:** Bills relative to the State of Cash -	11: The Council had granted the following sets of bills of exchange, all drawn at 90 days' sight and dated 28 September 1782. Daniel Corneille, Governor, £500 0s 0d, payable to John Holland Matthew Bazett, £400 0s 0d, payable to Matthew Pooling and Gabriel Harper, or either of them, or their order William Wrangham, £2,000 0s 0d, payable to Matthew Pooling, John Clements and Richard Pierce, or any of them, or their order Major Henry Bazett, £1,200 0s 0d, payable to Matthew Pooling and Gabriel Harper, or either of them, or their order Thomas Stroud, £300 0s 0d, payable to Captain John Riddall David Kay, £200 0s 0d, payable to James Moffatt Captain John Howard, £1,003 13s 0d, payable to Messrs Taylor and Pasley, or either of them, or their order The attorneys of James Holland, £150 0s 0d, payable to James Hardie The attorney of Captain John Sherwood, £500 0s 0d, payable to Henry Hind Pelly or his order 12: The last quarter's accounts would not be laid before the Council until 22 October 1782. It therefore could not send a cash account later than 28 September 1782, which it had ordered to be made up so that the Court could see the present state of the treasury. Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 5 October 1782. **Interpretations** The arrivals and events in this letter fall in September 1782: the *Royal Charlotte* came on 11 September and the *Valentine* on 12 September, and Mr Lloyd's letter was entered on 16 September. William Wrangham remitted £2,000 0s 0d in a single bill, the largest sum any councillor sent home in these years. He had been the Company's paymaster throughout the war and had sold it salt meat, a mast and a sow. His growing remittances suggest that his private dealings with the island's stores had served him well. The open record of each bill in the letters home was the only check London had on its servants' fortunes.
104	93	List of the Honble. Companys Packet from St. Helena ℔ His Majestys Armed Transport Royal Charlotte - No. 1 Govr. and Councils General Letter dated the 5 October 1782 2 Dupt. do. and do. do. dated the 4 August do. 3 do. do. and do. do. dated 4 August 1782 relating to Law Matters 4 Consultations from the 5 August to 30 September 1782 5 Dupt. do. from the 3 June to the 3 August do. 6 Cash Account from the 4 to the 31 do. do. 7 do. do. from the 1 to the 20 September do. 8 Dupt. do. from the 27 to the 31 May do. 9 do. do. for the Month of June do. 10 do. do. for the Month of July do. 11 do. do. from the 1 to the 3 of August 12 Ship Britannias Account 13 Duplicate Ship Duke of Portlands Account 14 do. do. Ponsbornes do.	The list of the Company's packet from St Helena, sent by the King's armed transport *Royal Charlotte*, was as follows. 1: The Governor and Council's general letter, dated 5 October 1782 2: Duplicate of the Governor and Council's general letter, dated 4 August 1782 3: Duplicate of the Governor and Council's letter on legal matters, dated 4 August 1782 4: Consultations from 5 August to 30 September 1782 5: Duplicate of the consultations from 3 June to 3 August 1782 6: Cash account from 4 August to 31 August 1782 7: Cash account from 1 September to 28 September 1782 8: Duplicate of the cash account from 27 May to 31 May 1782 9: Duplicate of the cash account for June 1782

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		15 do. do. Royal Charlottes do. 16 do. do. Contractors do. 17 First Receipt for a Small Paper Packet ℔ Ship Duke of Portland 18 do. do. for a do. ℔ Ship Royal Charlotte 19 Second Receipt for do. ℔ Portuguese Ship Nra. Sra. Arrabida 20 Effective State of the Garrison 21 Muster Rolls of do. 22 Acct. of the Expence of carrg. on the Fence in Lg. Wood from 29 July to 30 Sept. 82 23 Dupt. do. do. do. from 26 May to 28 July do. 24 do. List of the Packet ℔ His Majestys Ship Medway 25 do. Proceeding of a Genl. Quarter Sessions held the 10 July 1782 26 Govr. and Councils Certificate of Provisions Landed from Ship Britannia 27 Dupt. do. and do. do. do. from Ship Spy 28 do. Acct. of Cash paid the Pensioners upon the Military Fund Year 1781 29 Abstract of the Cargoes of Ship Valentine 30 Time of the Arrival of Ship do. Boat at Banks's 31 List of Familys Lands and Cattle taken the 30 Sept. 1782 32 do. of Rents taken the 30 do. do.	10: Duplicate of the cash account for July 1782 11: Duplicate of the cash account from 1 August to 3 August 1782 12: Account of the ship *Britannia* 13: Duplicate of the account of the ship *Duke of Portland* 14: Duplicate of the account of the ship *Ponsborne* 15: Duplicate of the account of the ship *Royal Charlotte* 16: Duplicate of the account of the ship *Contractor* 17: First receipt for a small packet of papers sent by the ship *Duke of Portland* 18: First receipt for a small packet of papers sent by the ship *Royal Charlotte* 19: Second receipt for a small packet of papers sent by the Portuguese ship *Nossa Senhora de Arrabida* 20: Return of the effective strength of the garrison 21: Muster rolls of the garrison 22: Account of the cost of the fence at Long Wood from 29 July to 30 September 1782 23: Duplicate of the account of the cost of the fence at Long Wood from 26 May to 28 July 1782 24: Duplicate of the list of the packet sent by the King's ship *Medway* 25: Duplicate of the proceedings of the general quarter sessions held on 10 July 1782 26: The Governor and Council's certificate of provisions landed from the ship *Britannia* 27: Duplicate of the Governor and Council's certificate of provisions landed from the ship *Spy* 28: Duplicate of the account of money paid to pensioners on the military fund in 1781 29: Abstract of the cargo of the ship *Valentine* 30: Times at which ships' boats arrived at Banks's 31: List of families, lands and cattle taken on 30 September 1782 32: List of rents taken on 30 September 1782
105	94	No. 33 List of the Honble. Companys Slaves taken the 30th Sept. 1782 with their Names Ages & Occupations 34 Rebecca Schooners and Ship Spys Accounts 35 Duplicate Indent of Stores wanted for the Service of the Year 1783 Memor. Letter to the Secret Committee to be received from General Meadows - To the Honble. &c. Honble. Sirs 1 We had the pleasure of writing Your Honors by his Majestys Armed Transport Royal Charlotte under Date of the 5 of last Month Duplicate of which goes Enclosed - 2 On the 19 Ultimo Arrived the Ship Chapman from Madrass Captain Walker informs Us he left that Place the June last in Company with the Earl of Dartmouth which Ship was unfortunately lost the 24 of the same Month on the Island of Carnicobar with the 2 and 3 Officers together with 24 of Her Crew as to the particulars relative to this melancholy circumstance, We beg leave to refer You to Mr. Geeds (late Chief Mate of that Ship) Letter Entered upon Consultation of the 23 inst. Captn. Walker likewise acquaints Us that two Days before he Sailed from Fort St. George a Vessel Arrived from Fort Marlbro' and brought the	The list of the packet was completed. 33: List of the Company's slaves, with their names, ages and occupations, taken on 30 September 1782 34: Accounts of the schooner *Rebecca* and the ship *Spy* 35: Duplicate of the indent of stores wanted for 1783 A note added that the letter to the Secret Committee was to be collected from General Medows. The Council wrote again to the Court of Directors. 1: Its last letter, dated 5 October 1782, had gone by the King's armed transport *Royal Charlotte*. A duplicate was enclosed. 2: On 17 October 1782 the ship *Chapman* arrived from Madras. Captain Walker reported that he had left Madras in June in company with the *Earl of Dartmouth*. That ship was unfortunately wrecked on 24 June on the island of Car Nicobar, with the loss of her second and third officers and 24 of her crew. For the details of this sad event the Council referred the Court to a letter from Mr Geeds, her late chief mate, entered in the consultation of 23 November 1782. Walker also reported that two days before he sailed from Fort St George, a vessel arrived from Fort Marlborough with the unwelcome news that the magazine there had been struck by lightning and blown up, causing great damage to the fortifications. The *Queen* was to be sent from Madras with stores and provisions for that settlement on her way to China. When Walker left the coast, the King's ships of war were at Trincomalee and the French fleet at Tranquebar.

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		disagreeable Accounts of the Magazine being blown up by Lightening which had done great damage to the Fortifications; And that the Ship Queen was to be Dispatched from Madrass with Stores and Provisions for that Settlement in her way to China, He also tells Us his Majestys Ships of War were at Tranquemalia and the French at Tranquebar when he left the Coast. The 3 inst. Arrived the Lord North and Hastings from China Captains Hambly **Margin Notes:** Company acquainted with Arrival of the Ship Chapman and loss of the Earl of Dartmouth and the Magazine at Fort Marlbro being blown up &c. &c. Also with the arrival of the Lord North & Hastings	On 3 November 1782 the *Lord North* and the *Hastings* arrived from China. **Interpretations** The explosion at Fort Marlborough destroyed the settlement's store of powder and part of its defences in wartime, with French and Dutch ships in Sumatran waters. Madras sent stores at once by a ship already bound for China, rather than waiting to fit out a vessel specially. The Company's ships on their regular routes doubled as the means of relieving its scattered outposts. St Helena had sent £6,000 0s 0d in silver to the same settlement by the *Britannia* only weeks earlier. The French fleet lay at Tranquebar, a Danish settlement on the Coromandel coast, while Hughes refitted at Trincomalee. A neutral port gave Suffren a base within striking distance of Madras, so the war in Indian waters remained undecided as the year ended.
106	95	Hambly and Thompson Acquaints Us they Sailed from Macao the 31 March 1782 in Company with your Brig Fox which parted from them the 24th June and Sailed for Bengal - 3 A Dane Ship Arrived here the 10th inst. from Bourbon last from the Cape of good Hope called the Maria Hatter Capt. Peter Barck Burthen 580 Tons carrys 16 Guns & 42 Men loaden with Coffee and India Goods, which Ship left this place the 14th instant bound to Copenhagen - We have to inform your Honors that the Elm Planks which were received this Year by the Britannia for the repairs of Boats are totally rotten and useless, tho' the appearance of them fair 5 The Governor requests your Honors will be pleased to Order the two Hhds. of Port Wine indented for this Year for the Use of his Table be sent in Bottles as it is very difficult to procure them upon the Island 6 Henry Bingfield Master Mason being greatly Addicted to Liquor and very negligent in his duty We were under the necessity of dismissing him the Honble. Companys Service, as you will please to observe by our Consultn. of the 28 of last Month, and having sent John Daniels the Masons Assistant to England he being in a State of insanity, leaves Us destitute of such Artificers, therefore request your Honors will be pleased to send by the first opportunity two Persons properly Qualified to fill the stations of the above two Men - Captain Walker informs Us he has no Bill of Lading of the Ship Chapman - 8 Having disposed of two seventeen Inch Cables to the Ships Lord North and Hastings request you will Order two more to be sent by the next conveyance to replace them, as they were the only ones We had remaining in Store. The one sold to the Hastings being damaged by Rats the Commander objecting to pay the 30 ℔ Ct. We thought it reasonable to let him have it at 10 ℔ Ct. advance and are further beg	2 (continued): Captains Hambly and Thompson reported that they had sailed from Macao on 31 March 1782 with the Company's brig *Fox*. The *Fox* parted from them on 24 June and sailed for Bengal. 3: On 10 November 1782 a Danish ship, the *Maria* [...] under Captain Peter Barck, arrived from Bourbon, last from the Cape of Good Hope. She was a ship of 500 tons with 16 guns and 42 men, loaded with coffee and Indian goods. She left the island on 14 November bound for Copenhagen. 4: The Council had to report that the elm planks received that year by the *Britannia* for repairing the boats were completely rotten and useless, though they looked sound. 5: The Governor asked the Court to send the two hogsheads of port ordered that year for his table in bottles, as bottles were very hard to obtain on the island. 6: Henry Wingfield, the master mason, had become badly addicted to drink and very negligent in his duty. The Council had been obliged to dismiss him from the Company's service, as the consultation of 28 October 1782 showed. With John Daniels, the mason's mate, already sent to England insane, the island was left without any such craftsmen. The Council asked the Court to send two properly qualified men by the first opportunity to fill both posts. 7: Captain Walker reported that he had no bill of lading for the *Chapman*. 8: The Council had sold two 17-inch cables to the ships *Vansittart* and *Hastings*. They were the only ones left in store, and it asked the Court to send two more by the next ship to replace them. The cable sold to the *Hastings* had been damaged by rats, and her commander objected to paying the usual 30 per cent advance. The Council thought it reasonable to let him have it at a 10 per cent advance. It also pointed out that the island was now entirely without marine stores of every kind. **Interpretations** The Council had lost both its master mason and his mate within a few months, one to madness and the other to drink. Wingfield had been promoted in October 1780 at Captain Pierce's urging, with a raise meant to keep him working hard. Two years later he was dismissed. On a remote garrison island with little to do outside work and spirits cheap, drink broke more skilled men than the climate did. The Company now had to find and ship out two new masons before any further work on the defences could go forward. The rat-damaged cable shows how hard it was to keep stores in good condition on the island. Rope, timber and canvas all deteriorated in the warehouse, and the elm plank from England arrived rotten

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		leave to observe that we are at present totally destitute of all Marine Stores of every denomination - **Margin Notes:** News Arrival of a Dane Elm Planks rotten represented Port Wine to be sent in Bottles Bingfield Master Mason dismissed & two Masons sent for no bill of Lading Two Cables sent for there being none in Store	despite its sound appearance. The Council charged the *Hastings* less because the goods were worth less, a fair price that avoided a dispute with a commander who might otherwise refuse to buy at all.
107	96	9 In the Cash Account made up to the 28th of Sept. last transmitted by His Majestys Armd. Transport We omitted to insert the Ship Britannia's Account thro' hurry of Business which is now rectified and goes Enclosed, and in that Ships Account sent by the above opportunity there was an Error of £12. 14. 9 which you will please to observe is also rectified in that Ships Account herewith sent you - 10 We beg leave to refer Your Honors to the Governors Letters to the several Commanders of the Ships now in the Road as entered upon Consultation of the 23 Instant respecting the Desertion of four Men of this Garrison, since which there are three more missing, And We have to observe on that head as it is now determined not to Entertain any Men who Desert from Ships into this Garrison, the Captain and Officers should in justice be made answerable for such Desertion, as it is contrary to Your Orders, And We conceive could not be practiced were they not to connive at the same. 11 The Governor begs leave to acquaint Your Honors that on taking an inspection of the Table Plate belonging to the Government House finds that the little there is, is mostly Old and battered and unfit for use has therefore reserved the best and the other has sent home by Captain Hambly to the amount of 14 oz. 10 dwt. 3 for which he has given a receipt. In the same Box are two Cases of Knives and Forks belonging to Your Honors which he requests may be repaired and returned. He further begs leave to mention that ℔ Ship Neptune in the Year 1764 7. 10 of Old Silver was likewise sent home, that such repeated deficiencies of those useful things without any supply leaves him at present bear of the Common things wanting for a Table or Side board and obliges him to use his own particularly Spoons, Knives and Forks, Saltcellars and Salvers, Candlesticks &c. the 3 former he is under the necessity of taking on Your account and **Margin Notes:** mistake in the Cash & Ship Accounts	9: In the cash account made up to 28 September 1782 and sent by the King's armed transport *Royal Charlotte*, the Council had in the rush of business left out the *Britannia*'s account. This had now been corrected and was enclosed. The *Britannia*'s account sent by the same ship also contained an error of £12 14s 9d, which had likewise been corrected in the account now sent. 10: The Council referred the Court to the Governor's letters to the commanders of the ships now in the road, entered in the consultation of 23 November 1782, about the desertion of four men from the garrison. Three more had since gone missing. The Council had now decided not to take into the garrison any men who deserted from ships. In fairness, therefore, the captains and officers ought to be held answerable for the garrison's deserters, since such desertion was against the Court's orders and, in the Council's view, could not happen unless they turned a blind eye to it. 11: The Governor reported that on inspecting the table plate belonging to Government House, he found that the little there was was mostly old, battered and unfit for use. He had kept the best and sent the rest home with Captain Hambly, weighing 14 lb 10 oz 3 dwt, and Hambly had given a receipt for it. The same box held two cases of the Company's knives and forks, which he asked to have repaired and remounted. He added that in 1764 some 7 lb 10 oz of old silver had also been sent home in the *Neptune*. These repeated losses of useful items, with nothing sent to replace them, left him short of the ordinary things needed for a table or sideboard. He was obliged to use his own, especially spoons, knives and forks, salt cellars, salvers and candlesticks. The first three he was having to take on the Company's account, **Interpretations** The Council now refused to enlist seamen who deserted from ships, a reversal of its practice in 1780 and 1781, when it had welcomed Bombay and Bengal deserters to fill its ranks. Taking other ships' runaways had given captains a reason to lure the island's soldiers in return, since each side could argue the other did the same. By closing its own door, the Council could press the Directors to hold commanders responsible for the garrison's deserters without being accused of the same fault. The Governor sent home the battered plate to be recast, as the island had no silversmith. A governor was expected to entertain naval captains, Company commanders and distinguished passengers in style, and a table set with his own private silver blurred the line between his purse and the Company's. Corneille wanted the plate replaced at the Company's cost, since hospitality at Government House was a public duty, as the large sums spent on the Governor's table in 1780 had shown.

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		respecting Deserters Old Plate &c. sent to England by the Governor & others purchased &c.	
108	97	and the latter with some other necessary Plate of his own shall wait Your Honors approbation before he purchases them on Your Honors account at the Silver Smiths Charge. The Governor has added an Inventory of what remains of Your Plate which he flatters himself will not be thought adequate to the Service of the most private Family - 12 Having taken under our consideration the present State of Our Hospital and finding that it is totally unprovided with the Common Necessaries to make it comfortable to those poor Creatures who from Sickness and other infirmities are obliged to be there under the care of the Surgeons, have enclosed an Indent for such necessaries as will be wanting and Humanity calls upon us to request. We therefore hope that this may be in time if not for the first at least for the second Store Ship, that Our Hospital may in future be upon a more comfortable and reputable Footing for the Sick than it has hitherto been - 13 We have given Captain Thos. Walker an order to receive on board the Ship Chapman towards compleating her Company Saml. Ringrove Serjeant and Willm. Carter Private 2 Discharged Men from this Garrison, We have likewise put on board the Lord North Thos. Williams, Serjeant and David Stover Private on the Valentine Robert Rattle and Rd. Kerby and on board the Hastings Thos. Wellman and William Tulley 6 Discharged Invalid Soldiers. Thos. Williams, David Stover and Robert Rattle whom from their infirmities, Age and long Service We recommend as proper Objects to be put upon the Military Fund, the several Certificates to Entitle them thereto are herewith transmitted. The other 3 Invalids not having Contracted their Disorders since they came upon the Island, We have not recommended them to the benefit of the above Fund. The payment for the Passage of the above Invalids we have left to be settled in England - 14 The Passengers on board the Chapman are Mr. **Margin Notes:** Necessarys for the Hospital Indented for - relative to Discharged Soldiers & Invalids recommended	11 (continued): For the salt cellars, salvers, candlesticks and other necessary plate, the Governor would use his own until the Court approved, before buying them on the Company's account at the silversmith's charge. He enclosed an inventory of the Company's plate that remained, which he trusted would not be thought enough for even the most private household. 12: The Council had considered the state of the hospital and found it entirely without the ordinary necessaries to make it comfortable for the poor people who, through sickness and other infirmities, had to be there under the surgeon's care. It enclosed an indent for the necessaries that would be wanted, as humanity required it to ask. It hoped these might come by the first store ship, or at least by the second, so that the hospital could in future be run on a more comfortable and respectable footing for the sick than it had been. 13: The Council had ordered Captain Thomas Walker to take on board the *Chapman*, to help make up her crew, two men discharged from the garrison: Samuel Ringrose, a sergeant, and William Carter, a private. It had also put on board six other discharged soldiers. Thomas Williams, a sergeant, and David Storer, a private, went in the *Lord North*. Robert Rattle and Richard Kirby went in the *Valentine*. Thomas Whiteman and William Sully went in the *Hastings*. Williams, Storer and Rattle had earned, by their infirmities, age and long service, the Council's recommendation for the military fund, and their certificates were enclosed. The other three invalids had not contracted their illnesses since coming to the island, so the Council had not recommended them for the fund. The cost of the invalids' passage was left to be settled in England. 14: The passengers in the *Chapman* were **Interpretations** The Council's request for the hospital was framed as a matter of humanity, not only of service. The garrison had lost men steadily to disease, and the hospital had received port wine and fresh mutton when they could be had, but it lacked basic furnishings, linen and equipment. A sick soldier who recovered could return to duty, while one who died had to be replaced from England at the cost of a new recruit. The Council's plea joined compassion with economy in a way the Directors could hardly refuse. Samuel Ringrose had risen from gunner to bombardier in May 1780 and was now discharged as a sergeant. He and William Carter were used to fill the *Chapman*'s crew, as discharged soldiers had filled the *Morse*'s in 1780. Ships short of seamen took the island's old soldiers as hands, and the Company saved their passage money.
109	98	Mr. and Mrs. Casamajor, Mr. Irvin, Major Maglashen Messrs. Sumner, Fairfield and Gleed, and Mr. David, a French Prisoner on board the Lord North - 15 Captain Hambly has Delivered to Us Nasso, one of the Companys Men Slaves whom the Governor and Council of Fort Marlborough sent here he being guilty of some misdemeanor -	14 (continued): The passengers in the *Chapman* were Mr and Mrs Casamajor, Mr Irvin, Major Maglashan, Mr Sumner, Mr Fairfield and Mr Gleed. Mr David, a French prisoner, was on board the *Lord North*. 15: Captain Hambly had handed over Nasso, one of the Company's male slaves, whom the Governor

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		16 We have Granted the following Sets of Bills of Exchange Vizt. One to Matt. Bazett Esqr. for £500 - payable to Matthew Purling & Gabl. Harper Esqrs. (or to either of their Order) One to William Wrangham Esqr. for £1000 - payable to Matthew Purling and Richd. Pierce Esqrs. (or to either of their Order) One to the Revd. Mr. John Willson for £100 - payable to Robert Gregory Esqr. One to Mr. Thomas Stroud for £400 - payable to Captain John Reddall One to Lieut. Thomas Statham for £200 payable to Captain Frederick Le Mesurier One to Mr. James Welgoose for £160 payable to Mr. William Thom, One to the Attorneys of Lieut. Edward Harvey for £13. 9 - payable to Mr. George Bishop, And One Set to Mr. Archibald Elliot for £40 - payable to Mr. James Elliot (or Order) all drawn at 90 Days sight and Dated the 23 Instant 17 This Letter is Conveyed to Your Honors by the Lord North that Sails from hence in Company with the Valentine, Chapman and Hastings, Copies whereof are transmitted by the abovementioned Ships Valentine and Chapman - We are St. Helena Honble. Sirs 25 Nov. 1782 Your most Obedt. and humble Servants (Signed) Danl. Corneille Henry Graeme Matt. Bazett Wm. Wrangham Henry Bazett **Margin Notes:** Passengers Slave Nasso from Marlborough Bills Letter by the L. North and Copies by the Valentine & Chapman	and Council of Fort Marlborough had sent to the island for some misconduct. 16: The Council had granted the following sets of bills of exchange, all drawn at 90 days' sight and dated 23 November 1782. Matthew Bazett, £500 0s 0d, payable to Matthew Pooling and Gabriel Harper, or either of them, or their order William Wrangham, £1,000 0s 0d, payable to Matthew Pooling and Richard Pierce, or either of them, or their order The Reverend John Wilson, £100 0s 0d, payable to Robert Gregory Thomas Stroud, £400 0s 0d, payable to Captain John Riddall Lieutenant Thomas Statham, £200 0s 0d, payable to Captain Frederick Le Mesurier James Welgoose, £160 0s 0d, payable to William Thom The attorneys of Lieutenant Edward Harvey, £13 9s 0d, payable to George Bishop Archibald Elliot, £40 0s 0d, payable to James Elliot or his order 17: The Council was sending this letter by the *Lord North*, which was sailing with the *Valentine*, *Chapman* and *Hastings*. Copies went by the *Valentine* and the *Chapman*. Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 25 November 1782. **Interpretations** Fort Marlborough punished Nasso for misconduct by shipping him thousands of miles to St Helena. Transportation removed a troublesome slave from the settlement where he had offended, while keeping him in the Company's ownership and labour force. The Company's slaves could be moved between its stations like any other property, and exile from home and family was itself the punishment. St Helena received such men as one more charge on its stores, with no say in the matter.
110	99	List of the Honble. Companys Packet from St. Helena ℔ Ship Lord North dated the 25 November 1782 - No. 1 Governor and Councils General Letter dated the 25th November 1782 2 do. and do. do. dated the 25 do. do. relating to Law Matters 3 Dupt. do. and do. do. dated the 5th October 1782 4 Consultations from the 7 October to the 25 November do. 5 Dupt. do. from the 5 August to the 30 September do. 6 Cash Account from the 1 to the 28 September do. 7 do. do. from the 29 to the 30 do. do. 8 do. do. for the Month of October do. 9 do. do. from the 1 to the 25th of November do. 10 Dupt. do. from the 4 to the 31 August do. 11 Ship Lord Norths Account 12 do. Valentines do. 13 do. Chapmans do. 14 do. Hastings do. 15 do. Britannias do. 16 First Receipt for the Packet ℔ His Majestys Armed Transport Royal Charlotte 17 Second do. for a Small Paper Packet ℔ Ship Duke of Portland 18 do. do. for a do. do. ℔ Ship Royal Charlotte 19 Effective State of the Garrison 20 Acct. of the Expence carr. on the Fence in Lg. Wood to 25 November 1782	The list of the Company's packet from St Helena, sent by the *Lord North* and dated 25 November 1782, was as follows. 1: The Governor and Council's general letter, dated 25 November 1782 2: The Governor and Council's letter on legal matters, dated 25 November 1782 3: Duplicate of the Governor and Council's general letter, dated 5 October 1782 4: Consultations from 7 October to 25 November 1782 5: Duplicate of the consultations from 5 August to 30 September 1782 6: Cash account from 1 September to 28 September 1782 7: Cash account from 29 September to 30 September 1782 8: Cash account for October 1782 9: Cash account from 1 November to 25 November 1782 10: Duplicate of the cash account from 4 August to 31 August 1782 11: Account of the ship *Lord North* 12: Account of the ship *Valentine* 13: Account of the ship *Chapman* 14: Account of the ship *Hastings* 15: Account of the ship *Britannia* 16: First receipt for the packet sent by the King's armed transport *Royal Charlotte* 17: Second receipt for a small packet of papers sent by the ship *Duke of Portland*

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		21 Dupt. List of the Packet ℔ His Majys. Armed Transport Royl. Charlotte 22 Proceedings of a Genl. Quarter Sessions held on the 9 October 1782 - 23 Dupt. Govr. & Councils Certificate of Provisions Landed from Ship Britannia 24 do. List of Familys taken the 30 September 1782 25 do. do. of Rents taken the 30 do. do. 26 do. do. of the Honble. Companys Slaves with their Names &c. 27 do. Rebecca Schooners and Ship Spys Accounts 28 Abstract of the Cargoes of Ships Lord North and Hastings 29 Time of the Arrival of Ships Boats at Banks's 30 Indent of Necessaries wanted for the Hospital 31 List of Plate remaining for the use of the Castle -	18: Second receipt for a small packet of papers sent by the ship *Royal Charlotte* 19: Return of the effective strength of the garrison 20: Account of the cost of the fence at Long Wood to 25 November 1782 21: Duplicate of the list of the packet sent by the King's armed transport *Royal Charlotte* 22: Proceedings of the general quarter sessions held on 9 October 1782 23: Duplicate of the Governor and Council's certificate of provisions landed from the ship *Britannia* 24: Duplicate of the list of families taken on 30 September 1782 25: Duplicate of the list of rents taken on 30 September 1782 26: Duplicate of the list of the Company's slaves, with their names, ages and occupations 27: Duplicate of the accounts of the schooner *Rebecca* and the ship *Spy* 28: Abstract of the cargoes of the ships *Lord North* and *Hastings* 29: Times at which ships' boats arrived at Banks's 30: Indent of necessaries wanted for the hospital 31: List of plate remaining for the use of the Castle
111	100	32 Capt. Wm. Hamblys first Receipt for a Box Contg. Old Plate 33 Govr. and Councils Certificates of Thos. Williams, David Stover and Robert Rattle 3 Disch. Invalid Soldiers recomm. to the Military Fund 34 Surgeons Certificates of Thos. Wellman, Wm. Tulley & Rd. Kirby 3 Disch. Invalid Soldiers Letters To the Secret Committee to be received from Captains Hambly, Lewis and Walker - To the Honble. &c. Honble. Sirs Par. 1 We addressed you last by Your Honors Ship Lord North under date of the 25 November 1782 which Ship Sailed from hence the same Day in Company with the Valentine, Chapman and Hastings three others of your Ships, Copies of which were transmitted by the abovementioned Ships Valentine and Chapman - 2 On the 12 Instant Arrived Your Ship Swallow from Limrick - 3 George Alley and Park two Men Slaves belonging to the Honble. Company having absconded a few Days before the Sailing of His Majestys Armed Transport Royal Charlotte (which was on the 5 October last) and not being since heard of notwithstanding repeated Searches have been made for them conclude they must have Deserted upon that Ship - 4 We have given Captain Sober Hall an Order to receive on board the Ship Swallow James Bamfield Bombardier, Richard Greenfield and George Pinton Matrosses three **Margin Notes:** Swallows arrival from Limrick Desertion of Park & Geo. Alley Co. Slaves discharged Soldiers put on board the Swallow	The list of the packet was completed. 32: Captain William Hambly's first receipt for a box of old plate 33: The Governor and Council's certificates for Thomas Williams, David Storer and Robert Rattle, three discharged invalid soldiers recommended for the military fund 34: The surgeon's certificates for Thomas Whiteman, William Sully and Richard Kirby, three discharged invalid soldiers A note added that the letters to the Secret Committee were to be collected from Captains Hambly, Lewis and Walker. The Council wrote again to the Court of Directors. 1: Its last letter, dated 25 November 1782, had gone by the *Lord North*. She sailed the same day with three other Company ships, the *Valentine*, *Chapman* and *Hastings*, and copies of the letter went by the *Valentine* and the *Chapman*. 2: On the 12th of the month the Company's ship *Swallow* had arrived from Limerick. 3: George Alley and Pack, two male slaves belonging to the Company, had run away a few days before the King's armed transport *Royal Charlotte* sailed on 5 October 1782. Nothing had been heard of them since, despite repeated searches, and the Council concluded they must have escaped in that ship. 4: The Council had ordered Captain Sober Hall to take on board the *Swallow* James Bamfield, a bombardier, and Richard Greenfield and George Pinton, matrosses, three **Interpretations** George Alley and Pack escaped in the same way as the slave Dyke a year earlier, by hiding aboard a departing ship. Searches of the town and the island's ravines found nothing, so the Council reasoned they had got away to sea. The departure of every ship gave slaves as well as soldiers a chance to leave the island for good. A slave on a ship bound for England could hope to reach a country where his owner's claim was hard to enforce. The Council recorded the loss but had no means of pursuing them once the transport had sailed. The *Swallow* came from Limerick, the Irish port that supplied much of the Company's salt beef and

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			pork. After the long shortage of 1781 and the warning of flour for only a few months, a store ship from Ireland was the island's best hope of refilling its warehouse.
112	101	three Discharged Men of this Garrison likewise John Joston an Invalid Soldier and his Wife. We have also put on board the Swallow John Wathy a Seaman who was left here Sick out of the Ship Chapman and have left the payment of his Passage to be settled in England by Your Honors and the Owners of that Ship, We have likewise Ordered Captain Sober Hall to receive on board the Swallow Thomas Ferris and William Jenkin Brown two other Discharged Soldiers of this Garrison. 5 Captain Hall has Our Order to take on board the Swallow 250 Musket Barrels, 150 Old Bayonets & 250 Lock Plates and have taken his receipt for the same which goes Enclosed - 6 Your Honors will please to observe by Our Consultation of this Day that We have received from Captain Sober Hall Sundry Surplus Stores belonging to the Ship Swallow likewise have purchased of him several Articles which he spared Us out of his own Stores amounting to the Sum of £374. 10. for the payment whereof We have granted him Certificate as Ib Bill entered in the abovementioned Consultation. We were very happy in the supply of the above Articles being in want of them all and shall be in great distress particularly in the Articles of Flour if We have not an early Store Ship - 7 It is with concern We have to inform You that Our Winter Rains have failed which has greatly injured the Pastures and Plantations and are very apprehensive that should the Summer Season not set in soon a Mortality amongst the Stocks must take place particularly the Black Cattle - 8 We do not think it advisable to transmit Your Honors General Books of Accounts Balanced to the 30 Sept. last by this opportunity - Mr. Thomas Bazetts Writers Covenants Expiring Yesterday **Margin Notes:** for Seaman left out of the Chapman also Ferris & Jenkins Old Musqt. Barrls. &c. sent by the Swallow Stores Received from the Swallow also Sundries Purchased of Capt. Hall failure of Rains Genl. Books not sent Mr. T. Bazett appointed Factor	4 (continued): The three were discharged men of the garrison. The Council had also put on board the *Swallow* John Joslin, an invalid soldier, and his wife. It had further sent home in her John Worthy, a seaman left sick on the island by the *Chapman*, leaving the cost of his passage to be settled in England between the Court and that ship's owners. Captain Sober Hall had also been ordered to take two more discharged soldiers of the garrison, Thomas Ferris and William Jenkin Brown. 5: Captain Hall had orders to take on board the *Swallow* 250 musket barrels, 150 old bayonets and 250 lock plates. The Council had taken his receipt for them, which was enclosed. 6: As that day's consultation showed, the Council had received from Captain Sober Hall various surplus stores belonging to the *Swallow*. It had also bought from him several items he could spare from his own stores, worth £374 10s 0d, and had paid him with a certificate as his bill entered in the same consultation. The Council was very glad of these goods, since it had needed all of them, and it would be in great difficulty, especially for flour, unless a store ship arrived early. 7: The Council regretted to report that the winter rains had failed, which had badly harmed the pastures and plantations. It feared that unless the summer season began soon, many of the herds would die, especially the black cattle. 8: The Council did not think it wise to send the Company's general books of account, balanced to 30 September 1782, by this ship. Mr Thomas Bazett's covenants as a writer had expired the day before, **Interpretations** The rains failed again only a year after the island's best season in memory. The herds had barely begun to recover from the drought of 1778 to 1780 and the forced slaughter for the fleets. The Council warned London at once, because a second drought would cut the beef the island could offer passing ships in 1783, and ships would have to be told not to count on it. The worn musket barrels, bayonets and lock plates were sent home to be repaired or reused, as the island had no gunsmith able to rebuild them. Old arms were the Company's property and could be refitted in England more cheaply than replaced. The Council once again bought from a ship's commander what its own store ships had failed to bring. Captain Hall's spare stores, flour above all, met an immediate need. Each such purchase showed how thinly the island's supplies from England stretched in wartime.
113	102	Yesterday requested to be put upon the Establishment of a Factor which We have granted accordingly - 10 We have granted the following Bills of Exchange Vizt. One Set to Matthew Bazett Esqr. for £400 -	9 (continued): Thomas Bazett's covenants as a writer had expired on 26 January 1783. He asked to be placed on the establishment as a factor, and the Council granted his request. 10: The Council had granted the following sets of bills of exchange, all drawn at 90 days' sight and dated 27 January 1783.

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		payable to Matthew Purling and Gabriel Harper Esqrs. (or to either of their Order) One to William Wrangham Esqr. for £109. 11. 6 payable to Matthew Purling, John Clements and Richd. Pierce Esqrs. (or to either of their Order) One to Major Henry Bazett for £500 - payable to Matthew Purling and Gabriel Harper Esqrs. (or to either of their Order) One to Mr. Benjamin Burrough for £150 - payable to Mr. Thomas Burrough, One to Mr. Gilbert Grove Bechet for £150 payable to Mr. Robert Williams, One to Mr. Thomas Stroud for £300 - payable to Captain John Reddall, One to Mr. Thomas Cole for £250 - payable to Nicholas Skottowe Esqr. And one to Mr. Nathaniel Kennedy for £300 - payable to Messrs. Paul Cauldwell and Nathaniel Howe (or Order) all drawn at Ninety Days sight and dated this Day - We are St. Helena Honble. Sirs 27 Jany. 1783 Your most Obedt. and humble Servts. (Signed) Danl. Corneille Henr. Graeme M. Bazett Wm. Wrangham Henr. Bazett **Margin Notes:** Bills Granted	Matthew Bazett, £400 0s 0d, payable to Matthew Pooling and Gabriel Harper, or either of them, or their order William Wrangham, £109 11s 6d, payable to Matthew Pooling, John Clements and Richard Pierce, or any of them, or their order Major Henry Bazett, £500 0s 0d, payable to Matthew Pooling and Gabriel Harper, or either of them, or their order Benjamin Burrough, £150 0s 0d, payable to Thomas Burrough Gilbert Grove Becket, £150 0s 0d, payable to Robert Williams Thomas Stroud, £300 0s 0d, payable to Captain John Riddall Thomas Cole, £250 0s 0d, payable to Nicholas Skottowe Nathaniel Kennedy, £300 0s 0d, payable to Messrs Paul Cauldwell and Nathaniel Grove, or their order Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 27 January 1783. **Interpretations** A writer was the lowest rank in the Company's civil service, bound by covenant for a fixed term. When it ended, promotion to factor brought higher pay and a step towards the senior posts. Thomas Bazett was the son of one councillor and the nephew of another, and his request was granted the day after his term expired, with Matthew and Henry Bazett signing the letter. Promotion by seniority was the rule, but on so small an establishment a councillor's son advanced under the eyes of his own family, and the Directors relied on the record to judge whether the step was fairly earned.
114	103	List of the Honble. Companys Packet from St. Helena ℔ Ship Swallow dated the 27 January 1783 No. 1 Govr. and Councils Genl. Letter dated the 27 January 1783 2 do. and do. do. dated the 27 do. relating to Law Matters 3 Dupt. do. and do. do. dated the 25 Novr. 1782 4 do. do. and do. do. dated the 25 do. 1782 relating to Law Matters 5 Consultations from the 25 Novemr. 1782 to 27 January 1783 6 Dupt. do. from the 7 Octr. do. to the 23 Novemr. do. 7 Cash Account from the 26 to the 30 Novr. 1782 8 do. do. for the Month of December do. 9 do. do. from the 1 to the 27 January 1783 10 Dupt. do. do. from the 1 to the 28 September 1782 11 do. do. from the 29 to 30 do. do. 12 do. do. for the Month of October do. 13 do. do. from the 1 to the 25 November do. 14 Ship Swallows Account 15 Duplicate Ship Lord Norths Account 16 do. do. Valentines do. 17 do. do. Chapmans do. 18 do. do. Hastings do. 19 do. do. Britannias do. 20 First Receipt for the Packet ℔ Ship Lord North 21 do. do. for a small Paper do. ℔ Ship Valentine 22 do. do. for a do. do. ℔ Ship Chapman 23 Second do. for the Packet ℔ His Majestys Armed Transport Royal Charlotte 24 Effective State of the Garrison 25 Muster Rolls of do. 26 Duplicate List of the Packet ℔ Ship Lord North 27 Proceedings of a Genl. Quarter Sessions holden the 15 Jany. 1783	The list of the Company's packet from St Helena, sent by the *Swallow* and dated 27 January 1783, was as follows. 1: The Governor and Council's general letter, dated 27 January 1783 2: The Governor and Council's letter on legal matters, dated 27 January 1783 3: Duplicate of the Governor and Council's general letter, dated 25 November 1782 4: Duplicate of the Governor and Council's letter on legal matters, dated 25 November 1782 5: Consultations from 25 November 1782 to 27 January 1783 6: Duplicate of the consultations from 7 October to 23 November 1782 7: Cash account from 26 November to 30 November 1782 8: Cash account for December 1782 9: Cash account from 1 January to 27 January 1783 10: Duplicate of the cash account from 1 September to 28 September 1782 11: Duplicate of the cash account from 29 September to 30 September 1782 12: Duplicate of the cash account for October 1782 13: Duplicate of the cash account from 1 November to 25 November 1782 14: Account of the ship *Swallow* 15: Duplicate of the account of the ship *Lord North* 16: Duplicate of the account of the ship *Valentine* 17: Duplicate of the account of the ship *Chapman* 18: Duplicate of the account of the ship *Hastings* 19: Duplicate of the account of the ship *Britannia* 20: First receipt for the packet sent by the ship *Lord North*

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		28 Dupt. do. of a do. do. holden the 9 Octr. 1782 29 Dupt. Indent of Necessaries wanted for the Hospital 30 do. List of Plate remaining for the use of the Castle 31 Regr. of Goods and Merchandize from 22 June 1782 to 25 Jany. 1783 32 List of Marriages Christgs. and Burials from 1 March to 1 Sept. 1782	21: First receipt for a small packet of papers sent by the ship *Valentine* 22: First receipt for a small packet of papers sent by the ship *Chapman* 23: Second receipt for the packet sent by the King's armed transport *Royal Charlotte* 24: Return of the effective strength of the garrison 25: Muster rolls of the garrison 26: Duplicate of the list of the packet sent by the ship *Lord North* 27: Proceedings of the general quarter sessions held on 15 January 1783 28: Duplicate of the proceedings of the general quarter sessions held on 9 October 1782 29: Duplicate of the indent of necessaries wanted for the hospital 30: Duplicate of the list of plate remaining for the use of the Castle 31: Register of goods and merchandise from 22 June 1782 to 25 January 1783 32: List of marriages, christenings and burials from 1 March to 1 September 1782
115	104	33 Account of the Expence carr. on the Fence in Lg. Wood to 31 Decr. 1782 34 Dupt. do. of the do. do. do. to the 25 Novr. do. 35 Surgeons Certificate of Jno. Johnston a Disch. Invalid Soldier 36 Captain Halls receipt for 2 Casks and 1 Box contg. Musquet Barrels &c. - Mem. Letters to the Secret Committee to be recd. from Capt. Sober Hall - To the Honble. &c. Honble. Sirs We had the Honor of addressing You on the 27 last Month by your Ship Swallow a Duplicate of which is herewith transmitted, and We now take the opportunity of Writing you by the Rodney Packet that Arrived here the 1 Instant from Madrass which place Captn. Connor acquaints Us he left the 7 November last, That the French embraced the opportunity of going into Tranquemalay when Sir Edward Hughes and his Fleet were at Negapatam and taken that place, That Sir Edward Hughes has had two more Engagements with Mons. Suffrein One on the 6 of July and the other the 3 September last both of which were Drawn Battles, that Sir Edward Hughes's Ship having being Dismasted by a severe Gale of Wind in Madrass Road was gone with His Majestys Ships of War to Bombay to repair And that the French Fleet were at Tranquemalay. Captain Connor likewise informs Us Sir Richard Bickerton with His Majestys and Your Ships under his Command were **Margin Notes:** Letter by the Rodney Packet the arrival & Intelligence	The list of the packet was completed. 33: Account of the cost of the fence at Long Wood to 31 December 1782 34: Duplicate of the account of the cost of the fence at Long Wood to 25 November 1782 35: The surgeon's certificate for John Joslin, a discharged invalid soldier 36: Captain Hall's receipt for 2 casks and 1 box containing musket barrels and other arms A note added that the letters to the Secret Committee were to be collected from Captain Sober Hall. The Council wrote again to the Court of Directors. Its last letter, dated 27 January 1783, had gone by the *Swallow*, and a duplicate was enclosed. The Council now took the chance of writing by the *Rodney* packet, which had arrived from Madras on 1 February 1783. Captain Connor reported that he had left Madras on 7 November 1782. The French had seized the chance to enter Trincomalee while Sir Edward Hughes and his fleet were at Negapatam, and had taken the place. Hughes had fought two more battles with Monsieur de Suffren, on 6 July and 3 September 1782, and both were drawn. Hughes's own ship had been dismasted in a severe gale in Madras road, and he had gone with the King's ships of war to Bombay to refit. The French fleet was at Trincomalee. Connor also reported that Sir Richard Bickerton, with the King's ships and the Company's ships under his command, **Interpretations** The loss of Trincomalee was a serious blow. It was the only safe harbour on the eastern side of India where a fleet could shelter during the north-east monsoon. Britain had taken it from the Dutch less than a year earlier, and Suffren now held it, while Hughes had to sail all the way round to Bombay to refit his damaged ships. For a season the French would command the Coromandel coast. The convoys that brought St Helena its rice from Madras and Bengal would sail through seas the French controlled, which made the island's grain supply for 1783 even less certain.
116	105	were Arrived at Bombay except the Norfolk which parted Company with the Fleet off the Cape of Good hope after which he proceeded to Madrass to join Sir Edward Hughes	Bickerton's fleet had arrived at Bombay, except for the *Norfolk*, which parted from it off the Cape of Good Hope. She went on to Madras to join Sir Edward Hughes, but found he had sailed for Bombay two days before she arrived, so she landed her troops and followed him there.

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		but finding he had Sailed for Bombay two days before his Arrival he landed the Troops and followed him there. Captain Conner further tells Us that he left the Latham at Madrass and that the Dutton, Ann & Emelia, Warren Hastings, Alfred, Calcutta, Ganges and Ceres Sailed from Fort St. George for Bengal four Days before he left that place that the Royal Henry Sailed for Bombay the same day he did, And that the Ship Earl of Hertford with many small Vessels were drove on shore at Madrass by a violent Gale of Wind and was lost but her Crew saved - On the 31 of last Month Arrived Your Honors Ships Royal Admiral and Neptune from Bombay which place they left the 11 October last and the Southampton, Morse Hawke, Nassau and Royal Bishop there, Captains Scott and Huddard likewise acquaints Us that your Ship Brilliant struck upon a rock at Johana and was lost and that the Fortitude was Captured by a French Frigate as she was going from Bengal to Madrass - We are Honble. Sirs St. Helena Your most Obedient and humble Servants 3 February 1783 (Signed) Danl. Corneille Henr. Graeme Mattw. Bazett Willm. Wrangham Henr. Bazett **Margin Notes:** Loss of the E. of Hartford with several small Vessels arrival of the Rl. Admiral & Neptune & the loss of the Ship Brilliant Fortitude &c. &c.	Captain Connor also reported that he had left the *Latham* at Madras. The *Dutton*, *Ann and Emelia*, *Warren Hastings*, *Alfred*, *Calcutta*, *Ganges* and *Ceres* had sailed from Fort St George for Bengal four days before he left. The *Royal Henry* sailed for Bombay the same day as he did. The ship *Earl of Hertford*, with many small vessels, had been driven ashore at Madras by a violent gale and lost, though her crew was saved. On 31 January 1783 the Company's ships *Royal Admiral* and *Neptune* arrived from Bombay, which they had left on 11 October 1782, leaving the *Southampton*, *Morse*, *Hawke*, *Nassau* and *Royal Bishop* there. Captains Scott and Huddart also reported that the Company's ship *Brilliant* had struck a rock at Johanna and been lost, and that the *Fortitude* had been captured by a French frigate on her way from Bengal to Madras. Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 3 February 1783. **Interpretations** The *Earl of Hertford* had called at St Helena in October 1781 on her way out from England. A year later she was wrecked at Madras in the same storm that dismasted Hughes's flagship. Madras had no harbour, only an open roadstead, and in the monsoon gales ships at anchor there were driven ashore. The weather of the Coromandel coast cost the Company as many ships as the French did, and the loss of the *Brilliant* and the capture of the *Fortitude* added to a heavy season of losses that the island reported home one by one.
117	106	To the Honble. &c. Honble. Sirs Par. 1 By the Rodney Packet that left this place the 4 last Month We had the Honor of Addressing You a Duplicate whereof goes Enclosed - 2 Arrived on the 9 instant a Dane Ship from Bengal called the Prince Charles, Captain Charles Piele Burthen 540 Tons carrys 14 Guns and 46 Men Loaden with Bale Goods and Sappes bound to Copenhagen. 3 Mr. Bentley an English Gentleman Passenger on board the above Ship informs Us He Sailed from Calcutta the 2 December last and that Your Honors Ships Deptford, Lord Mulgrave, Rochford, Tartar Resolution, Major, Nottingham, Worcester and Hinchenbrook were then at Bengal The four former of which were ready to be Dispatched for Europe, and the other 5 it was supposed would Sail in February following. He also acquaints Us that Your Ship Earl of Chesterfield Sailed from Fort William for Madrass with Rice a Fortnight before the Dane Ship Sailed. Messrs. Chapman and Worship two other English Gentlemen are also Passengers on board the abovementioned Ship - 4 We flatter Ourselves with the Speedy Arrival of the Store Ship, and are more anxious on that Event as Our Flour runs very short and from the Dryness of the Season can hope for no resources of Bread kind from the Island The Plantations from the above cause being in very bad condition thus Situated We lay under the disagreeable predicament of being very apprehensive of Our own wants, as well as being	The Council wrote again to the Court of Directors. 1: Its last letter had gone by the *Rodney* packet, which left the island on 4 February 1783, and a duplicate was enclosed. 2: On 9 March 1783 a Danish ship, the *Prince Charles* under Captain Charles Peele, had arrived from Bengal. She was a ship of 540 tons with 14 guns and 46 men, loaded with bale goods and saltpetre and bound for Copenhagen. 3: Mr Bentley, an English gentleman travelling in her, reported that he had sailed from Calcutta on 2 December 1782. The Company's ships *Deptford*, *Lord Mulgrave*, *Rochford*, *Tartar*, *Resolution*, *Major*, *Nottingham*, *Worcester* and *Hinchinbrook* were then in Bengal. The first four were ready to be sent to Europe, and the other five were expected to sail in February. He also reported that the Company's ship *Earl of Chesterfield* had sailed from Fort William for Madras with rice a fortnight before the Danish ship left. Mr Chapman and Mr Worship, two other English gentlemen, were also travelling in her. 4: The Council hoped the store ship would arrive soon, and was all the more anxious for it because flour was running very short. The dry season meant the island's own land could supply nothing to replace bread, and the plantations were in very poor condition for the same reason. The Council was therefore deeply worried about the island's own needs, and unable to give the Company's ships calling there any supplies they might want to continue their voyage. **Interpretations** The island now faced a second drought and a failing flour stock at the same moment, with no grain coming from Bengal after the loss of the river sloop

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		unable to render such of Your Honors Ships that touch here, any Supplies they may want to proceed their Voyage **Margin Notes:** Dane Arrd. from Bengal News by Mr. Bentley Passenger on board the above Ship Scarcity of Flour bad condition of the Island represented &c.	and no Cape market since the Dutch war. The Council warned London that it could no longer supply passing ships. Refreshing the Company's fleets was the reason the island was held at all, and its admission that it could not meet even its own needs showed how close the settlement had come to the limit of what it could sustain. A Danish ship from Bengal again carried saltpetre to Copenhagen, as the *Count Bernstorff* had in 1780. While British India fought for its survival against France, Danish neutrals went on shipping the raw material of gunpowder to Europe past the island.
118	107	Voyage except a little Fresh Provisions - We are Honble. Sirs St. Helena Your most Obedt. and humble Servants 27 March 1783 (Signed) Danl. Corneille Henr. Graeme Matt. Bazett Willm. Wrangham Henr. Bazett To the Honble. &ca. Honble. Sirs Par. 1 Our last Address waited on You by a Dane Ship that Sailed from hence the 28 of last Month Duplicate of which We herewith transmit You - 2 The 29 Ultimo Arrived your Ships Rochford Deptford, Lord Mulgrave and Tartar from Bengal. The 31 His Majestys Cutter Substitute from Bombay and the 5 Instant a Dane Ship from Calcutta called the Rosenstarf? Captain Laurentzen Burthen 500 Tons Carrys 18 Guns and 50 Men loaden with Salt Petre and Bale Goods bound to Copenhagen. Captain Tancourt of His Majestys Cutter Substitute informs Us he Sailed from Bombay the 20 January last, that Sir Richard Bickertons Fleet had joined Sir Edward Hughes's and were at that place when he left it from whence it was reported they were to Sail the Middle of February. He also acquaints Us that the French Fleet was still at Trinquemalay **Margin Notes:** Arrival of the Ship Rochford Deptford Mulgrave & Tartar also his Majestys Cutter Substitute & Intelligence	4 (continued): The only exception was a little fresh food. Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 27 March 1783. The Council wrote again to the Court of Directors. 1: Its last letter had gone by a Danish ship that left the island on 28 March 1783, and a duplicate was enclosed. 2: On 29 March 1783 the Company's ships *Rochford*, *Deptford*, *Lord Mulgrave* and *Tartar* arrived from Bengal. On 31 March the King's cutter *Substitute* arrived from Bombay. On 5 April a Danish ship from Calcutta arrived, the *Boofstarf* under Captain Laurentzen, of 500 tons with 18 guns and 50 men, loaded with saltpetre and bale goods and bound for Copenhagen. Captain Fancourt of the King's cutter *Substitute* reported that he had sailed from Bombay on 20 January 1783. Sir Richard Bickerton's fleet had joined Sir Edward Hughes and was at Bombay when he left, and it was reported they were to sail in the middle of February. He also told the Council that the French fleet was still at Trincomalee **Interpretations** With Bickerton's reinforcements joined to Hughes's squadron, the combined British fleet at Bombay was strong enough to challenge Suffren again once the monsoon allowed. Its sailing in February would bring it back to the Coromandel coast to contest the French hold on Trincomalee. The four Bengal ships that reached the island at the end of March were the first of the season's homeward fleet, and they carried the island's hope of fresh supplies after the warning of only weeks' flour.
119	108	Trinquemalay and that he heard they had been joined by a Reinforcement. Captain Tancourt further tells Us that Your Honors Ship Morse was at Bombay when he Sailed from that place - 3 Majors Marsack and Adderly, Captain Long, Messrs. Lithen and Charters five English Gentlemen Passengers on board of the Dane acquaints Us they left the Pilot the 19 of January last, that four of Your Ships and Fox Packet were then laying at Kedgaree getting ready for Sea, and as they came down the River they saw five or six Sail going to Bengal which the Pilot assured them were English Ships which had been long expected from Madrass - 4 This Letter waits on your Honors by the abovementioned Cutter Substitute that Sails from hence this Day in Company with the Dane Ship Roepstarf - We are Honble. Sirs	2 (continued): Captain Fancourt had heard that the French fleet at Trincomalee had been joined by reinforcements. He also said that the Company's ship *Morse* was at Bombay when he sailed. 3: Majors Marsack and Adderly, Captain Long, Mr Lithen and Mr Charters, five English gentlemen travelling in the Danish ship, reported that they had left the pilot on 19 January 1783. Four of the Company's ships and the *Fox* packet were then lying at Kedgeree getting ready for sea. As they came down the river they saw five or six ships heading up to Bengal, which the pilot assured them were English ships long expected from Madras. 4: The Council was sending this letter by the King's cutter *Substitute*, which was sailing that day with the Danish ship *Boofstarf*. Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 9 April 1783. **Interpretations** The French reinforcement at Trincomalee meant that Suffren's fleet would be stronger than Hughes had expected when he sailed from Bombay. The two sides would meet again with the outcome uncertain. The news that English ships long overdue from

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		St. Helena Your most Obedt. and humble Servants 9 April 1783 (Signed) Danl. Corneille Henr. Graeme Mattw. Bazett Willm. Wrangham Henr. Bazett **Margin Notes:** News from English Passengers on a Dane Ship	Madras had reached the Hooghly was some comfort, since they would carry rice and grain down to the island with the next homeward ships. Five English officers and gentlemen travelling home in a Danish ship showed once more how neutral vessels had become the safest passage for Britons leaving India in wartime.
120	109	To the Honble. &c. Honble. Sirs Par. 1 By His Majestys Cutter Substitute that Sailed from this place the 9 Instant in Company with the Dane Ship Roepstarff We had the Honor of Writing You, a Duplicate whereof We herewith Enclose - 2 On the 11 Instant Arrived a Dane Ship from China called the Desco Captain Junge Burthen 700 Tons carrys 22 Guns and 130 Men. This Day another Dane Ship from China last from the Cape called the Hass Captain White Burthen 1100 Tons carrys 28 Guns and 150 Men both Loaden with China Goods and bound to Copenhagen. 3 Mr. Lance an English Supra Cargo who is Passenger on board the Dane Ship Hass acquaints Us the above Ships left Macoa the 7 of January last, and that there were at Wampoa this Season 4 of your Ships Vizt. Asia, Locko, Esex and Osterly four Danes 3 Swedes 1 Imperial and a Country Ship. He also tells Us of the unfortunate loss of the Ship Grosvenor in Latitude 27. 30 South on the Coast of the Caffree Country with her Cargo and Crew except a few who were seized by the Negroes and that the Dutch Governor had sent a party to rescue the people that were saved. We are also informed that 19 French Transports Sailed from the Cape for Mauritius in the Month of January last and 2 Dutch Frigates for Europe in March - This Letter is Transmitted to Your Honors under the Care of General Goddard who takes his Passage for Europe **Margin Notes:** arrival of a Dane Intelligence by English Passengers unfortunate loss of the Grosvenor	The Council wrote again to the Court of Directors. 1: Its last letter had gone by the King's cutter *Substitute*, which sailed from the island on 9 April 1783 with the Danish ship *Boofstarf*, and a duplicate was enclosed. 2: On 11 April 1783 a Danish ship from China arrived, the *Desco* under Captain Funge, of 700 tons with 22 guns and 130 men. The same day another Danish ship from China, last from the Cape, arrived, the *Mars* under Captain White, of 1,100 tons with 28 guns and 150 men. Both were loaded with China goods and bound for Copenhagen. 3: Mr Lance, an English assistant supercargo travelling in the Danish ship *Mars*, reported that the two ships had left Macao on 7 January 1783. That season there had been at Whampoa four of the Company's ships, the *Asia*, *Locko*, *Essex* and *Osterley*, together with four Danish ships, three Swedish ships, one Imperial ship and one country ship. He also told the Council of the unfortunate loss of the *Grosvenor* in latitude 27° 30' south on the coast of Kaffraria, with her cargo and crew, except for a few survivors who had been seized by the local people. The Dutch governor had sent a party to rescue those who had been saved. The Council also learned that 19 French transports had sailed from the Cape for Mauritius in January 1783, and two Dutch frigates for Europe in March. The Council was sending this letter in the care of General Goddard, who was travelling to Europe **Interpretations** The *Grosvenor* was the ship Captain Lewis of the *Valentine* believed he had sighted east of the Cape in August 1782, and whose sailing for Europe the Council had reported as good news. She had in fact been wrecked on the coast of south-east Africa that same month. Her survivors faced a march of hundreds of miles through country unknown to Europeans. The Dutch governor at the Cape sent a party to help them, even though his country was at war with Britain. News of the wreck reached St Helena only eight months later, through an English passenger on a Danish ship. Only four Company ships had loaded at Canton that season, against five or six neutral Scandinavian ships. The war had shrunk the British China trade while Danish and Swedish companies, free to sail unmolested, took a larger share of the tea that reached Europe.
121	110	Europe along with Colonel Bailey on board of the Dane Ship Disco - We are Honble. Sirs St. Helena Your most Obt. and humble 19 Apl. 1783 Servants - Signed Danl. Corneille Henr. Graeme Mattw. Bazett Wm. Wrangham Henr. Bazett To the Honble. &c. Honble. Sirs Par. 1 We had the pleasure of Writing You on the	Europe along with Colonel Bailey on board of the Dane Ship Disco - We are Honble. Sirs St. Helena Your most Obt. and humble 19 Apl. 1783 Servants - Signed Danl. Corneille Henr. Graeme Mattw. Bazett Wm. Wrangham Henr. Bazett To the Honble. &c. Honble. Sirs Par. 1 We had the pleasure of Writing You on the

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		19 of last Month by the Dane Ship Disco under the care of Genl. Goddard who took his passage from hence upon that Ship (Duplicate of which goes Enclosed -) 2 On the 3 Instant Arrived the Fox Brig from Bengal And the 16 the Ship Locko from China and the Anna Maria Brig a French Prize. Captain Court informs Us he left the Pilot the 17 February last and that your Ship Resolution Hinchenbrooke, Worcester, Norfolk, Ganges, Calcutta, Alfred Kent, Dutton, Warren Hastings Latham, Chesterfield and Major were at Calcutta when he Sailed from that place the four former of which were ready to Sail for England, He likewise gives Us the disagreeable intelligence of His Majestys Frigate Coventry several Rice Vessels and Your Honors Ship Blandford being Captured **Margin Notes:** 2d. Arrival of the Fox Brig the Locko & Hanna Maria Prize News.	19 of last Month by the Dane Ship Disco under the care of Genl. Goddard who took his passage from hence upon that Ship (Duplicate of which goes Enclosed -) 2 On the 3 Instant Arrived the Fox Brig from Bengal And the 16 the Ship Locko from China and the Anna Maria Brig a French Prize. Captain Court informs Us he left the Pilot the 17 February last and that your Ship Resolution Hinchenbrooke, Worcester, Norfolk, Ganges, Calcutta, Alfred Kent, Dutton, Warren Hastings Latham, Chesterfield and Major were at Calcutta when he Sailed from that place the four former of which were ready to Sail for England, He likewise gives Us the disagreeable intelligence of His Majestys Frigate Coventry several Rice Vessels and Your Honors Ship Blandford being Captured **Margin Notes:** 2d. Arrival of the Fox Brig the Locko & Hanna Maria Prize News.
122	111	Captured by the French near Balasore Roads, also the pleasing Accounts of a Peace with the Maratas and the Death of Hyder Ally. Captain Lawson acquaints Us he left Canton the 4 January in Company with the Ships Osterly, Esex and Asia and two Country Ships, And that he parted Company with the two first off Borneo in a Gale of Wind on the 27 and the Asia and two Country Ships the 30th of same Month, that he fell in with the Northumberland Captain Rees in the Streights of Sunda from Bencoolen bound to China who informed him that the Queen had Sailed from that place some time before him thro' the Eastern Passage for China, and that he left Your Ships Britannia and Warren with the Myrtle Transport at that Port - 3 By this opportunity We transmit Your Honors Our Indents of Stores wanted for the Service of the Year 1784 likewise Lists of Stores remaining in the Honble. Companys Ware Houses made up to the 30 of last Month. You will please to observe by the Indents that We have sent for 100 Pots of Spruce and 2 Casks of Molasses which request you will comply with as We consider them highly useful as an Anty Scorbutick. You will also please to observe that We have Encreased the Article of Provision as the constant demands made upon Us by the long detention of your Ships renders it absolutely necessary to answer their wants in Order that they may proceed with safety on their passage. We have likewise Encreased Our Indent for Wine not having received any Madeira from Bengal two Seasons past - 4 In Our Letter of the 27 January and 27 March	2 (continued): The *Coventry*, the rice vessels and the *Blandford* had been captured by the French near Balasore Roads. Captain Court also brought the welcome news of a peace with the Marathas and of the death of Hyder Ali. Captain Lawson reported that he had left Canton on 4 January 1783 with the ships *Osterley*, *Essex* and *Asia* and two country ships. He parted from the first two off Borneo in a gale on 27 January, and from the *Asia* and the two country ships on 30 January. In the Straits of Sunda he met the *Northumberland* under Captain Rees, on her way from Bencoolen to China. Rees told him that the *Queen* had sailed from Bencoolen some time before him for China by the eastern passage, and that he had left the Company's ships *Britannia* and *Warren* there with the *Myrtle* transport. 3: The Council sent with this letter its indent of stores needed for 1784, with lists of stores remaining in the Company's warehouses up to 30 April 1783. The Court would see from the indent that the Council had asked for 100 pots of spruce and 2 casks of molasses. It asked for these to be sent, as it considered them very useful against scurvy. The Court would also see that the Council had increased its order of provisions. The constant demands made by the Company's ships, kept a long time at the island, made it essential to meet their needs so that they could continue their voyage safely. The Council had also increased its order for wine, having received no Madeira from Bengal for two seasons. 4: In its letters of 27 January and 27 March 1783 the Council had described the island's situation after the failure of the winter rains, and had hoped a good summer might make amends. It regretted to report that the summer rains had also failed, causing great loss among **Interpretations** The death of Hyder Ali in December 1782 removed the most dangerous enemy of British Madras, and peace with the Marathas ended the war in western India. Both pieces of news meant the Company could turn its whole strength against the French and Hyder's son Tipu. For St Helena they

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		last We mentioned Our then Situation arising from the failure of the Winter Rains and flattered ourselves that a good summer Season might make amends but We are now sorry to add has likewise failed which has occasioned a great Mortality amongst the **Margin Notes:** Indents &c. sent. Particular request for Spruce &c. & a large supply of Prov. & some of Madeira &c. relative to the Dry Season & mortality among the Stocks	promised calmer seas and steadier convoys if the war in India ended soon. Spruce and molasses were the ingredients of spruce beer, brewed from the extract of spruce shoots, sweetened with molasses and fermented. It was believed to prevent scurvy, the disease that killed seamen on long voyages for want of fresh food. With its own cattle dying in the drought and little fresh meat to offer, the Council wanted another means of keeping ships' crews healthy. Brewing spruce beer for passing ships was a cheap substitute for the fresh beef and vegetables the island could no longer supply.
123	112	the Cattle and fear that from the want of Grass from the above cause We shall experience a still greater loss as the Island upon the whole is in a very bad Condition - 5 We request you will be pleased to send the next Year 100 recruits which will be necessary to keep up the present Establishment of this Garrison - 6 At the request of Captain Patrick Lawson We transmit Your Honors a Number in this Packet a Consultation held on board the Ship Locko the 12 February 1783 - 7 We have Granted the two following Sets of Bills of Exchange Vizt. One to Mr. Brigt. Alexr. Wright for £300 - payable to David Mitchell Esqr. and the other to Mr. Thomas Stroud for £300 - payable to Mr. Alexander Mitchell (or Order) both drawn at 90 Days sight and dated the 12 Instant - We have given Captain Jonathan Court an Order to receive on board the Honble. Companys Packet Fox James McShane a Discharged Soldier from this Garrison - We are St. Helena Honble. Sirs 17 May 1783 Your most Obt. and humble Servants Signed Danl. Corneille Henr. Graeme Mattw. Bazett Wm. Wrangham Henry Bazett **Margin Notes:** Recruits Consultation held on board the Locko one in ye Packet Bills James McShane one sent on the Fox	4 (continued): The failure of the summer rains had caused great loss among the cattle. With no grass for the same reason, the Council feared still heavier losses, as the island was on the whole in a very poor state. 5: The Council asked the Court to send 100 recruits the following year, which would be needed to keep the garrison at its present establishment. 6: At the request of Captain Patrick Lawson, the Council enclosed in the packet a consultation held on board the ship *Locko* on 12 February 1783. 7: The Council had granted two sets of bills of exchange, both drawn at 90 days' sight and dated 12 May 1783. Britannicus Alexander Wright, £300 0s 0d, payable to David Mitchell Thomas Stroud, £300 0s 0d, payable to Alexander Mitchell or his order 8: The Council had ordered Captain Jonathan Court to take on board the Company's packet *Fox* James McShane, a discharged soldier of the garrison. Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 17 May 1783. **Interpretations** Captain Lawson asked for his shipboard consultation to go home with the island's packet. A council held at sea by a ship's officers recorded decisions taken away from any higher authority, such as changing course, rationing or dealing with damage. Sending it through the Governor and Council gave it an official channel to the Directors and a witness to its date of arrival. The *Locko* had parted from her consorts in a gale off Borneo, and the record of what her officers decided after that may have been needed to defend the captain's conduct in London. James McShane had risen from corporal to sergeant in August 1780 in place of the reduced Robert Wright. He now went home as a discharged soldier, one more of the long-serving men the garrison lost each year.
124	113	List of the Honble. Companys Packet from St. Helena ℔ Brig Fox dated the 17 March 1783 - No. 1 Governor and Councils General Letter dated the 17 May 1783 2 do. and do. do. dated the 17 do. do. relating to Law Matters - 3 Dupt. do. and do. do. dated the 19 April do. 4 do. do. and do. do. dated the 27 Jany. 1783 relg. to Law Matters 5 Consultation from the 3 February to the 12 May 1783 6 Dupt. do. from the 25 Novr. 1782 to the 27 January do. 7 Cash Account from the 28 to the 31 January do. 8 do. do. for the Month of February do. 9 do. do. for the do. of March do. 10 do. do. for the do. of April do. 11 do. do. from the 1 to the 17 May do.	The list of the Company's packet from St Helena, sent by the brig *Fox*, was as follows. The heading dates it 17 March 1783, but the letter it carried was dated 17 May 1783. 1: The Governor and Council's general letter, dated 17 May 1783 2: The Governor and Council's letter on legal matters, dated 17 May 1783 3: Duplicate of the Governor and Council's general letter, dated 19 April 1783 4: Duplicate of the Governor and Council's letter on legal matters, dated 27 January 1783 5: Consultations from 3 February to 12 May 1783 6: Duplicate of the consultations from 25 November 1782 to 27 January 1783 7: Cash account from 28 January to 31 January 1783 8: Cash account for February 1783

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		12 Dupt. do. from the 26 to the 31 November 1782 13 do. do. for the Month of December do. 14 do. do. from the 1 to the 27 January 1783 15 Brig Foxs Account 16 do. Rodneys do. 17 Dupt. Ship Swallows do. 18 First Receipt for the Packet Ꝑ Ship Swallow 19 Second do. for the do. Ꝑ do. Lord North 20 do. do. for a small Paper do. Ꝑ do. Valentine 21 do. do. for a do. do. Ꝑ do. Chapman 22 Capt. Halls 2d Receipt for 2 Casks & 1 Box contg. Musquet Barrels &c. - 23 Effective State of the Garrison 24 Muster Rolls do. 25 Proceedings of a Genl. Quart. Sessions held the 30 Apl. 1783 26 Dupt. do. do. do. held the 15 Jany. do. 27 do. Register of Goods and Merchandize from 22 June 1782 28 do. List of Marriages Christgs. and Burials 29 do. do. of the Packet Ꝑ Ship Swallow 30 Acct. of the Expence carr. on the Fence round Lg. Wood to 31 Mar. 1783	9: Cash account for March 1783 10: Cash account for April 1783 11: Cash account from 1 May to 17 May 1783 12: Duplicate of the cash account from 26 November to 30 November 1782 13: Duplicate of the cash account for December 1782 14: Duplicate of the cash account from 1 January to 27 January 1783 15: Account of the brig *Fox* 16: Account of the *Rodney* 17: Duplicate of the account of the ship *Swallow* 18: First receipt for the packet sent by the ship *Swallow* 19: Second receipt for the packet sent by the ship *Lord North* 20: Second receipt for a small packet of papers sent by the ship *Valentine* 21: Second receipt for a small packet of papers sent by the ship *Chapman* 22: Captain Hall's second receipt for 2 casks and 1 box containing musket barrels and other arms 23: Return of the effective strength of the garrison 24: Muster rolls of the garrison 25: Proceedings of the general quarter sessions held on 30 April 1783 26: Duplicate of the proceedings of the general quarter sessions held on 15 January 1783 27: Duplicate of the register of goods and merchandise from 22 June 1782 28: Duplicate of the list of marriages, christenings and burials 29: Duplicate of the list of the packet sent by the ship *Swallow* 30: Account of the cost of the fence at Long Wood to 31 March 1783
125	114	31 Dupt. Expence carr. on the Fence round Lg. Wood to 31 Decr. 82 32 General Courts Martial held on the 20 Feby. 1783. 33 Courts Martial from the 29 Feby. 1782 to 22 May do. 34 Indent of Stores wanted for the Service of the Year 1784 35 do. of Medicines wanted for do. do. do. 36 List of Stores remaining in the Honble. Compys. Ware Houses the 30 Apl. 1783 - 37 do. of Garrison do. do. 38 Genl. Return of Ordnance and Ordn. Stores &c. 39 Abstract of the Cargoes of Ships Neptune Royal Admiral Rochford, Tartar, Deptford Ld. Mulgrave & Locko 40 Time of the Arrival of Ships Boats at Banks's 41 Disbursements of the Ship Spy 42 Consultation held by the Officers of the Locko 12 Feby. 83 A Letter to the Secret Committee to be recd. of Captain Court - To the Honble. &c. Honble. Sirs Par. 1 The Brig Fox which left this Place the 17 Ultimo carried our last Dispatches Duplicate of which goes enclosed - 2 It is with pleasure we inform your Honors that on the 22 last Month Arrived the Seville Brig - The 27 Your Ship Walpole and the 31 the Raymond all from England by which Conveyances We received Your Letters dated 15 January 28 February and 6 March together **Margin Notes:** Last advices Arrival of Ships	The list of the packet was completed. 31: Duplicate of the account of the cost of the fence at Long Wood to 31 December 1782 32: General court martial held on 20 February 1783 33: Courts martial from 29 December 1782 to 22 May 1783 34: Indent of stores wanted for 1784 35: Indent of medicines wanted for 1784 36: List of stores remaining in the Company's warehouses on 30 April 1783 37: List of garrison stores remaining on 30 April 1783 38: General return of ordnance and ordnance stores 39: Abstract of the cargoes of the ships *Neptune*, *Royal Admiral*, *Rochford*, *Tartar*, *Deptford*, *Lord Mulgrave* and *Locko* 40: Times at which ships' boats arrived at Banks's 41: Disbursements of the ship *Spy* 42: Consultation held by the officers of the *Locko* on 12 February 1783 A note added that the letter to the Secret Committee was to be collected from Captain Court. The Council wrote again to the Court of Directors. 1: Its last dispatches had gone by the brig *Fox*, which left the island on 17 May 1783, and a duplicate was enclosed. 2: The Council was pleased to report that the *Seville* brig had arrived on 22 May 1783, the Company's ship *Walpole* on 27 May and the *Raymond* on 31 May, all from England. By them it had received the Court's letters of 15 January, 28 February and 6 March 1783, **Interpretations**

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			Three ships arrived from England within ten days, bringing letters written as recently as March 1783. For the first time in many months the island had fresh news from London rather than rumour from passing neutrals. Peace preliminaries between Britain, France and Spain had been signed in January 1783, and these letters were almost certainly the first word of them to reach St Helena. After three years of alarms, desertions and shortages, the ships brought the Council news that the war was coming to an end.
126	115	together with Your Secretarys Letters of the 17 January and 10 March 1783 and the several Papers mentioned in the Lists of Packet. The Governor & Lieut. Governor also received Letters from the Honble. Secret Committee by the above opportunitys and the one dated 11 March under Cover to them Directed to the Governor & Council they delivered - 3 The several Ships you have thought proper to entertain in your Service this Season for the purpose of carrying on the Commerce of the Honble. Company We hope may be successful and return in safety - 4 Your Orders respecting Persons proceeding to India unlicenced, We assure you shall be strictly attended to - 5 On Receipt of your General Letter Ῐb Walpole we immediately communicated the 8 Para. thereof to the several Commanders of the Ships now in the Road and shall continue to do the same to Commanders of other Ships on their Arrival here who have not been made acquainted therewith - 6 We wish success to your Honors Affairs in China under the Direction of the Gentlemen you have thought proper to appoint your Council of Supra Cargoes there - 7 Your Directions for Shipping as much Silver as can be spared from this Settlement to the Presidency of Fort Marlbro' shall be complied with, paying every attention to its safety - 8 The 13 Para. of General Letter **Margin Notes:** Receipt of Letters - Wishing Success to the Ships of the Season Orders respecting Persons proceeding to India unlicenced Respecting Private Trade made known to the Commanders of Ships China Council Send Money to Bencoolen	2 (continued): The ships had also brought the Court's secretary's letters of 17 January and 10 March 1783 and the papers named in the list of the packet. The Governor and the Lieutenant Governor received letters from the Secret Committee by the same ships. That of 11 March, enclosed under cover to them but addressed to the Governor and Council, had been shown to the Council. 3: The Council hoped that the ships the Court had taken into its service that season for the Company's trade would succeed and return safely. 4: The Court's orders about persons travelling to India without licence would be strictly followed. 5: On receiving the Court's general letter by the *Walpole*, the Council had at once told the commanders of the ships in the road of paragraph 8, and would do the same for commanders of other ships arriving later who had not yet been informed. 6: The Council wished success to the Company's affairs in China under the council of supercargoes the Court had appointed there. 7: The Court's directions to ship to the Presidency of Fort Marlborough as much silver as the settlement could spare would be followed, with every care for its safety. 8: Paragraph 13 of the general letter **Interpretations** The Company required everyone going to India to hold its licence, so that it could control who traded, settled or served there. Passengers on ships calling at St Helena could include adventurers hoping to slip into India without leave and make a private fortune outside the Company's control. The Council's promise to enforce the rule made the island a checkpoint on the route east, where unlicensed travellers could be stopped before they reached India. The Secret Committee's letter of 11 March 1783, addressed to the whole Council, most probably carried the news of the peace preliminaries and orders on how to treat French and Dutch ships from then on. A letter meant for the full Board rather than the Governor alone suggests orders the whole government had to carry out.
127	116	Letter Ῐb Walpole respecting the Commanders and Officers of your Packets not being allowed to pay Money into your Treasury here, shall be strictly complied with - 9 We are much disappointed at not having received by the Raymond your Answer to our several requisitions of last Year agreeably to your Advices by the Walpole but hope to be fully satisfied in these particulars by the next Conveyance - 10 We have to inform you that all possible Dispatch has been used in the unloading the Brig Seville and shall make the advance of £200 - to Captn. Ray agreeably to your permission upon the application of that Gentleman, taking his Bills on Mr. Enderby for the same - 11 The Lombardy Poplars you were pleased to send Us by the Walpole and Raymond we have received and shall agreeably to your Directions, from time to time acquaint	8 (continued): Paragraph 13 of the Court's general letter by the *Walpole* forbade the commanders and officers of the Company's packets to pay money into the island's treasury. The Council would strictly obey this. 9: The Council was very disappointed not to have received by the *Raymond* the Court's answers to its various requests of the previous year, as the letter by the *Walpole* had led it to expect. It hoped to be fully satisfied on these points by the next ship. 10: Every effort had been made to unload the brig *Seville* quickly. As the Court permitted, the Council would advance £200 0s 0d to Captain Ray at his request, taking his bills on Mr Enderby for the sum. 11: The Council had received the Lombardy poplars the Court sent by the *Walpole* and the *Raymond*. As directed, it would report from time to time on how they did.

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		Your Honors with their Success - 12 Mr. Jn. Doveton being returned to the Island has resumed his Station in your Service, conformably to permission - 13 His Majestys Proclamation for the Cessation of Hostilities together with the Preliminary Articles of Peace between His Britannick Majesty and the Powers he has of late been engaged in War with, we have received and Published throughout the Island - We take this opportunity of expressing the satisfaction we feel upon the happy event of Peace being once more **Margin Notes:** Not to receive Money into the Treasury from the Commanders & Officers of Compys. Packets Disappointment at not receiving Answers to several Questions & requisitions The Brig Seville to be unloaded with all possible Dispatch Lombardy Poplars Mr. Jn. Doveton returns to the Island His Majestys Proclamation & Preliminary Articles of Peace	12: Mr John Doveton had returned to the island and resumed his post in the Company's service, as the Court had permitted. 13: The Council had received the King's proclamation for the cessation of hostilities, together with the preliminary articles of peace between Britain and the powers with which it had lately been at war, and had published them throughout the island. It took this chance to express its satisfaction at the happy event of peace being once **Interpretations** The war was over. The proclamation and the preliminary articles reached St Helena about four months after they were signed, and the Council published them at once. Since February 1780, when Captain Connellan's report of Tronjoly's squadron set off the island's fortification, it had lived with alarms, desertions to the fleets, the loss of the *Betsy* and two near-famines. Peace meant the Cape would reopen as a market, convoys would no longer be needed, and the garrison could be reduced to its peacetime strength. The Court forbade packet commanders and officers to pay money into the treasury because the bills granted in exchange gave them a safe way to remit private profits from illicit trade. Packets were meant to carry letters quickly, not to trade, and closing the island's treasury to their officers removed the means of sending home what they had made. Mr Enderby was most probably Samuel Enderby, the London merchant who owned many of the South Sea whalers. The *Seville*'s captain drew on his owner in London for the £200 0s 0d advanced at the island, a convenience the Court allowed to British ships of any owner.
128	117	more restored and the differences late subsisting between the several Nations being finally and amicably settled - 14 Should any French or Dutch Ships touch at this Port after the time appointed for the Cessation of Hostilities we shall receive and treat Them in the same friendly manner as before the Commencement of the War - 15 All the Assistance in our Power shall be given in Ballasting the Raymond conformable to your Order - 16 We have given the Storekeeper Orders to take particular Notice of the Condition of the 19 Hogsheads of Beef mentioned in the 3 Para. of your General Letter ꝑ Raymond, and shall agreeably to directions transmit you an exact Account of the State the Casks were received also the Quality of the Provision, as soon as we have experienced the goodness of the same - 17 Conformably to your directions we have drawn a Bill of Exchange on your Honors for the Sum of £133. 13. 6½ on Account of the Estate of Lieut. William Sowle deceased payable to his Heirs. the 1 of which goes a Number in this Packet - 18 By the Walpole we received thirty five Recruits who appear in general to be good Men and as that number will compleat our Garrison we shall not detain any out of the Raymond - 19 William Gray whom your Secry. informs Us is appointed a Mason on this Island, shall be paid the Wages you have been pleased **Margin Notes:** French & Dutch Ships touching at the Island Every assistance to be given in ballasting the Raymond Concerning 19 Hhds. Provision salted in a different manner by way of Experiment	13 (continued): The Council was glad that peace was once more restored and that the recent quarrels between the nations had been finally and amicably settled. 14: If any French or Dutch ships called at the island after the date set for the end of hostilities, the Council would receive and treat them as amicably as it had before the war began. 15: As the Court ordered, the Council would give every help in its power with ballasting the *Raymond*. 16: The Council had told the storekeeper to take particular note of the condition of the 19 hogsheads of beef mentioned in paragraph 3 of the Court's general letter by the *Raymond*. As directed, it would send the Court an exact account of the state of the casks on arrival and of the quality of the provisions once they had been tried. 17: As the Court directed, the Council had drawn a bill of exchange on the Court for £133 13s 6½d on account of the estate of the late Lieutenant William Seale, payable to his heirs. The first copy was enclosed in the packet. 18: The *Walpole* had brought 35 recruits, who seemed on the whole to be good men. That number would bring the garrison up to strength, so the Council would not keep any from the *Raymond*. 19: William Gray, who the Court's secretary said had been appointed a mason on the island, would be paid the wages the Court had **Interpretations** Peace changed the Council's conduct at once. It promised to receive French and Dutch ships as friends, and it no longer needed to divert recruits meant for India. In November 1781 it had kept 76 men from the *Northumberland* without leave, for fear of attack. Now, with the garrison full, it let the *Raymond*'s recruits go on to their proper destination. A war footing that had justified overriding London's orders gave way to strict obedience the moment the danger passed.

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		Lieut. Sowles Money remitted by Bills Recruits recd. by the Walpole Wm. Gray appointed a Mason	William Gray arrived to replace the two masons lost in 1782, one to madness and one to drink. His appointment answered the Council's request within months, and the island's defence works and public buildings could go forward again.
129	118	pleased to allow him - 20 The several Supplys you have been pleased to send Us ℔ Seville, Walpole and Raymond we return you thanks for and flatter ourselves they will be sufficient for the Demands of the present Year - 21 We beg leave to refer your Honors to Consultations of the 3 March and 26 May last wherein are entered the short Deliverys of Ships Royal Admiral, Tartar, Lord Mulgrave and Rockford - by which you will please to observe that a large quantity of Stores from India intended for the Supply of this Place have been detained by the Commanders of those Ships - 22 By this Conveyance we transmit your Honors General Books of Accounts, Balanced to the 30 September last - 23 The Passengers on board the Deptford are Mr. and Mrs. Cottrel and Capt. McKenzie - on the Tartar Mr. Dawson and Miss Dawson - on the Royal Admiral Mr. Bond and Family Mrs. Mykills Major Hopkins, Capt. Buchanan, Lieut. Romney and Mr. Perkins - on the Lord Mulgrave Mr. Leslie and Captn. Smith - on the Neptune Colonel Russel and Family Mr. Farrah Mr. Pemberton, Lieut. Bailey and Mr. Ormston - on the Rockford Colonel Ironside, Lieut. Lombard and Mr. Kidd and on board the Locko Mr. Morris 24 Upon our Consultation of the 2 instant we have entered a Letter from Mr. Thomas Bazett Factor, to which we beg leave to refer **Margin Notes:** Supplys sent ℔ Seville Walpole & Raymond Short Delivery of Ships Royal Admiral Tartar Lord Mulgrave & Rockford - General Books of Accounts Passengers T. Bazetts Petition	19 (continued): Gray would receive the wages the Court had allowed him. 20: The Council thanked the Court for the supplies sent by the *Seville*, *Walpole* and *Raymond*, and hoped they would meet the year's needs. 21: The Council referred the Court to the consultations of 3 March and 26 May 1783, which recorded the stores found short on delivery from the ships *Royal Admiral*, *Tartar*, *Lord Mulgrave* and *Rochford*. The Court would see that the commanders of these ships had kept back a large quantity of stores from India meant for the island. 22: The Council sent with this letter the Company's general books of account, balanced to 30 September 1782. 23: The passengers were as follows. In the *Deptford* were Mr and Mrs Cotrel and Captain McKenzie. In the *Tartar* were Mr Dawson and Miss Dawson. In the *Royal Admiral* were Mr Bond and his family, Mrs Mykitt, Major Hopkins, Captain Buchanan, Lieutenant Romney and Mr Perkins. In the *Lord Mulgrave* were Mr Leslie and Captain Smith. In the *Neptune* were Colonel Russel and his family, Mrs Farrah, Mr Pemberton, Lieutenant Bailey and Mr Ormston. In the *Rochford* were Colonel Ironside, Lieutenant Lumbardt and Mr Kidd. In the *Locko* was Mr Morris. 24: The consultation of 2 June 1783 recorded a letter from Mr Thomas Bazett, factor, to which the Council referred **Interpretations** The Council had complained of commanders keeping back the island's stores since the *Hawke*'s rice in 1780. Four ships in a single season had now done it, in a year when the island had warned London that its flour would last only weeks and its cattle were dying. The Council's suggestion in 1780, that captains withheld stores because the Company paid them too little to carry the island's goods, still stood. With the war over, freight space for private trade was more valuable than ever, and the island's needs again came second to the commanders' profits. The general books, held back from unescorted packets in 1780 and 1782, now went home at last with the homeward ships of a peaceful year.
130	119	refer You requesting liberty to proceed to England upon the Ship Lord Mulgrave, which requisition we have complied with and beg leave to observe that during that young Gentleman's continuance in your Service he has Conducted himself to our Satisfaction and is deserving your favor - 25 We have put on board the Deptford Richard Waterhouse and John Barnhard - on the Lord Mulgrave Edwd. Hughes and John Gilmore - on the Tartar Stephen Ames and Jas. Cork - on the Locko John Hixson and Luke Lewis - on the Rockford William Pratt and Adam Scott - on the Royal Admiral John Williams and Richd. Moyse and on board the Neptune David Vernergobee and Jas. McNabb, fourteen Discharged Invalid Soldiers from this Garrison and have left the payment of their Passage to be settled in England by your Honors and Owners of the abovementioned Ships. Richard Waterhouse, Jas. Barnhard, Edward Hughes, Jas. Cork Adam Scott, Richd. Moyse and Jas. McNabb, We from	24 (continued): In that letter Thomas Bazett asked leave to go to England in the *Lord Mulgrave*. The Council had agreed, and wished to point out that throughout his time in the Company's service the young man had conducted himself to its satisfaction and deserved the Court's favour. 25: The Council had put fourteen discharged invalid soldiers of the garrison on board the homeward ships. Richard Waterhouse and John Barnard went in the *Deptford*. Edward Hughes and John Gilmore went in the *Lord Mulgrave*. Stephen Ames and James Cork went in the *Tartar*. John Hudson and Luke Lewis went in the *Locko*. William Pratt and Adam Scott went in the *Rochford*. John Williams and Richard Moyse went in the *Royal Admiral*. David Vernergobee and James McNabb went in the *Neptune*. The cost of their passage was left to be settled in England between the Court and the ships' owners. Richard Waterhouse, John Barnard, Edward Hughes, James Cork, Adam Scott, Richard Moyse and James McNabb had earned, by their age, infirmities and long service, the Council's recommendation for the military fund, and the

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		their Age Infirmitys and long Services recommend as proper Objects to be put upon the Military Fund - Certificates to entitle them thereto goes enclosed. The Invalids have all signed an Instrument in writing not to demand any Wages from the Owners or Captains of the Ships they proceed to England upon which is likewise herewith transmitted - 26 We have permitted Captn. James Ormston to receive on board the Ship Lord Mulgrave William Wright Corporal, Patrick Murphy Matross Robert Withers Thos. Taylor, Philip Innes, George Shepherd Joshua Palmer and Joseph Middleton, Privates Captn. James Todd to receive on the Rockford Jas. Lovelace and Jas. Roberts Privates Patrick McDonald and **Margin Notes:** to go to England Invalids &c. sent to England Discharged Soldiers permitted to go to England	certificates entitling them to it were enclosed. All the invalids had signed a written undertaking not to claim wages from the owners or captains of the ships that carried them to England, and this was also enclosed. 26: The Council had allowed Captain James Urmston to take on board the *Lord Mulgrave* William Wright, a corporal, Patrick Murphy, a matross, and Robert Withers, Thomas Taylor, Philip Innis, George Shepherd, Joshua Palmer and Joseph Middleton, privates. It had allowed Captain James Todd to take on board the *Rochford* John Lovelace and John Roberts, privates, Patrick McDonald and **Interpretations** With peace made, the Council released a large number of men at once, invalids and discharged soldiers alike, spread across seven homeward ships. In wartime it had kept every man it could and taken deserters from other garrisons to fill its ranks. Now it could let its worn-out soldiers go home and reduce its numbers towards a peacetime establishment. The invalids signed away any claim to wages for working their passage. The ships were short of hands and would use the men as crew, but the Company did not want owners to face demands for pay from soldiers whose passage was already a favour. The written undertaking settled the terms before the voyage, so no dispute could arise in England.
131	120	and Francis Jones Matrosses and Capt. Etherington to receive on board the Deptford Jas. Hawkins Corporal and Richd. Cork Private, fourteen Discharged Men of this Garrison, and carry them to England - 27 We have granted the following Sets of Bills of Exchange Vizt. One Set to Mr. Jona. Doveton for £70 - payable to Mr. Geo. Retherdon. Two to Mr. Jno. Doveton One for £261 - payable to Richd. Rock Esqr. and the other for £189 - payable to Gabriel Harper Esqr. One to Mr. David Hay for £500 - payable to James Moffatt Esqr. One to Mr. Thos. Bazett for £120 - payable to himself One to Captn. James Ormston for £500 - payable to himself One to Mr. Geo. Unwin for £700 - payable to Mr. Jno. Pasley One to Mr. Jno. Robinson for £400 - payable to Matthew Purling Esqr. One to Mr. Thos. Cole for £100 - payable to himself One to Mrs. Mary Price for £50 - payable to Mr. Jno. McKenzie &Co. One to Mr. Thos. Yates for £120 - payable to Mr. Geo. Howell all drawn at ninety Days Sight and dated this day - Captn. Henry Churchill has also paid on this Island the Sum of £3000 - in to your Cash for which we have given him Certificates on your Honors - 28 The Bale Goods on board the Lord Mulgrave being much damaged in a Gale of Wind that Ship met with on the 13 Febry. on her Passage from Bengal to this Island as you will please to observe by Captn. Ormstons Letter to the Board entered upon Consultation of 7 April many of which being Landed to dry and deposited in one of the Companys Store houses which was broke open and twenty five pieces of Baftees taken - stolen thereout **Margin Notes:** Bills of Exchange granted Concerning the Landing of Bale Goods from Ship Lord Mulgrave & disposal of them	26 (continued): Captain Todd was also to take Francis Jones, a matross, in the *Rochford*. Captain Etherington was allowed to take on board the *Deptford* John Hawkins, a corporal, and Richard Cook, a private. All fourteen were discharged men of the garrison, to be carried to England. 27: The Council had granted the following sets of bills of exchange, all drawn at 90 days' sight and dated the day of the letter. Jonathan Doveton, £70 0s 0d, payable to George Retherdon John Doveton, £261 0s 0d, payable to Richard Rooke John Doveton, £189 0s 0d, payable to Gabriel Harper David Kay, £500 0s 0d, payable to James Moffatt Thomas Bazett, £120 0s 0d, payable to himself Captain James Urmston, £500 0s 0d, payable to himself George Unwin, £700 0s 0d, payable to John Pasley John Robinson, £400 0s 0d, payable to Matthew Pooling Thomas Cole, £500 0s 0d, payable to himself Mary Price, £50 0s 0d, payable to John McKenzie and Company Thomas Yates, £120 0s 0d, payable to George Howell Captain Henry Churchill of the *Lord Mulgrave* had also paid £3,000 0s 0d into the treasury, for which the Council had given him certificates on the Court. 28: The bale goods on board the *Lord Mulgrave* had been badly damaged in a gale the ship met on 13 February 1783 on her passage from Bengal to the island, as Captain Urmston's letter to the Board, entered in the consultation of 7 April 1783, showed. Many of them were landed to dry and stored in one of the Company's warehouses. The warehouse was broken open and 25 pieces of baftas were stolen **Interpretations** Captain Churchill paid in £3,000 0s 0d, and received certificates rather than bills. A certificate stated what the island had received and left the Court to pay in London. The large sum was most probably the proceeds of private trade sold on the island, or money from his ship's freight. The coin went straight

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			into the treasury, where it would help pay the garrison. Baftas were plain calico, a coarse cotton cloth woven in Bengal, among the commonest Indian goods shipped to Europe. A theft from a locked Company warehouse was an embarrassment to the Council, since the goods belonged to the Company's cargo and were in its care. The Council would have to account to the Directors for the loss, and to the commander whose bales it had taken in to dry.
132	121	thereout, and altho' every search and enquiry was made to find out the Perpetrator, yet could we only Recover five Pieces of said Goods, which were found hid in a hole among the Rocks and returned to Captn. Ormston - 29 Mr. Thos. Cole and Family take their Passage for England upon the Ship Locko - 30 This Letter waits on your Honors by the Ship Neptune, Copy's of which are transmitted by the Locko and Royal Admiral, which Ships Sail from hence in Company with the Rockford, Deptford, Lord Mulgrave, Tartar and the Anna Maria Brig - We are Honble. Sirs Your most Obedient and St. Helena most Humble Servants 5 June 1783 (Signed) Danl. Corneille Henr. Graeme Matt. Bazett Willm. Wrangham Henry Bazett List of the Honble. Companys Packet from St. Helena ℔ Ship Neptune dated the 5 June 1783 No. 1 Governor & Councils General Letter dated 5 June 1783 2 Duplicate do. & do. do. 17 May do. 3 do. do. & do. do. 17 do. do. relating to Law matters **Margin Notes:** Thos. Cole Letter sent by what Ships	28 (continued): Every search and enquiry was made to find the thieves. Even so, the Council could recover only five pieces of the cloth, which were found hidden in a hole among the rocks and returned to Captain Urmston. 29: Mr Thomas Cole and his family were taking passage for England in the *Locko*. 30: The Council was sending this letter by the ship *Neptune*, with copies by the *Locko* and the *Royal Admiral*. These ships were sailing with the *Rochford*, *Deptford*, *Lord Mulgrave*, *Tartar* and the brig *Anna Maria*. Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 5 June 1783. The list of the Company's packet from St Helena, sent by the ship *Neptune* and dated 5 June 1783, began as follows. 1: The Governor and Council's general letter, dated 5 June 1783 2: Duplicate of the Governor and Council's general letter, dated 17 May 1783 3: Duplicate of the Governor and Council's letter on legal matters, dated 17 May 1783 **Interpretations** The stolen cloth turned up hidden among the rocks, where the thief meant to recover it later and sell it quietly to a passing seaman or an inhabitant. On an island where everyone was known and every ship was watched, stolen goods were hard to move openly. The recovery of five pieces showed that the search reached even the island's ravines, but most of the cloth was gone. The Council recorded the loss in full so that it could not be laid at its door when the ship's owners came to settle the damaged cargo in London. The *Anna Maria* was the French brig captured and brought in by the *Locko* in May. With peace made, she sailed home in the same convoy as the Company's ships, as a prize to be judged in England.
133	122	4 Consultations from the 19 May to the 5 June 1783 5 Duplicate do. from the 13 Febry. to 12 May do. 6 Cash Acct. from the 18 to the 31 May do. 7 do. from the 1 to the 5 June do. 8 Duplicate do. from the 28 to the 31 January do. 9 do. do. for the Month of February do. 10 do. do. for the do. of March do. 11 do. do. for the do. of April do. 12 do. do. from the 1 to the 17 May do. 13 Duplicate Ship Foxs Account 14 do. Rodneys do. 15 Ship Neptunes do. 16 do. Tartars do. 17 do. Deptfords do. 18 do. Lord Mulgraves do. 19 do. Locko's do. 20 do. Royl. Admirals do. 21 do. Rockford's do. 22 First Receipt for the Packet ℔ Brig Fox 23 Effective State of the Garrison 24 Duplicate Proceedings of a Genl. Quarterly Sessions held on the 30 April 1783 25 do. Account of Expences for carryg. on the Fence	The list of the packet continued. 4: Consultations from 19 May to 5 June 1783 5: Duplicate of the consultations from 13 February to 12 May 1783 6: Cash account from 18 May to 31 May 1783 7: Cash account from 1 June to 5 June 1783 8: Duplicate of the cash account from 28 January to 31 January 1783 9: Duplicate of the cash account for February 1783 10: Duplicate of the cash account for March 1783 11: Duplicate of the cash account for April 1783 12: Duplicate of the cash account from 1 May to 17 May 1783 13: Duplicate of the account of the brig *Fox* 14: Duplicate of the account of the *Rodney* 15: Account of the ship *Neptune* 16: Account of the ship *Tartar* 17: Account of the ship *Deptford* 18: Account of the ship *Lord Mulgrave* 19: Account of the ship *Locko* 20: Account of the ship *Royal Admiral* 21: Account of the ship *Rochford*

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		in Long Wood to the 31 May 83 26 do. Indent of Stores wanted for the Service of the Year 1784 27 do. do. of Medicines do. do. do. 28 do. List of Stores remaining in the Honble. Compys. Ware Houses 30 Apl. 1783 29 do. do. of Garrison Stores do. do. 30 General Return of Ordnance & Ordnance Stores &c. 31 Governor & Councils Certificate of Rd. Waterhouse John Barnhard, Edward Hughes, John Cork, Adam Scott	22: First receipt for the packet sent by the brig *Fox* 23: Return of the effective strength of the garrison 24: Duplicate of the proceedings of the general quarter sessions held on 30 April 1783 25: Duplicate of the account of the cost of the fence at Long Wood to 31 March 1783 26: Duplicate of the indent of stores wanted for 1784 27: Duplicate of the indent of medicines wanted for 1784 28: Duplicate of the list of stores remaining in the Company's warehouses on 30 April 1783 29: Duplicate of the list of garrison stores remaining on 30 April 1783 30: General return of ordnance and ordnance stores 31: The Governor and Council's certificates for Richard Waterhouse, John Barnard, Edward Hughes, James Cork, Adam Scott
134	123	Scott, Richd. Moyse, and John McNabb seven discharged Invalids recommended to the Military Fund 32 Surgeons Certificates of John Gilmore, Stephen Ames John Hixson, Luke Lewis, Willm. Pratt Jas. Williams and David Vernergobee seven discharged Invalid Soldiers 33 Instrument in Writing from fourteen discharged Invalid Soldiers 34 General Books of Accounts 35 Duplicate Spy Snow's Account 36 List of fifteen Discharged Soldiers 37 First Bill of Exchange for £133. 13. 6½ on Account of the Estate of Lieut. William Sowle decd. 38 Bond from Mr. Thos. Cole for £500 - 39 Duplicate List of the Packet ℔ Brig Fox - To the Honble. &c. Honble. Sirs By the Ship Neptune we had the Honor of Addressing you last under date of the 5 instant, Copy's of which were sent ℔ Locko and Royal Admiral. The above Ships together with the Rockford Deptford, Lord Mulgrave, Tartar and Anna Maria Brig, left this Place the 8 following On the 16 instant arrived a Portuguese Vessel from Goa, called the St. Joseph Nheopa, Captn. Domingo Davis Ribeiro, Burthen 500 Tons, carrying 22 Guns & 50 Men Loaden with Bale Goods and Pepper, bound to Lisbon - the 18 your Honors **Margin Notes:** Last address by what Ships Arrival of Ships	The list of the packet was completed. 31 (continued): Richard Moyse and James McNabb, seven discharged invalids recommended for the military fund 32: The surgeon's certificates for John Gilmore, Stephen Ames, John Hudson, Luke Lewis, William Pratt, John Williams and David Vernergobee, seven discharged invalid soldiers 33: Written undertaking from fourteen discharged invalid soldiers 34: General books of account 35: Duplicate of the account of the *Spy* 36: List of fourteen discharged soldiers 37: First bill of exchange for £133 13s 6½d on account of the estate of the late Lieutenant William Seale 38: Bond from Mr Thomas Cole for £500 0s 0d 39: Duplicate of the list of the packet sent by the brig *Fox* The Council wrote again to the Court of Directors. Its last letter, dated 5 June 1783, had gone by the ship *Neptune*, with copies by the *Locko* and the *Royal Admiral*. Those ships left the island on 8 June 1783 with the *Rochford*, *Deptford*, *Lord Mulgrave*, *Tartar* and the brig *Anna Maria*. On 16 June 1783 a Portuguese ship from Goa arrived, the *São José* [...] under Captain Domingo Davis Ribeiro. She was a ship of 500 tons with 22 guns and 50 men, loaded with bale goods and pepper and bound for Lisbon. On 18 June the Company's **Interpretations** Thomas Cole gave the Company a bond for £500 0s 0d before sailing home with his family. A bond was a written promise to pay a sum if certain conditions were not met. It most probably secured money he owed the Company, or guaranteed accounts from an office he had held, so that he could not leave debts unsettled behind him. The Company took such security from anyone leaving the island with business unfinished, and sent the bond home where it could be enforced in the English courts.
135	124	Honors Ships Osterley, Essex and Asia from China and a Dane Ship last from Mauritius called the Prince Frederick, Captn. Royer, Burthen 1000 Tons carrying 28 Guns and 150 Men Loaden with Tea and China Ware bound to Copenhagen - the Captain of said Ship informs Us, he left Mauritius the 4 March and that Monsr. Bussy with three French Ships of the Line, two Frigates and a Number of Transports with Troops Sailed from the Isle of France the 23 December last for Bourbon where they were to take in refreshments & from thence to proceed immediately to	On 18 June 1783 the Company's ships *Osterley*, *Essex* and *Asia* arrived from China, together with a Danish ship last from Mauritius, the *Prince Frederick* under Captain Royer. She was a ship of 1,000 tons with 28 guns and 150 men, loaded with tea and china and bound for Copenhagen. Her captain reported that he had left Mauritius on 4 March 1783. Monsieur Bussy, with three French ships of the line, two frigates and a number of transports carrying troops, had sailed from the Île de France on 23 December 1782 for Bourbon. There they were to take on fresh provisions and then go straight on to Trincomalee.

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		Tranquemale - We are Honble. Sirs St. Helena Your most Obedient & 23 June 1783 most humble Servants - Signed Danl. Corneille Henry Graeme Matt. Bazett Wm. Wrangham Henr. Bazett To the Honble. &c. Honble. Sirs Para. 1 We had the honor of addressing you last under date of the 23 Ultimo ℔ Dane Ship Prince Frederic Duplicate of which together with that **Margin Notes:** News from India Last address	Governor Daniel Corneille, Henry Graeme, William Wrangham and Henry Bazett signed the letter at St Helena on 23 June 1783. The Council wrote again to the Court of Directors. 1: Its last letter, dated 23 June 1783, had gone by the Danish ship *Prince Frederick*. A duplicate of it, together with **Interpretations** The Marquis de Bussy was the veteran French commander sent to lead the land war in India alongside Suffren's fleet. His reinforcements had sailed in December 1782, before the peace preliminaries were signed in January 1783. Fighting therefore continued in India for months after the war had ended in Europe, because news of the peace took so long to arrive. The Council passed on Bussy's movements even after it had published the proclamation of peace, since it could not know whether the armies in India had yet stopped fighting. Matthew Bazett's name was struck out from the signatures, most probably because he had not been present to sign. The clerk who copied the letter into the book reproduced the original as closely as he could, including the correction.
136	125	that ℔ Neptune dated 5 do. goes enclosed - 2 On Consultation of 9 June last are entered the Names of nine Men of this Garrison whom we have every reason to suppose must have deserted upon the Fleet which Sailed the day before, notwithstanding every precaution had been taken to prevent the same, as you'll please to observe by the Governors Minute entered on said Consultation - We apprehend such desertion must be connived at by the Captains and Officers of those Ships - the Governor having received certain intelligence that a Boat was sent from the Ship Rockford to Breakneck Valley to take several of them off - The great detriment which this Garrison sustains by such frequent Desertion must appear obvious to your Honors and unless measures are adopted by you to prevent it we shall ever be subject to this inconvenience, as we find it almost impossible to recover a Man when once got on board which we conceive could not be the case if the Captains and Officers were properly to exert themselves on the occasion - 3 Agreeably to your directions for sending Money to Fort Marlbro', We consigned to that Residency by the Walpole £6000 - in Rupees and Dollars being all we could spare, reserving a sufficiency for the Current expenses of the Island, which Ship proceeded on her Voyage the 16 instant - the Raymond Sails tomorrow for Bombay 4 We cannot transmit you a Cash Account to a later date than the 23 June as the last Quarters Accounts will not be laid before Us until the 21 instant - 5 We beg leave to refer you to the Consultation **Margin Notes:** Desertion of Soldiers from the Garrison Money sent to Marlbro' Cash Acct. not sent	1 (continued): A duplicate of the letter of 5 June 1783 sent by the *Neptune* was also enclosed. 2: The consultation of 9 June 1783 recorded the names of nine men of the garrison who, the Council had every reason to believe, deserted in the fleet that sailed the day before. This happened despite every precaution to prevent it, as the Governor's minute in that consultation showed. The Council believed the desertion must have been connived at by the captains and officers of those ships. The Governor had received reliable information that a boat was sent from the *Rochford* to Breakneck Valley to take some of the men off. The great harm such frequent desertion did to the garrison would be obvious to the Court. Unless the Court took measures to stop it, the island would always suffer this loss, since a man could almost never be recovered once he was aboard. The Council believed this could not happen if the captains and officers made a proper effort. 3: As the Court had directed, the Council had consigned to Fort Marlborough by the *Walpole* £6,000 0s 0d in rupees and dollars. That was all it could spare while keeping enough for the island's running costs. The ship sailed on her voyage on 10 June 1783. The *Raymond* was to sail for Bombay the next day. 4: The Council could not send a cash account later than 23 June 1783, since the last quarter's accounts would not be laid before it until the 28th of the month. 5: The Council referred the Court to the consultation **Interpretations** For the first time the Council had direct evidence that a ship's officers had organised a desertion. A boat sent from the *Rochford* to Breakneck Valley, a lonely cove away from the batteries, to collect soldiers who had slipped out of their posts, could only have gone on her officers' orders. Peace had not ended the problem. The homeward ships still needed hands, and trained soldiers who would work their passage were worth taking. The Council now had a named ship and a named place to put before the Directors, rather than suspicion alone. The £6,000 sent to Fort Marlborough in rupees and dollars answered that settlement's complaint of 1780 that rupees were hardly current on the Sumatran coast. Mixing in Spanish dollars gave Fort Marlborough coin its pepper traders would accept.

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137	126	Consultation of Monday last wherein is entered a Letter from Major Bazett respecting the Desertion of six Men from the Garrison of Bombay on the Ship Osterley three of which being brought on shore we have returned to that Place upon the Raymond, in order to discourage such Practices, a fourth having by accident broke his thigh a few days before could not be removed with safety, the other two having absented themselves from the Osterley were not found - We have acquainted the Presidency of Bombay concerning the above men and requested that Captn. Hall might be paid the expences of their Passage thither - 6 We have to inform you that the two 17½ inch Cables received ℔ Ships Walpole and Raymond have been disposed of to Ships Lord Mulgrave and Osterley, therefore request you will replace them, the first opportunity, as we have none remaining in Store - 7 There being a great number of Copper hoops remaining in the Artillery Stores - more than we can possibly have use for here, We have thought proper to return you 2500 and have given Captn. Rogers an order to receive them on board the Osterley, his receipt for the same goes a number in the Packet - 8 We have granted the following Sets of Bills of Exchange Vizt. One Set to Daniel Corneille Esqr. Governor for £280 - payable to John Caillaud Esqr. - One to Mr. Brigade Major Alexr. Wright for £25 - payable to Mr. William Berton - One to Mr. Robert Leech for £360 - **Margin Notes:** Concerning Deserters from Bombay Cables sent for Copper hoops sent to England Bills of Exchange	5 (continued): The Council referred the Court to the consultation of the previous Monday, which recorded a letter from Major Bazett about six men who had deserted from the Bombay garrison and were found aboard the *Osterley*. Three of them were brought ashore and sent back to Bombay in the *Raymond*, to discourage such practices. A fourth had broken his thigh by accident a few days earlier and could not safely be moved. The other two had slipped away from the *Osterley* and could not be found. The Council had informed the Presidency of Bombay about these men and asked that Captain Hall be paid the cost of their passage there. 6: The two 17½-inch cables received by the *Walpole* and the *Raymond* had been sold to the ships *Lord Mulgrave* and *Osterley*. The Council asked the Court to replace them by the first opportunity, as none were left in store. 7: The artillery stores held far more copper hoops than the island could possibly use. The Council had therefore returned 2,500 of them, and had ordered Captain Rogers to take them on board the *Osterley*. His receipt was enclosed in the packet. 8: The Council had granted the following sets of bills of exchange. Daniel Corneille, Governor, £280 0s 0d, payable to John Holland Britannicus Alexander Wright, £23 0s 0d, payable to William Berton Robert Leech, £360 0s 0d **Interpretations** In 1780 and 1781 the Council had enlisted Bombay and Bengal deserters to fill its own garrison. Now, with peace made and its ranks full, it sent Bombay's deserters back to be punished. Having complained that homeward ships stole its soldiers, the Council could not keep other garrisons' runaways without the same charge being turned against it. Returning them showed it applied the rule it wanted others to obey. Copper hoops bound the wooden powder barrels. Copper was used because it struck no sparks, unlike iron. The island had been sent far more than it could use, and returning the surplus let the Company reuse costly metal elsewhere.
138	127	£360 - payable to Mr. Samuel Clark - And one to Lieut. Charles Ross Stewart for £500 - payable to Captn. Bounty Stewart (or order) all drawn at ninety days Sight and dated the 7 instant - Captn. Hall has also paid on this Island the Sum of £2000 - into your Cash, for which we have given him Certificates on your Honors - 9 The Passengers on board the Asia are Mr. Hughes and Family and Mrs. McKenzie and on the Osterley Mr. Rogers 10 Captn. Hall and his Surgeon having represented to Us that Jeremiah Smith, Francis Cove and Barnes three Recruits destined for Bombay upon the Ship Raymond are in such a bad state of health as to render it unsafe for them to proceed the Voyage - We have therefore ordered them on shore to the Hospital and shall entertain them in this Garrison should they recover - 11 This Letter waits on your Honors by the Osterley Copy of which goes ℔ Ship Essex We are Honble. Sirs Your most Obedient St. Helena and humble Servants - 7 July 1783 Signed Danl. Corneille Henr. Graeme Matt. Bazett Willm. Wrangham Henry Bazett	8 (continued): The remaining bills were as follows, all drawn at 90 days' sight and dated 7 July 1783. Robert Leech, £360 0s 0d, payable to Samuel Clark Lieutenant Charles Ross Stewart, £300 0s 0d, payable to Captain Pointz Stewart or his order Captain Hall had also paid £2,000 0s 0d into the treasury on his own account, for which the Council had given him certificates on the Court. 9: The passengers in the *Asia* were Mr Hughes and his family and Mrs McKenzie. In the *Osterley* was Mr Rivers. 10: Captain Hall and his surgeon had reported that Jeremiah Smith, Francis Cove and [...] Arnes, three recruits bound for Bombay in the *Raymond*, were in such poor health that it would be unsafe for them to continue the voyage. The Council had therefore ordered them ashore to the hospital and would take them into the garrison if they recovered. 11: The Council was sending this letter by the *Osterley*, with a copy by the *Essex*. Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 7 July 1783. In a postscript the Council added that the *Osterley* and the *Essex* were occupying the crane as they sailed, which had kept some small items from being landed from the *Raymond*. The storekeeper therefore could

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		P.S. The Sailing of the Osterley and Essex occupying the Crane prevented the Landing of some trifling things from the Raymond, by which means the Storekeeper cannot give in her Short Delivery, to send by this Conveyance, but will go by the Asia **Margin Notes:** Passengers Recruits for Bombay from ill health detained Letter sent by what Ship	not send his account of short deliveries by this ship, but it would go by the *Asia*. **Interpretations** The three sick recruits were landed at the island rather than risk dying on the long passage to Bombay. If they recovered, the garrison gained three men at no cost, since they had already been recruited and shipped at the Company's expense. The island's hospital served the Company's whole network, taking in the sick from passing ships and returning them to service wherever they were most useful. Captain Hall paid in another £2,000 0s 0d on his own account, as Captain Churchill had paid £3,000 0s 0d a month earlier. Homeward commanders with peace restored were remitting large private profits through the island's treasury, refilling it with coin as the convoys had in 1780.
139	128	List of the Honble. Companys Packet from St. Helena Ꮒ Ship Osterley dated the 7 July 1783 No. 1 Governor & Councils General Letter dated the 7 July 83 2 Duplicate do. & do. do. dated 5 June do. 3 do. do. & do. do. do. 23 do. do. 4 Consultations from the 9 June to 7 July do. 5 Duplicate do. from the 19 May to the 5 do. do. 6 Cash Account from the 6 to 23 June do. 7 Duplicate do. from the 18 to 31 May do. 8 do. do. from the 1 to the 5 June do. 9 Ship Osterleys Account 10 do. Essex do. 11 Duplicate Ship Neptunes Acct. 12 do. Ship Tartars do. 13 do. Ship Deptfords do. 14 do. Ship Lord Mulgraves do. 15 do. Ship Locko's do. 16 do. Ship Royal Admirals do. 17 do. Ship Rockfords do. 18 First Receipt for the Packet Ꮒ Ship Neptune 19 do. for a small Paper do. Ꮒ Ship Locko 20 do. for a do. do. Ꮒ Ship Royal Admiral 21 do. for a do. do. Ꮒ Dane Ship Prince Frederick 22 Second do. for the Packet Ꮒ Brig Fox 23 Effective State of the Garrison 24 Muster Rolls of do. 25 Duplicate List of the Packet Ꮒ Ship Neptune 26 Second Bill of Exchange for £133. 13. 6½ on Account of the Estate of Lieut. Willm. Sowle deceased - 27 Bond from Mrs. Mary Greentree for £500 -	The list of the Company's packet from St Helena, sent by the ship *Osterley* and dated 7 July 1783, was as follows. 1: The Governor and Council's general letter, dated 7 July 1783 2: Duplicate of the Governor and Council's general letter, dated 5 June 1783 3: Duplicate of the Governor and Council's general letter, dated 23 June 1783 4: Consultations from 9 June to 7 July 1783 5: Duplicate of the consultations from 19 May to 5 June 1783 6: Cash account from 6 June to 23 June 1783 7: Duplicate of the cash account from 18 May to 31 May 1783 8: Duplicate of the cash account from 1 June to 5 June 1783 9: Account of the ship *Osterley* 10: Account of the ship *Essex* 11: Duplicate of the account of the ship *Neptune* 12: Duplicate of the account of the ship *Tartar* 13: Duplicate of the account of the ship *Deptford* 14: Duplicate of the account of the ship *Lord Mulgrave* 15: Duplicate of the account of the ship *Locko* 16: Duplicate of the account of the ship *Royal Admiral* 17: Duplicate of the account of the ship *Rochford* 18: First receipt for the packet sent by the ship *Neptune* 19: First receipt for a small packet of papers sent by the ship *Locko* 20: First receipt for a small packet of papers sent by the ship *Royal Admiral* 21: First receipt for a small packet of papers sent by the Danish ship *Prince Frederick* 22: Second receipt for the packet sent by the brig *Fox* 23: Return of the effective strength of the garrison 24: Muster rolls of the garrison 25: Duplicate of the list of the packet sent by the ship *Neptune* 26: Second bill of exchange for £133 13s 6½d on account of the estate of the late Lieutenant William Seale 27: Bond from Mrs Mary Greentree for £500 0s 0d
140	129	28 Second Bond from Mr. Thos. Cole for £500 - 29 Abstract of the Cargoes of Ships Osterley, Essex & Asia 30 Time of the Arrival of Ships Boats at Banks's 31 General Court Martial held on 11 June 1783 32 Ship Walpoles Account 33 Ship Raymonds do. 34 Captn. Rogers 1 Receipt for 3 Chests containing Copper hoops -	The list of the packet was completed. 28: Second bond from Mr Thomas Cole for £500 0s 0d 29: Abstract of the cargoes of the ships *Osterley*, *Essex* and *Asia* 30: Times at which ships' boats arrived at Banks's 31: General court martial held on 11 June 1783 32: Account of the ship *Walpole*

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		To the Honble. &c. Honble. Sirs Para. 1 By the Ship Osterley and Essex that left this Place the 8 instant we had the honor of Addressing you a Duplicate whereof is herewith transmitted - 2 On the 12 instant Arrived your Ship Britannia from Bencoolen - Captn. Cumming informs Us he left that Place the 23 March last and the Ship Warren there which was to be Dispatched for Europe early in April following 3 The Storekeeper acquainting Us that there was a mistake in the Invoice ℔ Ship Walpole the Article of Linseed Oil being charged only £20. 11 - for 200 Gallons at 2/0½ ℔ Gallon instead of £40. 11 - He also informed Us that there were 5 cwt. 1. 10 Copper Rivets received by that Ship more than were Invoiced We directed him to add them to the Invoice at 15 ℔ lb. (the Price they were charged at last Year) which amounts to **Margin Notes:** Address by what Ships Arrival of the Britannia from Marlbro' Mistake in the Invoice of Ship Walpole	33: Account of the ship *Raymond* 34: Captain Rogers's first receipt for 3 chests containing copper hoops The Council wrote again to the Court of Directors. 1: Its last letter had gone by the ships *Osterley* and *Essex*, which left the island on 8 July 1783, and a duplicate was enclosed. 2: On 12 July 1783 the Company's ship *Britannia* arrived from Bencoolen. Captain Cumming reported that he had left there on 23 March 1783, leaving the ship *Warren*, which was to be sent to Europe early in April. 3: The storekeeper reported a mistake in the *Walpole*'s invoice. The linseed oil, 200 gallons at 4s 0½d a gallon, had been charged at only £20 11s 0d instead of £40 11s 0d. He also reported that the *Walpole* had brought 5 cwt 10 lb of copper rivets more than were invoiced. The Council had told him to add them to the invoice at 15d a pound, the price charged for them the year before, which came to **Interpretations** The storekeeper found errors in both directions on the *Walpole*'s invoice: oil charged at half its true price, and rivets delivered without being charged at all. In each case the Council corrected the account in favour of the supplier rather than letting the island profit from a clerk's slip. Accurate invoices protected the Company's books in London, where every cargo was reconciled against what its stations reported receiving. An undercharge left uncorrected would leave a gap there that someone would eventually have to explain.
141	130	to £2. 19 - There is likewise a mistake in Paint being overcharged £2 - all which mistakes we have ordered to be rectified - 4 We request you will be pleased by the next opportunity to comply with our Indent of Necessarys wanted for the use of the Hospital (as transmitted in the Packet the 25 November 1782 ℔ Ship Lord North) which we apprehend did not Arrive in time to be sent by the Ships of this Season. We likewise hope you will Consign Us the next Year our full Indent of Riga Timber not having received any by the Walpole or Raymond and being in great want of this Article - 5 We beg leave to refer you to our Consultation of the 21 April last wherein is entered an Address from the Inhabitants of this Island assembled in Vestry, respecting the Conduct of Mr. James Adney Schoolmaster likewise his Answers thereto as entered on Consultation of 12 May following - In consequence of which We directed another Vestry to be assembled desiring that they would be more specifick in their Charges against him - In compliance therewith they presented a second Address as ℔ Consultation of 16 last Month To which Mr. Adney replied on the 7 instant as ℔ Consultation of 9 do. and We are sorry to observe that we cannot help joining in opinion with the Gentlemen of Vestry, that he is altogether a very improper Person to instruct the Youth of the Island and in justice to so necessary and essential a Vocation cannot do less than strongly solicit your honors to take the same into your Consideration **Margin Notes:** The Court of Direct. requested to comply with Indents for particular Articles - Respecting Addresses from the Gentlemen Assembled in Vestry relative to Mr. Adney & his Answers thereto Governor & Councils sentiments thereon.	3 (continued): The extra rivets came to £2 19s 0d. There was also a mistake in the paint, which had been overcharged by £2 0s 0d. The Council had ordered all these errors corrected. 4: The Council asked the Court to send by the next opportunity the necessaries for the hospital in its indent, sent in the packet of 25 November 1782 by the *Lord North*. It feared that indent had not arrived in time to be filled by that season's ships. It also hoped the Court would send its full indent of Riga timber the following year, as none had come by the *Walpole* or the *Raymond* and the island badly needed it. 5: The Council referred the Court to the consultation of 21 April 1783, which recorded an address from the inhabitants meeting in vestry about the conduct of Mr James Abney, the schoolmaster, and to his answers in the consultation of 12 May. The Council had then called another vestry and asked the inhabitants to state their charges against him more precisely. They presented a second address, entered in the consultation of 16 June 1783, and Abney replied on 7 July, as the consultation of 9 July 1783 showed. The Council regretted that it could only agree with the vestry that he was altogether unfit to teach the island's young people. In fairness to so necessary and important a calling, it strongly asked the Court to consider the matter. **Interpretations** The inhabitants used the vestry, their one elected body, to complain about the schoolmaster, and the Council treated the complaint like a trial. It demanded specific charges, gave Abney the chance to answer each address, and only then reached its judgement. The schoolmaster was appointed and paid by the Company, so the Council could not dismiss him on its own. It could only report fairly to the Directors and ask them to act. The process protected Abney from being removed on general hostility alone. James Penny, the schoolmaster in 1780, had doubled as the garrison's judge advocate. By 1783 the post had passed to Abney, and the island's few

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			families with children to educate found him wanting. Schooling was one of the few services the Company provided to its settlers, and the inhabitants were prepared to fight for it.
142	131	Consideration and send Us a Person more proper [...] to Officiate in that Capacity - We have to add that we are [...] we are led to this requisition as Mr. Adney is so obnoxious to the Inhabitants in general that they are determined not to put their Children under his Tuition nor mean to leave him in possession of their House longer than next Year - 6 The Passengers on board the Britannia are Lord McCleod and Sir Hector Munro Colonel Burrows Capt. Sutton, Lieut. Read Harvey and Brown of his Majestys Navy, Captn. Elwes, Messrs. Savage, Fishick, Phipps, Ireland Patch, Lyons, Gethings and Hewett - 7 We have granted the following Bills of Exchange Vizt. One Set to Major Henry Bazett for £636. 3. 7 payable to Matthew Purling and Gabriel Harper Esqrs. One to Mr. Jonathan Doveton for £300 - payable to Messrs. Wilkinson and Brown. One to Mr. Thomas Stroud for £150 - payable to Miss Ann Stroud and one to Mr. George Bird for £100 - payable to Mr. Thomas Cole or Order, all drawn at ninety Days Sight and dated the 14 instant - 8 Your Honors will be pleased to observe upon Consultation of the 30 last Month, is entered a Letter from Captn. Pierce requesting liberty to proceed to England upon his Private Affairs, which requisition we have complied with, He accordingly takes his Passage upon the Ship Asia - Mrs. Greentree and Family took their Passage for England upon the Ship Essex **Margin Notes:** Another School master requested to be sent Passengers Bills of Exchange Capt. Pierce's request to go to England Mrs. Greentree & Family	5 (continued): The Council asked the Court to send a more suitable person to take the post. It added that it felt bound to press the request, because Abney was so disliked by the inhabitants in general that they were determined not to put their children under his teaching. Nor did the Council mean to leave him in possession of the schoolhouse beyond the following year. 6: The passengers in the *Britannia* were Lord MacLeod, Sir Hector Munro, Colonel Burrows, Captain Fenton, Lieutenants Read, Harvey and Brown of the Royal Navy, Captain Ellis, and Messrs Savage, Fishwick, Phipps, Ireland, Patch, Lyons, Gethings and Hewett. 7: The Council had granted the following sets of bills of exchange, all drawn at 90 days' sight and dated 14 July 1783. Major Henry Bazett, £636 3s 7d, payable to Matthew Pooling and Gabriel Harper Jonathan Doveton, £300 0s 0d, payable to Messrs Wilkinson and Brown Thomas Stroud, £150 0s 0d, payable to Mrs Ann Stroud George Bird, £100 0s 0d, payable to Thomas Cole or his order 8: The consultation of 30 June 1783 recorded a letter from Captain Pierce asking leave to go to England on his private affairs. The Council had agreed, and he was taking passage in the *Asia*. Mrs Greentree and her family were taking passage for England in the *Essex*. **Interpretations** Captain Pierce, the engineer who had built the battery at Buttermilk Point, the road to it and the island's other wartime works, now left for England as the war ended. The fortification programme he had argued for through Bazett's dissent was finished, and with peace there was less need for an engineer of his ability on the island. Sir Hector Munro and Lord MacLeod were both senior commanders from the war in the Carnatic. Munro's dispatches had passed through the island with the ailing Major Geils in March 1782, and he now went home in person. The *Britannia*'s passenger list showed the war's generals returning to Britain by way of St Helena, where every homeward ship from India called.
143	132	Essex which was omitted being mentioned in our last Address - 9 Captn. Ham has my permission to receive on board his Ship Mr. Matthew Leake and carry him to England - 10 This Letter waits on you by the Ship Asia - We are Honorable Sirs Your most Obedient St. Helena and humble Servants 17 July 1783 Signed Danl. Corneille Henry Graeme Matthew Bazett Willm. Wrangham Henry Bazett List of the Honble. Companys Packet from St. Helena ꝑ Ship Asia dated the 17 July 1783 - No. 1 Governor & Councils General Letter dated 17 July 83 2 Duplicate do. & do. do. dated 8 July do. 3 Consultations from the 9 to the 14 July do. 4 Duplicate do. from the 9 June to the 7 July do.	8 (continued): Mrs Greentree's passage in the *Essex* had been left out of the Council's last letter. 9: Captain Haw had permission to take on board his ship Mr Matthew Leake and carry him to England. 10: The Council was sending this letter by the ship *Asia*. Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 17 July 1783. The list of the Company's packet from St Helena, sent by the ship *Asia* and dated 17 July 1783, began as follows. 1: The Governor and Council's general letter, dated 17 July 1783 2: Duplicate of the Governor and Council's general letter, dated 8 July 1783 3: Consultations from 9 July to 14 July 1783 4: Duplicate of the consultations from 9 June to 7 July 1783 5: Cash account from 6 June to 23 June 1783 6: Account of the ship *Asia* 7: Duplicate of the account of the ship *Osterley*

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		5 Cash Account from the 6 to the 23 June do. 6 Ship Asia's Account 7 Duplicate Ship Osterleys Acct. 8 do. Ship Essex do. 9 do. Ship Walpole do. 10 do. Ship Raymonds do. **Margin Notes:** Matthew Leake allowed to go to England By what Ship Letter sent	8: Duplicate of the account of the ship *Essex* 9: Duplicate of the account of the ship *Walpole* 10: Duplicate of the account of the ship *Raymond*
144	133	11 First Receipt for the Packet ℔ Ship Osterley 12 do. do. for a small paper do. ℔ Ship Essex 13 Second do. for the Packet ℔ Ship Neptune 14 do. do. for a small paper do. ℔ Ship Locko 15 do. do. for a do. do. ℔ Ship Royal Admiral 16 do. do. for a do. do. ℔ Dane Ship Prince Frederick 17 Captn. Rogers Second Receipt for 3 Chests containing Copper Hoops 18 Effective State of the Garrison 19 Duplicate List of the Packet ℔ Ship Osterley 20 Mrs. Greentrees Second Bond for £500 - 21 Abstract of the Cargoes of Ship Britannia 22 Governor & Councils Certificate of Provision Flour Military Stores and other Articles landed from the Brig Seville & Ships Walpole and Raymond 23 Account of Cash pd. the Pensioners upon the Military fund in the Year 1782 - 24 Captn. Wm. Rogers Bond for £500 - To the Honble. &c. Honble. Sirs Para. 1 Your Ship Asia which left this Place the 18 instant carried our last Dispatches Duplicate of which goes enclosed - 2 William Hilton Seaman who was left here Sick out of the Rodney Packet having Wages due to him to the amount of £20 - and left Conner requesting by Letter to the Governor that he might be paid the same We have accordingly complied therewith and paid said Wages - **Margin Notes:** Last address Wm. Hilton pd. £20 - Wages due	The list of the packet was completed. 11: First receipt for the packet sent by the ship *Osterley* 12: First receipt for a small packet of papers sent by the ship *Essex* 13: Second receipt for the packet sent by the ship *Neptune* 14: Second receipt for a small packet of papers sent by the ship *Locko* 15: Second receipt for a small packet of papers sent by the ship *Royal Admiral* 16: Second receipt for a small packet of papers sent by the Danish ship *Prince Frederick* 17: Captain Rogers's second receipt for 3 chests containing copper hoops 18: Return of the effective strength of the garrison 19: Duplicate of the list of the packet sent by the ship *Osterley* 20: Mrs Greentree's second bond for £500 0s 0d 21: Abstract of the cargo of the ship *Britannia* 22: The Governor and Council's certificate of provisions, flour, military stores and other goods landed from the brig *Seville* and the ships *Walpole* and *Raymond* 23: Account of money paid to pensioners on the military fund in 1782 24: Captain William Rogers's bond for £500 0s 0d The Council wrote again to the Court of Directors. 1: Its last dispatches had gone by the Company's ship *Asia*, which left the island on 18 July 1783, and a duplicate was enclosed. 2: William Hilton, a seaman left sick on the island by the *Rodney* packet, was owed £20 0s 0d in wages. The packet's commander had asked the Governor by letter to pay him that sum, and the Council had done so. **Interpretations** The Council paid a sick seaman's wages on the written word of his commander, who had sailed on and could not settle with him in person. The Company would recover the money from the packet's accounts in London. Without this arrangement, a man left sick on the island would have no means of support until his ship's owners paid him, perhaps a year later and half a world away.
145	134	3 By the Ship Britannia the President & Council of Fort Marlbro' drew on Us to the Amount of £545. 15. 1 on Account of the Estate of Captn. Jno. Burnham who died at that Presidency - a Dividend has accordingly been made thereof and two Shares being each £109. 3 - paid to Thomas Burnham & Sarah Young Brother and Sister of said Capt. Burnham - a like Share of £109. 3 due to Mrs. Mary Reynolds we have given Bills upon your Honors for payable to Mr. Saml. Reynolds her Husband - The Remaining two Shares for Reasons set forth in Consultation of 5 Febry. '83 and 28 July '83, likewise ℔ Gen. Letter 4 August, '82 We have not thought proper to Pay, not being yet able to ascertain the legal Proprietors -	3: By the ship *Britannia*, the President and Council of Fort Marlborough had drawn on the Council for £545 [...] on account of the estate of Captain John Burnham, who died at that Presidency. The money had been divided accordingly. Two shares of £109 3s 0d each had been paid to Thomas Burnham and Sarah Young, Captain Burnham's brother and sister. A like share of £109 3s 0d was due to Mrs Mary Reynolds, and the Council had given bills on the Court for it, payable to Mr Samuel Reynolds, her husband. For the reasons set out in the consultations of 5 February 1781 and 28 July 1783, and in the general letter of 4 August 1782, the Council had not thought fit to pay the remaining two shares, being unable yet to establish who was legally entitled to them.

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		4 We beg leave to refer you to our Consultation of the 28 instant wherein is Entered a Petition to your Honors from Lieut. Thos. Statham requesting leave of absence for a time and have to observe thereon that what he has stated relative to his infirm State of Health and Circumstances is to our knowledge as therein represented - 5 We have the Honor of transmitting you under the immediate care of Captn. Cumming a Mahy. Roller containing Capt. Pierce's [...] Plan for the proposed Defences of Lemon Valley Point, together with a small Box containing some of his Sketches of the Face of Nature here, which he requested might be sent home to your Honors in order that He may have recourse to them in case you think proper to call upon him for a more comprehensive Plan of the whole Island - With respect to the Plan we have to observe, that as our first Idea was only to place three or four pieces of Artillery on said elevated Point, in order to prevent Ships approaching this Island from the Westward **Margin Notes:** Respecting the Estate of Capt. Jno. Burnham decd. Lt. Stathams Petition sent to the Compy. Concerning the Defence Plan of Defence for Lemon Valley	4: The Council referred the Court to the consultation of 28 July 1783, which recorded a petition to the Court from Lieutenant Thomas Statham asking for leave of absence for a time. The Council observed that what he said about his poor health and his circumstances was, to its knowledge, true. 5: The Council was sending in the immediate care of Captain Cumming a tin case containing Captain Pierce's plan for the proposed defences of Lemon Valley Point. With it went a small box of his sketches of the island's natural features, which he had asked to be sent home to the Court, so that the Court could use them if it wished to call on him for a fuller plan of the whole island. As to the plan, the Council observed that its first idea had been to place three or four pieces of artillery on some high point, to stop ships approaching the island from the **Interpretations** The second payment from Burnham's estate followed the same pattern as the first in 1781. The brother and the widowed sister were paid at once, the married sister in England through her husband, and the two remaining shares were held back. Two and a half years later the Council still could not tell who had the legal right to Margaret Goody's and Martha Jacks's portions, since their husbands' status was unknown. The rules on married women's property kept the money in the treasury rather than in the hands of the women it belonged to. Pierce's sketches of the island's landscape were more than drawings. Accurate views of the ravines, heights and landing places were the raw material of any future plan of defence. Sending them home with the engineer's plans gave the Directors a record of the island's ground that could be used even after Pierce himself had left the Company's service.
146	135	Westward as well as for the Protection of Lemon Valley, and deeming the same as now offered a Capital Work we have determined not to pursue said undertaking until we receive your Honors Commands relative to it as we conceive the execution will be attended with a much greater expence than what we were first led to suppose, therefore mean to confine our future Operations of that Work to compleating the Path of Communication leading to the summit of the Rock marked A and Perfect the Platform for the reception of the four Pieces of Brass Ordnance as mentioned in fourth Para. of Capt. Pierce's Letter accompanying said Plan - We have further to observe on this subject that the Face of Nature of those Projecting Points are so stamped with rugged and Impending Ledges that the great difficulty and expence attending the prosecution of such Works are the attainment of a proper Access to their Summits which hitherto has employed the Engineer until a little before his departure, and that that business has already cost four hundred Pounds, what the future expence may be for the completion of his Plan we cannot form any Judgement of as he has not given Us in any estimate thereto we on our part observe the greatest attention & economy in the future prosecution of what we mean to finish and beg leave to refer you to Capt. Pierce on the Spot for every other information of the Fortifications of this Island that you may wish to be informed of. Observing at same time that multiplying Works without a proper Garrison to man them is considered by all Military people as weakening rather than strengthening your Situation, but tho' this observation certainly holds good in time of War it only needs to provide against it should this event at any time hereafter take place - 6 The Plan and Sketches sent home	5 (continued): The guns were meant to stop ships approaching from the west and to protect Lemon Valley. The plan sent home went far beyond that first idea and amounted to a major work. The Council had therefore decided not to carry it out until it received the Court's orders, since it believed the cost would be much greater than it had first supposed. For the present, it meant to confine the work to finishing the path leading to the summit of the rock marked A on the plan, and completing the platform for the four brass guns mentioned in paragraph 4 of Captain Pierce's letter that accompanied the plan. The Council added that the projecting points there were so rugged and overhanging that the great difficulty and cost of building such works lay in making a proper way up to the summits. This had occupied the engineer until a little before he left, and the work had already cost £400 0s 0d. The Council could not judge the future cost of completing his plan, as he had given no estimate. It would take the greatest care and economy over what it meant to finish, and referred the Court to Captain Pierce, now on his way home, for any other information about the island's fortifications. The Council also observed that adding works without a sufficient garrison to man them was, in the view of all military men, a weakness rather than a strength. Although this was certainly true in time of war, it was only right to prepare against that possibility, should war break out again at any time. 6: The plan and sketches sent **Interpretations** With peace made, the Council would not commit the Company to another expensive fortification without London's leave. It finished only the parts already begun, the path and the platform for the brass guns bought from the Dutch prize, and sent the

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		are **Margin Notes:** Respecting the proposed Plan of Defence for Lemon Valley	larger scheme home with the engineer who had designed it. The lesson of the Buttermilk Point road, where costs had run beyond control, was clearly in its mind. The warning that works without men to hold them weakened a place rather than strengthened it was a pointed remark. The island's garrison was always short and constantly losing men to desertion. Building batteries it could not man would only offer an enemy positions to seize. The Council was telling the Directors that more stone and guns were useless without the soldiers to serve them.
147	136	are the original Drawings, the Engineer not having had time to leave us a Copy of the former, but only a rough Sketch to follow the prosecution of what we intend doing until your further Determination 7 We beg leave to observe respecting the Desertion of Robert Doby Matross and John Dodds of the Co. on Wednesday the 16 instant, that same Day the Governor wrote to Capt. Ham acquainting him with the circumstance and his reasons for suspecting said Men being secreted on board the Asia, that Captn. Ham assured the Governor he had wrote off immediately to his Chief Officer Mr. Burt enclosing the Governors Letter with Orders to search the Ship and if he found said Men to send them, on shore with a Petty Officer. That next Day Smith a Caulker belonging to the Garrison sent to Capt. Ham was ordered on shore as the Ship was to Sail on Friday 18. That said Smith at 2 OClock afternoon on coming on shore acquainted the Governor that he had seen both Men on board and left them there. Captn. Ham being made acquainted with this circumstance not only by the Governor, but Smith himself went to Capt. Ham and related to him every particular - That the Morning of the 18 the Day on which the Asia Sailed Captn. Ham came to the Governor and told him he had been on board - that Mr. Burt acknowledged he had seen the Men on Board the Thursday Evening after the Orders he had received from his Commander the preceeding day, but that the People had acquainted him they had gone on shore in a Fishing Boat belonging to the Island, but as said Men have never since been heard of, we naturally conclude they have been carried off in the Asia with the knowledge of the Chief Officer - After thus stating the matter of Fact, it rests with your Honors what notice you may be pleased to take of the like Conduct **Margin Notes:** Drawings &c. of the Engineer Company acquainted of the Desertion of Robt. Doby & Jn. Dodds	6: The plan and sketches sent home were the original drawings. The engineer had not had time to leave copies, only a single sketch for continuing the work the Council meant to do until the Court gave further orders. 7: The Council reported on the desertion of Robert Doby, a matross, and John Dodds of the same company on Wednesday 16 July 1783. That same day the Governor wrote to Captain Haw, explaining what had happened and why he suspected the men were hidden on board the *Asia*. Haw assured the Governor that he had at once written to his chief officer, Mr Burt, enclosing the Governor's letter and ordering him to search the ship and, if he found the men, to send them ashore with a petty officer. The next day Smith and Faulkner, two men of the garrison sent to Captain Haw, were ordered ashore because the ship was to sail on Friday 18 July. At 2 o'clock that afternoon Smith came ashore and told the Governor that he had seen both deserters on board and had left them there. Captain Haw was told of this not only by the Governor, but also by Smith, who was sent to him and told him every detail. On the morning of 18 July, the day the *Asia* sailed, Captain Haw came to the Governor and said he had been on board. Mr Burt admitted he had seen the men on board on the Thursday evening, after receiving his commander's orders the day before, but said the crew had told him they had gone ashore in a fishing boat belonging to the island. As the men had never been heard of since, the Council naturally concluded they had been carried off in the *Asia* with the chief officer's knowledge. Having set out the facts, the Council left it to the Court to take whatever notice of such conduct it saw fit. **Interpretations** The Council built its case against the *Asia*'s chief officer with care. A soldier sent aboard saw the deserters with his own eyes and reported it to both the Governor and the captain. The chief officer admitted seeing the men after receiving orders to search for them, then claimed they had left in a fishing boat that no one on the island could trace. The Council had no power over an officer once his ship sailed, but this time it could name him and set out the evidence step by step. It was the most direct proof it had yet sent the Directors that ships' officers knowingly took the island's soldiers.
148	137	Conduct in an Officer who contrary even to his Commanders positive Orders presumes to give Countenance to such illegal Practices against this Settlement - 8 The Present Defences of the Island are drawing to a conclusion, as this Year will probably finish our engagements. The Governor therefore requests Your Honors approbation of setting about a new House at the Plantation Gardens in the Country agreeable to former permission for so doing as mentioned in your General Letter under date of 17 January 1776 - the present House being very antient, the Roof and all	7 (continued): An officer who acted against his commander's direct orders could only encourage such illegal practices against the settlement. 8: The island's present defence works were nearly finished, and that year would probably complete what had been undertaken. The Governor therefore asked the Court's approval to build a new house in the Plantation garden in the country, as the Court had already permitted in its general letter of 17 January 1776. The present house was very old, and its roof and timbers were so badly decayed that its safety and life were altogether uncertain. For this purpose an indent for 20,000 slates was sent by this ship, together with 3,000 square feet of Purbeck stone for

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		the Timbers therein much on the decay, so that the safety of its duration is altogether precarious - For this Purpose an Indent for twenty thousand Plates is sent by this Conveyance, likewise three thousand Square Feet of Purbeck Stone for Platforms not having received any of those Materials for some Years back and all at present much in want of a thorough repair. He further requests your Honors will be pleased to send three Saddles with neat but not expensive Saddle Cloths for his use being often obliged to Mount Gentlemen of Rank in their Rides about the Island, and his Horse furniture at present is now very old and worn out - 9 The President & Council of Fort Marlbro' having sent to this Place a Malay named Narrain consigned to them from Fort St. George on Account of his being a Spy, and being well informed that the said Narrain during his short residence at Marlbro' was sentenced a thousand Lashes for endeavoring to raise an insurrection and Mutiny in that Place, and his Character altogether being of the worst, We conceive a Man of that stamp would be highly dangerous to keep upon this Island where the Blacks are so much more numerous than the Whites, have therefore determined to forward him **Margin Notes:** Building a New House at the Plantation Garden Plates & Purbeck Stone indented for Saddles sent for - Concerning Narrain a Spy sent from Fort Marlbro'	the floors. None of these materials had been received for some years, and they were now badly needed for a thorough repair. The Governor further asked the Court to send three saddles, neat but not costly, with saddle cloths for his use. He was often obliged to mount gentlemen of rank on rides about the island, and his horse furniture was now very old and worn out. 9: The President and Council of Fort Marlborough had sent to the island a sepoy named Narrain, consigned to them from Fort St George as a spy. The Council was reliably informed that during his short stay at Fort Marlborough he had been sentenced to 1,000 lashes for trying to raise an insurrection and mutiny there, and that his character was altogether of the worst. The Council believed a man of that kind would be highly dangerous to keep on the island, where the black population far outnumbered the white. It had therefore decided to send him on **Interpretations** Plantation House was the Governor's country residence, and the Court had approved rebuilding it as long ago as 1776. The war had pushed it aside in favour of batteries and roads. With peace made and the defences nearly finished, the Governor turned the island's labour and materials back to civil works. Slates and Purbeck stone had to come from England, since the island had neither. The Council would not keep Narrain because the island's slaves greatly outnumbered its white settlers and soldiers. A man convicted of trying to stir up a mutiny was the most dangerous kind of prisoner in such a place. The fear of a slave rising lay beneath many of the Council's rules on punishment, runaways and boats. Fort Marlborough had used the island as a dumping ground for difficult men, as with Nasso in 1782. This time the Council refused and sent him on.
149	138	him by the Britannia, as we imagine this measure now it is Peace less prejudicial than the detaining so dangerous a Subject here - 10 We have given Captn. Edw. Cumming an Order to receive on board the Honble. Companys Ship Britannia Willm. Bletchlaw James Judge James McDonald Willm. Corps John Eames Thos. Ford Thos. Morriss, George Wagg, Robt. Brown, Willm. Bugg, Saml. Phillips, Willm. Aston, Willm. Smith Jn. Rusby and Michl. Mason fifteen Discharged Invalid Soldiers of this Garrison, and carry them to England - Thos. Ford Serjt. James Judge James McDonald John Eames and Thos. Morriss Privates and Willm. Smith Matross, We from their Age Infirmitys & long Services Recommend as proper Objects to be put upon the Military Fund - The several Certificates to entitle them thereto goes in the Packet - 11 Eleven of His Majestys Invalids belonging to the 73 Regiment Commanded by Lord McLeod being ill, were sent to the Hospital and have been Subsisted there seventeen Days amounting to £17. 10 - which we mention in order that the same may be settled with your Honors and said Regiment - 12 We have granted a Set of Bills to Mrs. Sarah Starke drawn upon your Honors for £25 - payable to Mr. Patrick Burt or Order, at ninety days sight dated the 28 instant - 13 This Letter waits on you ℔ the Ship Britannia - We are Honble. Sirs St. Helena Your Obedient and 29 July 1783 humble Servants	9 (continued): The Council would send Narrain on by the *Britannia*. Now that peace had come, it judged this less harmful than keeping so dangerous a man on the island. 10: The Council had ordered Captain Cumming to take on board the Company's ship *Britannia* fifteen discharged invalid soldiers of the garrison and carry them to England: William Blackshaw, James Judge, James McDonald, William Cripps, John Eames, Thomas Ford, Thomas Morris, George Wegg, Robert Brown, William Bugg, Samuel Phillips, William Moore, William Smith, John Rugby and Michael McEwen. Thomas Ford, a sergeant, James Judge, James McDonald, John Eames and Thomas Morris, privates, and William Smith, a matross, had earned by their age, infirmities and long service the Council's recommendation for the military fund. The certificates entitling them to it went in the packet. 11: Eleven of the King's invalids of the 73rd Regiment, commanded by Lord MacLeod, had been sent sick to the hospital and kept there for 17 days, at a cost of £17 10s 0d. The Council mentioned this so that the sum could be settled between the Court and the regiment. 12: The Council had granted a set of bills of exchange to Mrs Sarah Starke for £25 0s 0d, drawn on the Court and payable to Mr Patrick Burt or his order, at 90 days' sight and dated 28 July 1783. 13: The Council was sending this letter by the ship *Britannia*. Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 29 July 1783. **Interpretations** Narrain was shipped on to England in the same vessel as the island's invalids and the generals going home. Peace made the Council willing to let him go

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		Signed Matt. Bazett Danl. Corneille Wm. Wrangham Henr. Graeme Henr. Bazett **Margin Notes:** Invalids sent home six of them recommended Invalids of Ld. McLeods Regiment Bills	further, where he could do no harm to a slave population. The 73rd Regiment's sick soldiers were the King's men, so their keep in the Company's hospital was charged to the regiment. As with the 42nd Regiment's provisions in 1782, the Council kept the line between royal and Company costs, so the Crown would bear the charges of its own troops.
150	139	List of the Honble. Companys Packet from St. Helena Ꝧ Ship Britannia dated 29 July 1783. No. 1 Governor & Councils Genl. Letter dated 29 July 1783 2 do. & do. do. dated 29 do. do. relating to Law matters 3 Duplicate do. & do. do. dated 17 July 1783 4 Consultations from 25 to 28 July do. 5 Duplicate do. from 9 to 14 do. do. 6 Cash Account from 24 to the 30 June do. 7 do. do. from the 1 to the 29 July do. 8 Ship Britannias Account 9 Duplicate Ship Asias do. 10 First Receipt for the Packet Ꝧ Ship Asia 11 Second do. for the do. Ꝧ Ship Osterley 12 do. do. for a small Paper do. Ꝧ Ship Essex 13 Effective State of the Garrison 14 Duplicate List of the Packet Ꝧ Ship Asia 15 do. Governor & Councils Certificate of Provision Flour Military Stores & other Articles Landed from Brig Seville and Ships Walpole & Raymond 16 do. Account of Cash pd. the Widows Pensions upon the Military Fund in the Year 1782 17 Capt. Rogers Second Bond for £500 - 18 Original Proceedings of a Genl. Quarterly Sessions held on the 16 July 1783 19 Disbursements of Ship Spy - 20 Account of the Expence of carrying on the Fence in Longwood from the 1 April to the 30 June 1783 21 Governor & Councils Certificates of six Invalid Soldiers recommended to be put upon the Military Fund 22 Surgeons Certificates of nine Invalid Soldiers 23 Copy of Capt. Pierce's Letter dated the 15 June '83 relative to the Plan of the intended Works to be carried on at Lemon Valley 24 Indent of Plate & Purbeck Stone	The list of the Company's packet from St Helena, sent by the ship *Britannia* and dated 29 July 1783, was as follows. 1: The Governor and Council's general letter, dated 29 July 1783 2: The Governor and Council's letter on legal matters, dated 29 July 1783 3: Duplicate of the Governor and Council's general letter, dated 17 July 1783 4: Consultations from 21 July to 28 July 1783 5: Duplicate of the consultations from 9 July to 14 July 1783 6: Cash account from 24 June to 30 June 1783 7: Cash account from 1 July to 29 July 1783 8: Account of the ship *Britannia* 9: Duplicate of the account of the ship *Asia* 10: First receipt for the packet sent by the ship *Asia* 11: Second receipt for the packet sent by the ship *Osterley* 12: Second receipt for a small packet of papers sent by the ship *Essex* 13: Return of the effective strength of the garrison 14: Duplicate of the list of the packet sent by the ship *Asia* 15: Duplicate of the Governor and Council's certificate of provisions, flour, military stores and other goods landed from the brig *Seville* and the ships *Walpole* and *Raymond* 16: Duplicate of the account of money paid to widows receiving pensions from the military fund in 1782 17: Captain Rogers's second bond for £500 0s 0d 18: Original proceedings of the general quarter sessions held on 16 July 1783 19: Disbursements of the ship *Spy* 20: Account of the cost of the fence at Long Wood from 1 April to 30 June 1783 21: The Governor and Council's certificates for six invalid soldiers recommended for the military fund 22: The surgeon's certificates for nine invalid soldiers 23: Copy of Captain Pierce's letter of 15 January 1783 on the works intended at Lemon Valley 24: Indent of slates and Purbeck stone
151	140	To the Honble. &c. Honble. Sirs Our last Address was conveyed to you Ꝧ Ship Britannia, which left this Place the 31 Ultimo On the 13 instant Arrived a Portugueze Ship from Goa (last from Columbo) called the Don Alexander Captn. Joseph Domingues Lima Burthen 320 Tons carrying 12 Guns and 45 Men Loaden with Pepper bound to Lisbon; and on the 25 Arrived the Warren Captn. Parks from Bencoolen, which Place she Sailed from the 10 May last - By the Portugueze Captain We are informed that he left Goa the 21 Jany. and Colombo the 13 April last, that Sir Edward Hughes passed the Island of Ceylon the 5 April on his way from Bombay to the Coromandel Coast having with him seventeen Sail of the Line	The Council wrote again to the Court of Directors. Its last letter had gone by the ship *Britannia*, which left the island on 31 July 1783. On 13 August 1783 a Portuguese ship from Goa, last from Colombo, arrived: the *Dom Alexandre* under Captain José Domingues Lima, of 320 tons with 12 guns and 45 men, loaded with pepper and bound for Lisbon. On 25 August the *Warren* under Captain Parks arrived from Bencoolen, which she had left on 18 May. The Portuguese captain reported that he had left Goa on 21 January and Colombo on 13 April 1783. Sir Edward Hughes had passed Ceylon on 5 April on his way from Bombay to the Coromandel coast, with seventeen ships of the line, including those of 50 guns, which with frigates and fire ships made a fleet of thirty sail. Monsieur de Suffren was then lying at Trincomalee with eight or nine ships of the line under repair, and the rest of his fleet, eight sail, was on the

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		(including Fiftys) which, together with Frigates Storeships &c. making up a Fleet of thirty Sail Monsr. Suffrein at this Period was lying at Tranquemale with eight or nine Ships of the Line repairing, the Remainder of his Fleet consisting of eight Sail were on the Coast of Coromandel - they further inform Us that they saw two English Ships on the 1 instant to the Southward of Madagascar, a Portugueze Ship off the Cape homeward bound and a Ship standing in for the Cape, but could not discover what she was - We are sorry to inform you that the Warren has Arrived in a very sickly condition, having in the course of her Passage from Bencoolen buried about forty Men and her **Margin Notes:** Last Address Arrival of a Portugueze Ship and Warren News by the Portugueze Ship respecting Sir Edwd. Hughes in the East Indies Sickly State of the Warren mentioned	Coromandel coast. The Portuguese also reported that on 5 August they had seen two English ships south of Madagascar, a homeward-bound Portuguese ship off the Cape, and a ship heading into the Cape whose identity they could not make out. The Council regretted to report that the *Warren* had arrived in a very sickly state. On her passage from Bencoolen she had buried about forty men, and **Interpretations** Hughes now sailed with seventeen ships of the line against Suffren's force divided between Trincomalee and the coast. With Bickerton's reinforcements he outnumbered the French for the first time in the campaign. The news reached St Helena months after the peace had been signed in Europe, and the Council could not yet know whether the fleets had met again before word of the peace reached India. Forty deaths on a single passage from Bencoolen showed how deadly Sumatra remained for Europeans. Fever there was notorious, and ships leaving its coast often carried the disease with them. The *Warren* arrived needing the island's hospital and fresh food more than any other help it could give.
152	141	has now ill with the Scurvey forty more, therefore conclude her detention at this Place will be some time - This Letter goes by the abovementioned Portugueze Ship under Cover to Sir Jno. Hort Bart. His Majestys Consul General at Lisbon - We are Honble. Sirs Your most Obedient St. Helena and humble Servants 22 August '83 Signed Danl. Corneille Hen. Graeme Matt. Bazett Willm. Wrangham Hen. Bazett To Sir Jno. Hort Bart. His Majesty's Consul General at Lisbon Sir The Sailing of a Portugueze Ship from this Place for Lisbon which Arrived here the 13 instant from Goa last from Columbo, affords me an opportunity of Addressing you, requesting the favor of your forwarding by the first Conveyance the enclosed Letter to the Honble. Court of Directors for Affairs of the United Company of Merchants of England **Margin Notes:** Governors Letter to Sir Jno. Hort Bart.	The *Warren* also had forty more men sick with scurvy, so the Council expected she would have to stay at the island for some time. The Council was sending this letter by the Portuguese ship, under cover to Sir John Hort, Baronet, the King's consul general at Lisbon. Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett signed the letter at St Helena on 22 August 1783. Governor Corneille also wrote to Sir John Hort at Lisbon. A Portuguese ship from Goa, last from Colombo, had arrived on 13 August 1783 and was sailing for Lisbon. This gave him the chance to write and ask Hort to forward by the first opportunity the enclosed letter to the Court of Directors for the Affairs of the United Company of Merchants of England **Interpretations** The letter was dated 22 August, three days before the *Warren* reached the island on 25 August by the Council's own account. The clerk who copied it into the book probably made a slip in one of the dates. With forty dead and forty more down with scurvy, the *Warren* could not sail until her crew recovered. Scurvy was cured by fresh food, especially fruit and vegetables, and recovery took weeks of rest ashore. Feeding a sick crew of that size would strain the island's stores in a year of drought. This was exactly the demand the Council had warned London it might be unable to meet. The spruce and molasses it had ordered in May were meant for such cases.
153	142	England I have the Honor to be Sir Your most Obedient humble Servant St. Helena Signed 22 August 1783 Danl. Corneille To the Honble. &c. Honble. Sirs Para. 1 We Addressed you last under date of the 22 Ultimo by a Portugueze Ship called the Don Alexander which left this Place the 23 following Duplicate of which goes herewith - 2 We had the honor of transmitting you by the Britannia Captn. Pierce's Plan and thoughts relative to the Defence of Lemon Valley Point together with our Sentiments thereon as	Governor Daniel Corneille signed the letter to Sir John Hort at St Helena on 22 August 1783. The Council wrote again to the Court of Directors. 1: Its last letter, dated 22 August 1783, had gone by a Portuguese ship, the *Dom Alexandre*, which left the island on 23 August, and a duplicate was enclosed. 2: By the *Britannia* the Council had sent Captain Pierce's plan and ideas for the defence of Lemon Valley Point, with its own views on them, as fully as it could at that time. High surf had then prevented it from going to the spot to see the ground and the proposed works for itself. It had since made a careful survey of the point, both inside and out, and was even more firmly convinced that the scheme was a major work. In its honest judgement it was a tier of

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		explicitly and fully as that period would admit of being prevented by high Surfs from going to the Spot and viewing Nature as delineated by him, with the proposed Works for the Defence of that part of the Coast. Having since taken an accurate View of said Point both internally and externally We are the more confirmed in considering the same as a Capital Work and in truth according to the best of our Judgements a Tier of Batterys exceeding the necessity of the Defence more particularly that which he calls his First, on the lower Ledge, which we are clear will be attended **Margin Notes:** Last Letter Respecting the proposed Battery to be built on Lemon Valley Point	batteries going well beyond what the defence of that part of the coast required, especially the one Pierce called his first, on the lower ledge, which the Council was sure would be attended **Interpretations** The Council did not rely on the engineer's drawings alone. Once the surf allowed, its members went to Lemon Valley Point and inspected the ground themselves. Their own eyes confirmed their doubts: Pierce had designed several tiers of batteries where the coast needed far less. With the engineer gone home and peace made, the Council felt free to tell the Directors plainly that his plan was too ambitious, the same judgement Major Bazett had reached about the road to Buttermilk Point three years earlier.
154	143	attended with the heaviest expence from its Vicinity to the Waters edge and its junction to the next Battery above elevated therefrom by a mere Ledge, to effect which communication, which nature at present has rendered inaccessible we deem of greater advantage than any Artificial Work will possibly give it by preventing any communication to the Batterys above which we think had better be avoided as the Storming of the lower one with success would give an Enemy the Command of the whole. We have thought it our Duty to be as explicit on this business as the Nature of the Subject will admit, it only therefore with us to wait your Honors Commands, as we shall not proceed further in the Prosecution of said Work than what is mentioned in 5 Para. of our General Letter dated 31 July, promising at same time that the communication from Lemon Valley Guard to the summit of the Rock and the Platform for four Pieces of Ordnance thereon, is at present in great forwardness, that likewise the Traverse to the second Ledge and Space for the two Eighteen Pounders is escarped and will not we apprehend be very expensive in finishing and to the best of our imperfect Judgements offering our Sentiments on a professional Science that requires so much abilities, were the rugged and capricious face of Nature will admit of no Scientifick Rules, be fully adequate to our first intention, the Defence of Lemon Valley and the adjoining Coast &c. 3 You will please to observe in Consultation of 11 August last a resolution Entered allowing Lieut. John Leech of the Artillery in addition to his present Salary three Shillings ℔ Day until we have your Sentiments thereon - the absence of the Captain **Margin Notes:** Respecting the proposed Battery to be built on Lemon Valley Point Resolution of Council allowing Lieut. Leech 3/ ℔ Day	The Council objected most strongly to the battery Pierce called his first, on the lower ledge of Lemon Valley Point. Standing so close to the water, it would cost more than any other part of the scheme. Pierce also meant to join it to the next battery above, which rose from it by no more than a narrow ledge. Nature had made that link impossible to climb, and the Council considered this a better protection than any work could provide. Cutting a way up would open a route to the upper batteries, and the Council wanted no such route. An enemy who took the lower battery by storm would then command the whole position. The Council had tried to set out the matter as fully as the subject allowed, and now awaited the Court's orders. Until those orders came, the work would go no further than the limits set in paragraph 5 of the general letter of 31 July 1783. Some parts were already well advanced. The path from the Lemon Valley guard to the top of the rock was nearly finished, and so was the platform for four guns there. The cross-cut to the second ledge had been dug out, along with the space for the two 18-pounders. The Council expected these to cost little more to complete. The councillors admitted they had no training in military engineering, a field calling for great skill. Even so, they believed the works already in hand would meet the original aim of defending Lemon Valley and the neighbouring coast. The broken and irregular face of the cliffs, they added, did not lend itself to the rules of formal fortification. 3: The Council drew the Court's attention to a resolution entered in the consultation of 11 August 1783. It gave Lieutenant John Leech of the Artillery an extra allowance of £0 3s 0d a day on top of his salary, to run until the Court gave its view. The Council explained that the artillery captain was absent. **Interpretations** Pierce's design called for a continuous chain of batteries up the face of Lemon Valley Point, each joined to the next. The Council set that design aside for a reason it stated plainly. A lower battery cut off from the works above could be lost without the whole position falling. A connecting way would have handed an attacker the summit along with the waterside battery. The Council judged an unclimbable natural ledge a stronger defence than any built link. In effect, it chose to leave the lower battery as a separate outpost that could be sacrificed. The councillors also stopped work at the parts already dug, so that very little money went into anything the Court might later reject. The £400 already spent, recorded on the previous page, gave them reason to protect what had been built while risking nothing new. The Council could pay Leech's allowance only for a time. Its resolution ran "until the Court's views were known", so the Council could meet an

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			immediate need on the island while leaving the final word to London. Pay above the established rates needed the Court's approval. The Court could therefore cancel the extra 3s a day once it read the letter, months after payments had begun. The likely reason for the allowance was that Leech was doing the absent captain's duties while still on a lieutenant's salary.
155	144	Captain of Artillery together with the care and attention necessary to the Ordnance, Stores &c. have induced Us to this measure, the whole of that Department now falling under his inspection together with the Charge of the Artillery Company - such increase of Duty we considered as deserving some little allowance and flatter ourselves that which we have made will meet with your approbation - 4 We beg leave to refer you also to our Consultation of the 25 August last wherein is entered a Letter received from the Presidency of Fort Marlbro together with Proposals (in a Letter to that Presidency) from Captn. Parks of Ship Warren, respecting the Demurrage of that Ship, making the Owners accountable for the same, she having been detained after receiving her Charter Party Tonnage, in consequence of said Proposals, in order to take in a further Addition of Cargoe - 5 Captn. Parks has our permission to receive on board the Warren, without any expence to your Honors James Drake, Daniel Bye, Anthy. Hawkins, Willm. Parsons, Jno. Christn. Strife, George Chapman, Stephen Seymore, John Harrison, Charles Williams and Thos. Hodgskins Ten Invalid Soldiers of this Garrison whom at their own request we have allowed to proceed to England by this opportunity, they working their Passage thither - Benjamin Burton, William Gosford and James Eley three other Invalids of this Garrison have also our permission to go to England upon said Ship, the Payment of whose Passage we leave to be settled between your Honors and the Owners of the Warren - James Drake, Daniel Bye, John Christn. Strife, George Chapman **Margin Notes:** Further allowance to Lieut. Leech of the Artillery Concerning the Demurrage of the Warren Discharged Invalid Soldrs. sent to England	The artillery captain was absent, and the ordnance and stores needed constant care. For these reasons the Council took this step and made Lieutenant Leech responsible for the whole department and for the Artillery Company. The Council thought the extra work deserved a small allowance and hoped the Court would approve it. 4: The Council also directed the Court to the consultation of 25 August 1783. That record contained a letter from the Presidency at Fort Marlborough, together with proposals Captain Parks of the *Warren* had sent to that Presidency about demurrage on his ship. Under those proposals the *Warren* stayed in port after she had loaded the tonnage set by her charter, so that she could take on more cargo. In return her owners accepted liability for the delay. 5: The Council allowed Captain Parks to carry 10 invalid soldiers of the garrison home on the *Warren* at no cost to the Company. They were James Drake, Daniel Bye, Anthony Hawkins, William Parsons, John Christian Strife, George Chapman, Stephen Seymore, John Harrison, Charles Williams and Thomas Hodgskins. They had asked to go home on this ship and would work for their passage. Three more invalids, Benjamin Burton, William Gosford and James Edy, also received leave to sail in her. The Council left the Court and the *Warren*'s owners to agree on who would pay their fares. After this the names of James Drake, Daniel Bye, John Christian Strife and George Chapman appeared again. **Interpretations** Demurrage was money paid for keeping a ship beyond the time agreed in her charter party. A charter party was the contract by which the Company hired a merchant ship, and it fixed the tonnage she was to carry. Once that tonnage was on board, the Company normally paid for any further delay. Parks reversed this by proposing to wait for extra cargo with his owners bearing the cost of the detention. The Company was spared the charge, and the owners took the freight earned on the extra goods. The Fort Marlborough letter was entered in the St Helena consultation of 25 August 1783, probably so the Court would have written evidence of the agreement if the owners later claimed demurrage. The invalids went home on two different terms. The 10 men who worked their passage cost the Company nothing, because their labour paid for their berths and filled gaps in the crew. Burton, Gosford and Edy were not offered this arrangement, so they were probably too infirm to work. The Council could have simply paid their passage, but it left the cost to be settled between the Court and the owners. This kept the Council from committing the Company's money on its own authority. Leech received his extra 3s a day because he had taken on the whole of an absent captain's duties. He now had charge of the ordnance, the stores and the Artillery Company. The Council did not appoint him captain, which would have required the Court's approval. It used a small allowance as a stopgap that the Court could easily cancel.
156	145	Chapman Stephen Seymore, William Gosford, Benjamin Burton and James Ealy from their Age Infirmitys &c.	James Drake, Daniel Bye, John Christian Strife, George Chapman, Stephen Seymore, William Gosford, Benjamin Burton and James Edy were worn

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		We recommend as proper Objects to be put upon the Military Fund - The several Documents to entitle them thereto goes enclosed together with the Surgeons Certificates of the five other Invalids abovementioned not Recommended - 6 Jeremiah Smith a Recruit for Bombay left here Sick out of the Raymond being unfit for a Soldier from having Ulcerated Legs we send back upon the Ship Warren and leave the Payment of his Passage to be settled in England - 7 Captn. Parks has our Order to receive on board his Ship Stephen Trueman a discharged Bombardier of this Garrison towards compleating her Company - 8 Upon Consultation of the 29 Ultimo we have entered a Report of the Storekeeper respecting the nineteen Hhds. of Salt Provision mentioned in the 3 Para. of your General Letter ℔ Raymond, to which we beg leave to refer you - 9 As the last Quarters Accounts will not be laid before Us until the 20 instant We cannot transmit a Cash Account to a later Date than that made up to the 31 August last - 10 We have granted the following Sets of Bills of Exchange drawn upon the Honorable the Court of Directors Vizt. Three Sets to William Wrangham Esqr. One for £1100 - payable to Matthew Purling and John Clements Esqrs. or to either of their Order - One for £200 - payable to Joseph Cotton Esqr. And one for £75 - payable to Mr. Timothy Williamson (or Order) And one to Major Henry Bazett for £200 - payable to Mattw. Purling and Gabl. Harper Esqrs. or **Margin Notes:** A Recruit for Bombay sent Home Stephen Trueman Bombardr. Report of the 19 Hhds. Salt Provision Cash Account Bills of Exchange	out by age and ill health. The Council recommended all eight for places on the Military Fund. The papers supporting their claims went with the letter. The Council also sent the surgeons' certificates for the other five invalids named earlier, whom it did not recommend. 6: Jeremiah Smith, a recruit bound for Bombay, had been landed sick from the *Raymond*. Ulcers on his legs made him unfit to serve as a soldier. The Council sent him home in the *Warren* and left the cost of his passage to be settled in England. 7: The Council ordered Captain Parks to take Stephen Tou[...]man on board the *Warren* to help make up the ship's crew. He was a bombardier who had been discharged from the garrison. 8: At its meeting of 29 August 1783, the Council entered a report by the storekeepers on the 19 hogsheads of salt provisions. These were the casks mentioned in paragraph 3 of the Court's general letter brought by the *Raymond*. The Council asked the Court to consult that report. 9: The accounts for the last quarter were due before the Council on 20 September 1783. Until then, the Council could send no cash account made up to a date later than 31 August 1783. 10: The Council issued the following sets of bills of exchange, all drawn on the Court of Directors. Bills issued to William Wrangham: 1 set payable to Matthew Purling and John Clements, or to the order of either, £1,100 0s 0d 1 set payable to Joseph Cotton, £200 0s 0d 1 set payable to Timothy Williamson or his order, £75 0s 0d Bill issued to Major Henry Bazett: 1 set payable to Matthew Purling and Gabriel Harper, £200 0s 0d **Interpretations** The Military Fund paid pensions to soldiers who had worn themselves out in the Company's service. Getting a pension from it depended on two things on this page. The Council had to recommend the man, and a surgeon had to certify his condition. The Council recommended only eight of the 13 men, but it sent the surgeons' certificates for the other five as well. It could have simply left those five out. Sending their papers left the final decision with the Court, while the councillors stayed on record as having judged those claims weaker. Two members of the Council, William Wrangham and Major Henry Bazett, obtained bills of exchange from the same board on which they sat. A councillor paid cash into the island's treasury and received in return an order on the Court, which would pay the same amount in London. These bills let men on St Helena send their private savings to England. They also gave the island's treasury ready money to spend locally, so the Company did not have to ship coin out. Wrangham's bills came to £1,375 0s 0d, a large sum to remit at one time. The payees in London were probably his agents or creditors.
157	146	or to either of their Order at ninety Days Sight dated the 28 Septr. last - 11 The Poplars which came by the Walpole were entirely dead before they were received and those by the Raymond in a very sickly State and some time after being put into the Ground shot out but weakly and by said shoots soon falling off We are apprehensive that they are likewise perished And request should you mean to propagate this sort of Wood you would be pleased to send out Seed as well as Plants - 12 We beg leave to observe to Your Honors that in consequence of your prohibition of our proceeding to build a New Goal on account of the then situation of Public Affairs, the old	Bills of exchange had been drawn at 90 days' sight and dated 2 September 1783. The earlier list gave the payees as Matthew Purling and Gabriel Harper, and these bills could also be paid to the order of either of them. 11: The poplars sent in the *Walpole* were already dead when they reached the island. Those sent in the *Raymond* arrived in very poor health. Once they were planted, they put out a few feeble shoots, but the shoots soon dropped off, and the Council feared these trees had died as well. The Council asked the Court to send seed as well as young trees if it still wanted to grow this timber on the island. 12: Some time earlier, the Court had forbidden the Council to build a new gaol because of the state

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		one is gone much to decay and is in such a ruinous condition that it is not reparable. We therefore solicit your permission to carry on that Work according to the Plan already sent Home, as we have not a Place of Security for keeping Prisoners of any Denomination, several having broke that Confinement thro' the Walls of the present one - 13 The Passengers on board the Warren are Mrs. Warner & Mrs. Farrer and Messrs. Chambers and Wardlow - 14 This Letter waits on you by the Warren Captn. Parks - We are Honble. Sirs Your most Obedient and St. Helena humble Servants - 5 October 1783 Signed Danl. Corneille Henry Graeme Matt. Bazett Willm. Wrangham Henry Bazett **Margin Notes:** Lombardy Poplars lately informed of the State they were recd. in Permission requested to build a new Goal Passengers -	of public affairs at that time. Since then the old gaol had decayed so far that it could no longer be repaired. The island had nowhere secure to hold prisoners of any kind. Several had already escaped by breaking through the walls. The Council therefore asked leave to build the new gaol from the plan it had already sent to England. 13: The *Warren* carried four passengers: Mrs Wa[...], Mrs Farrer, Mr Chambers and Mr Wardlow. 14: Captain Parks of the *Warren* carried the letter to England. It was dated St Helena, 3 October 1783, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. **Interpretations** When the Court stopped the gaol, its reason was the state of public affairs at that time. This was probably the cost and uncertainty of the war, which ended with the peace published on the island earlier in 1783. That reason no longer held, so the Council asked again. It did not repair the old building, saying plainly that repair was impossible. It asked to go ahead with the plan already sent home, which the Court had seen and could approve without a new survey. The prisoners who had broken through the walls gave practical proof that the prison could no longer hold anyone. On an island so small, an escaped prisoner could hide in the valleys or slip on board a ship in the roads. A secure gaol therefore mattered for keeping order among soldiers, sailors and slaves. The poplars were the Court's attempt to grow timber on an island that had very little. Living saplings had to survive weeks at sea with little fresh water and with salt spray and heat in the tropics. Both shipments failed. By asking for seed, the Council was choosing what could actually survive the voyage over the Court's choice of young trees, which looked quicker to establish. Dry seed could travel in a cask and be raised in the island's mild climate.
158	147	List of the Honble. Companys Packet from St. Helena ℔ Ship Warren dated 5 October 1783 No. 1 Governor & Councils General Letter dated 5 Octr. 1783 2 Dupt. do. & do. do. dated 22 Augt. do. 3 do. do. & do. do. dated 29 July do. 4 do. do. & do. do. dated 29 do. do. relating to Law matters - 5 Consultations from 4 August to 29 Septr. 1783 6 Dupt. do. from 25 to 28 July do. 7 Cash Account from the 30 to 31 July do. 8 do. for the Month of August do. 9 Dupt. do. from 24 to 30 June do. 10 do. do. from 1 to 29 July do. 11 Ship Warrens Account 12 Dupt. Ship Britannias Acct. 13 First Receipt for the Packet ℔ Ship Britannia 14 do. do. for a small paper do. ℔ Portugueze Ship Don Alexander 15 Second do. for the Packet ℔ Ship Asia 16 Effective State of the Garrison 17 Muster Rolls of do. 18 Duplicate List of the Packet ℔ Ship Britannia 19 do. Proceedings of a General Quarterly Sessions held on the 16 July 1783 20 do. Disbursements of Ship Spy 21 do. Account of Expence for carrying on the Fence in Long Wood from 1 April to 30 June 1783 22 Governor & Councils Certificates of 8 Invalid Soldiers recommended to be put upon the Military Fund 23 Surgeons Certificates of 5 Invalid Soldrs. 24 Duplicate Indent of Slate and Purbeck Stone 25 Abstract of the Cargoe of Ship Warren	The packet sent from St Helena by the *Warren* had a list of contents dated 15 October 1783. It held the following papers. 1: General letter from the Governor and Council dated 5 October 1783 2: Duplicate of the Governor and Council's general letter dated 22 August 1783 3: Duplicate of the Governor and Council's general letter dated 29 July 1783 4: Duplicate of the Governor and Council's general letter on legal matters dated 29 July 1783 5: Consultations from 1 August to 29 September 1783 6: Duplicate consultations from 21 to 28 July 1783 7: Cash account from 30 to 31 July 1783 8: Cash account for August 1783 9: Duplicate cash account from 24 to 30 June 1783 10: Duplicate cash account from 1 to 29 July 1783 11: Account of the ship *Warren*. 12: Duplicate account of the ship *Britannia*. 13: First receipt for the packet sent by the ship *Britannia*. 14: First receipt for a small paper packet sent by the Portuguese ship *Dom Alexandre*. 15: Second receipt for the packet sent by the ship *Asia*. 16: Return of the effective strength of the garrison 17: A second return of the effective strength of the garrison 18: Duplicate list of the packet sent by the ship *Britannia*.

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		26 List of the Honble. Compys. Civil and Military Servants on the Isd. St. Helena taken 5 Octr. 1783 27 Petition of Wm. Troop Soldr. to the Honble. Court of Directors 28 List of 14 discharged Men who take their Passage for England upon the Ship Warren	19: Duplicate proceedings of the General Quarterly Sessions held on 1 July 1783 20: Duplicate disbursements of the ship *Spy*. 21: Duplicate account of the cost of building the fence at Longwood from 1 April to 30 June 1783 22: Governor and Council's certificates for 8 invalid soldiers recommended for the Military Fund 23: Surgeon's certificates for 5 invalid soldiers 24: Duplicate invoice of slate and Purbeck stone 25: Abstract of the cargo of the ship *Warren*. 26: List of the Company's civil and military servants at St Helena, taken 1 October 1783 27: Petition from William Troop, soldier, to the Court of Directors 28: List of 14 discharged men taking their passage to England in the *Warren*. **Interpretations** Purbeck stone was a hard limestone quarried on the Isle of Purbeck in Dorset. It was valued in England for paving, steps and flooring because it wore well and could be polished. Slate was shipped for roofing. St Helena's own volcanic rock was rough and hard to dress, so it was poor material for fine work. Both materials made a long voyage as ballast or freight, and an invoice came with them to account for their cost.
159	148	To the Honble. &c. Honble. Sirs Para. 1 By the Ship Warren which left this Place the 6 instant we had the honor of writing you last Duplicate whereof goes Enclosed - 2 You will please to observe on Consultation of the 16 instant is entered a Minute of the Governors respecting the Dispatch of the Ship Spy to Europe, which meeting with our joint concurrence, We accordingly Dispatch her and hope the measure will meet with your approbation - 3 We beg leave at the representation of the Governor in consequence of Capt. Sherwoods application to him setting forth the extraordinary expence he has been at in laying in Stock &c. for his Table on account of Messrs. Blair, Robinson and De la Chaumette and their two Servants to strongly recommend to your Honors that some Allowance may be made him on that Account, judging it proper to leave that to your own bounty rather than take it upon ourselves to advance any Cash here - 4 Having purchased on Your Honors Account sixty four Drum heads of a superior quality to those generally sent from England at two and six pence each, the Price they are Invoiced at, which being fully sufficient for the use of the Garrison next Year, request you will be pleased to stop those Indented for next Season - 5 The Quarters Accounts to the 30 last Month being laid before the Board on Monday last renders the Consultation so long that **Margin Notes:** Last address Respecting the Dispatch of the Spy to England Money to be advanced to Capt. Sherwood recommended to the Company Drum heads Purchased	1: The Council's last letter to the Court went by the *Warren*, which sailed on 5 October 1783. A duplicate was enclosed. 2: The consultation of 16 October 1783 recorded a minute from Governor Corneille on sending the ship *Spy* to Europe. The whole Council agreed with him and sent her off. It hoped the Court would approve. 3: Captain Sherwood had told the Governor he had spent an unusually large sum on stores and provisions for his table. The cost came from carrying Mr Blair, Mr Robinson and Mr De la Chau[...], together with their two servants. On the Governor's advice, the Council urged the Court to make Sherwood some allowance for this. The Council thought it better to leave the amount to the Court's generosity than to advance him any money on the island. 4: The Council had bought 64 drum heads for the Company. They were better than the ones usually sent from England and cost £0 2s 6d each, the same price as on the English invoices. The Council expected them to supply the garrison for the whole of the next year. It asked the Court not to send the drum heads already ordered for the coming season. 5: The quarterly accounts to 30 September 1783 had been laid before the Council on the previous Monday. As a result the consultation ran to a great length. **Interpretations** Captain Sherwood asked the Council for money, and the plain answer would have been to pay him from the island's treasury. The Council chose not to. It recommended his claim to London and left both the decision and the amount to the Court. The passengers were apparently travelling on Company business rather than paying their own fares. A captain who fed such passengers at his own table could expect to be repaid. Even so, the sum had no settled rate, and paying it on the island would have committed the Company to an expense it had not approved. By passing the claim on, the Council supported Sherwood without spending money it might have to justify later. Drum heads were the stretched skins, usually calf or goat vellum, that formed the playing surfaces of military drums. Drums sounded the garrison's daily routine and passed signals between posts. The skins split in use and in damp weather, so new ones were

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			needed all the time. The Council took the chance to buy a better stock from a passing ship at the English price. It then asked the Court to cancel the regular order, so the island would not be left with a double supply. Stopping the standing order shows that the island's yearly indent to England could be changed when better goods turned up locally.
160	149	that it cannot be transcribed by this opportunity - 6 We have granted a Set of Bills to the Attorneys of Mr. Thomas Cole for the Sum of £300 - payable to himself drawn at ninety days sight and dated the 20 instant - We are Honorable Sirs St. Helena Your most Obedient 22 October 83 and humble Servants - Signed Danl. Corneille Henry Graeme Matt. Bazett Willm. Wrangham Henry Bazett List of the Honble. Companys Packet from St. Helena Ꮒ Ship Spy dated 22 October 1783 No. 1 Governor and Councils General Letter dated the 22 Octr. 83 2 do. & do. do. dated the 22 do. do. relating to Law matters 3 Dupt. do. & do. dated 5 October 1783 4 Consultations from 6 to 13 October do. 5 Dupt. do. from the 4 August to 29 Septr. do. 6 Cash Account for the Month of September do. 7 do. from 1 to 22 October do. 8 Dupt. do. for the Month of August do. 9 do. do. from the 30 to 31 July do. 10 Duplicate Ship Warrens Account 11 Effective State of the Garrison 12 First Receipt for the Packet Ꮒ Ship Warren **Margin Notes:** Bills	The quarterly accounts made the consultation so long that the Council could not get a copy ready to send by this ship. 6: The Council issued a set of bills of exchange for £300 0s 0d to the attorneys of Mr Thomas Cole. The bills were payable to Cole himself at 90 days' sight and were dated 20 October 1783. The letter was dated St Helena, 22 October 1783, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. The packet sent from St Helena by the *Spy* had a list of contents dated 22 October 1783. It held the following papers. 1: General letter from the Governor and Council dated 22 October 1783 2: General letter from the Governor and Council on legal matters dated 22 October 1783 3: Duplicate of the Governor and Council's general letter dated 5 October 1783 4: Consultations from 6 to 13 October 1783 5: Duplicate consultations from 1 August to 29 September 1783 6: Cash account for September 1783 7: Cash account from 1 to 22 October 1783 8: Duplicate cash account for August 1783 9: Duplicate cash account from 30 to 31 July 1783 10: Duplicate account of the ship *Warren*. 11: Return of the effective strength of the garrison 12: First receipt for the packet sent by the ship *Warren*. **Interpretations** Cole's bills show how a man who had left St Helena could still get his money out of it. His attorneys on the island collected what was owed to him, paid it into the Company's treasury and took bills made out in his own name. Cole could then draw the money from the Court in London 90 days after presenting the bills. Neither he nor his agents had to send coin by sea. The Company gained cash for use on the island and settled the debt in England later, at no risk to itself.
161	150	13 First Receipt for a Small Paper Packet Ꮒ Portugueze Ship Don Alexander 14 Second Receipt for the Packet Ꮒ Ship Britannia 15 Duplicate List of the Packet Ꮒ Ship Warren 16 Account of Expence carrying on the Fence in Long Wood from the 1 July to 30 Septr. 1783 17 Proceedings of a General Quarterly Sessions held on the 8 October 1783 18 List of Rents and Revenues due to the Honble. Company for the Year ending 30 Septr. 1783 19 do. of Familys Lands and Cattle taken 30 Septr. do. 20 do. of the Honble. Companys Slaves &c. 30 do. do. 21 do. of Marriages Births Christenings & Burials 22 A Letter from Major Henry Graeme to the Honble. the Court of Directors To the Honble. &c. Honble. Sirs Para. 1 Under date of the 22 last Month we had the honor of Addressing you Ꮒ Ship Spy - 2 On the 3 instant Arrived your	13: First receipt for a small paper packet sent by the Portuguese ship *Dom Alexandre*. 14: Second receipt for the packet sent by the ship *Britannia*. 15: Duplicate list of the packet sent by the ship *Warren*. 16: Account of the cost of building the fence at Longwood from 1 July to 30 September 1783 17: Proceedings of the General Quarterly Sessions held on 1 October 1783 18: List of rents and revenues due to the Company for the year ending 30 September 1783 19: List of families, with names and ages, taken 30 September 1783 20: List of the Company's slaves and others, taken 30 September 1783 21: List of marriages, births, christenings and burials 22: Letter from Major Henry Graeme to the Court of Directors 1: The Council's last letter to the Court, dated 22 October 1783, went by the *Spy*.

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		Honors Ship Queen from China which Place she left the 1 June last. We are informed by Capt. Dayles that in his way thro' Pitts Straits he met with a Malay Prow which had on board a European Boy late belonging to the Northumberland, who acquainted him that on the 2 April, being on the Coast of New Guinea and sending their Boats on shore for Water and Provision he was taken with twelve others, five of which were killed on Landing by the Natives, being the 1, 3 and 4 Officers with the Carpenter's Mate & a Quarter Master - 3 Yesterday Arrived His Majestys Frigate Medea and the Pondicherry Transport from Madras - **Margin Notes:** Last address News respecting the Queen and Northumberland	2: On 3 November 1783 the Company's ship *Queen* reached the island from China, which she had left on 1 June. Captain Dayles reported meeting a Malay prow while passing through Pitt's Strait. On board was a European boy who had served on the *Northumberland*. The boy said the ship had been off the coast of New Guinea on 2 April and had sent boats ashore for water and food. The local people seized him and 12 other men. Five of the 13 were killed as they landed: the first, third and fourth officers, the carpenter's mate and a quartermaster. 3: The frigate *Medea* of the Royal Navy and the *Pondicherry* transport arrived from Madras on the previous day. **Interpretations** Items 18 to 21 were the island's yearly returns, all made up to 30 September 1783. Together they gave the Court a full picture of its colony each year. Rents and revenues showed what the landholders owed. The lists of families and of slaves counted the people on the island, both free and owned. The register of marriages, births and burials recorded how the settler population was changing. With these papers the Court could check the Council's figures from London and see when land rents fell behind or the number of slaves changed. Pitt's Strait lay among the islands west of New Guinea. East India Company ships used this eastern route to reach China when the monsoon closed the usual passage through the South China Sea. The route was little known and passed coasts where ships had to send boats ashore for water. The boy's account was the first word to reach St Helena of the attack on the *Northumberland*'s boats, carried by a Malay trading vessel and then by the *Queen*. The Council sent the news on to London because the Court would need to know which officers it had lost.
162	151	Madras, last from the Cape, both with Dispatches from Admiral Hughes - The Pondicherry left Madras about the Month of August last and the Medea on the 9 September following. We are sorry to be informed by the Captains of the beforementioned Frigate and Transport of the loss of three of your Honors Ships by fire viz. Duke of Athol unfortunately blown up in Madras Roads and all her Crew either killed or wounded together with several Officers and Warrant Officers and ninety Seamen belonging to His Majestys Ships who were assisting her - The Duke of Kingston also blown up off Ceylon and seventy Men of her Company lost, and the Fairford at Bombay but most of her Crew saved - We are also told that the Hound Sloop parted with the Cato on board which Ship Admiral Kepler was two hundred Leagues to the Westward of the Cape and that said Ship has not since been heard of. Your Honors Ship Hinchenbrooke we are likewise informed was unfortunately lost in Bengal River - 4 The Medea brings Accounts of Sir Edward Hughes having had an Engagement with the French Fleet off Cudalore the 20 June last, which proved undecisive - 5 We are further acquainted that the Ships Barwell, Halswell, Pigot, Atlas Lord Macartney, Earl Oxford, Vansittart, Belmont, Fox, Stormont, True Briton, York, Houghton, Lascelles, London and Earl Sandwich were Arrived at Madras and the General Elliot and Besborough at Bombay - That the Barwell, Halswell, Lord Macartney, Belmont Fox Ceres and Talbot had Sailed for Bengal and the Stormont, York, Houghton	The *Medea* and the *Pondicherry* had sailed from Madras and called last at the Cape. Both carried dispatches from Admiral Hughes. The *Pondicherry* left Madras about the middle of August 1783, and the *Medea* followed on 9 September 1783. Their captains reported that three of the Company's ships had been lost to fire. The *Duke of Athol* blew up in Madras Roads. Every man of her crew was killed or wounded. Several officers and warrant officers and 90 seamen from Royal Navy ships who had gone to help her were also lost. The *Duke of Kingston* blew up off Ceylon with the loss of 70 of her crew. The *Fairford* was lost at Bombay, though most of her crew survived. The captains also said that the sloop *Hound* had parted from the fleet about 200 leagues west of the Cape. She was carrying Admiral [...], and nothing had been heard of her since. The Council also learned that the Company's ship *Hinchinbrooke* had been wrecked in the Bengal River. 4: The *Medea* reported that Sir Edward Hughes had fought the French fleet off Cuddalore [...]. Neither side won a clear victory. 5: The Council also heard that a long list of ships had reached Madras. They were the *Barwell*, *Halsewell*, *Pigot*, *Atlas*, *Lord Macartney*, *Earl of Oxford*, *Vansittart*, *Belmont*, *Fox*, *Stormont*, *True Briton*, *York*, *Houghton*, *Lascelles*, *London* and *Earl of Sandwich*. The *General Elliot* and the *Besborough* had reached Bombay. The *Barwell*, *Halsewell*, *Lord Macartney*, *Belmont*, *Fox*, *Ceres* and *Talbot* had since left for Bengal. The *Stormont*, *York*, *Houghton* and *Lascelles* had left for China. 6: The Council was pleased to tell the Court that peace had been made with the Marathas. **Interpretations** Passing on this news was part of St Helena's work for the Company, besides governing the island. Ships homeward bound from India called at the island and left their news there. Whichever ship next

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		and Lascelles for China - 6 A Peace with the Marattas we have the pleasure to inform you is concluded **Margin Notes:** Arrival of the Medea & Pondicherry from Madras Unfortunate Accnt. of the Loss of the Ld. Athol Duke Kingston & Fairford by fire No acct. of the Cato on board which ship was Adml. Kepler Loss of the Hinchenbrooke Sir Edw. Hughes Engagement with the French Fleet Arrival of Ships at Madras Peace with the Marattas	sailed for England carried the Council's summary to London. As a result, the Court might learn of losses, battles and arrivals from St Helena before the ships' own dispatches reached it. The Council named every arrival at Madras and Bombay and every ship that had sailed on to Bengal or China. This let the Court see how far its trading season had gone, which ships were safe and which cargoes could be expected. The fire on the *Duke of Athol* drew sailors from the Royal Navy ships in Madras Roads, who rowed over to fight it. Many of them died when the ship blew up. Company ships and warships lay in the same roads, and naval crews were expected to help a burning Indiaman. A ship on fire carried gunpowder in her magazine, so the danger was always that the fire would reach it. This happened on the *Duke of Athol* and also on the *Duke of Kingston*. Three Company ships lost to fire in one season was a heavy blow to the shipping and to the owners who had chartered the vessels to the Company.
163	152	concluded upon, but are not acquainted with Particulars - The War in the Carnatic is still carried on by Tippo Saib and it was reported from French intelligence that he had defeated General Matthews and made most of his Army together with the General himself, Prisoners 7 This Letter waits on You by Capt. Gower Commander of His Majestys Frigate Medea We are Honorable Sirs St. Helena Your most Obedient 15 Novemr. '83 and humble Servants - Signed Danl. Corneille Henr. Graeme Wm. Wrangham To the Honble. &c. Honble. Sirs 1 We wrote you last ℔ His Majestys Frigate Medea under date of the 15 instant, which Vessel left this Place the day following a duplicate thereof is herewith enclosed together with the one ℔ Spy dated the 22 October last and shall by your Honors Ship Queen that Sails from hence in a few Days forward you our other Dispatches - This Letter waits on you by Capt. **Margin Notes:** News that Tippo Saib had defeated Genl. Matthews	The Council knew that peace had been agreed with the Marathas, but it had no details of the terms. Tipu Sultan was still fighting in the Carnatic. Reports from French sources said he had defeated General Matthews and taken most of his army prisoner, including Matthews himself. 7: Captain Gower, commander of the frigate *Medea* of the Royal Navy, carried the letter to England. It was dated St Helena, 4 November 1783, and signed by Governor Daniel Corneille, Henry Graeme and William Wrangham. 1: The Council's last letter to the Court, dated 4 November 1783, went by the frigate *Medea*, which sailed the following day. A duplicate was enclosed, together with a duplicate of the letter sent by the *Spy* on 22 October 1783. The Company's ship *Queen* was due to sail within a few days, and the Council planned to send the rest of its dispatches by her. The letter was carried to England by a captain named on the next page. **Interpretations** The Council gave the news of Matthews's defeat but said plainly that it came from the French. This was enemy news and could not be checked, and the Council did not want the Court to treat it as confirmed. The war in the Carnatic was still going on even though peace had been made in Europe. The Council therefore made clear that the end of hostilities with France had not ended the fighting with Tipu. The Council chose a quick channel for the news and a slower one for its papers. The frigate *Medea* was a fast warship that could leave at once, so the urgent news from India went in a short letter by her. The full dispatches were kept back for the *Queen*, a Company ship that would carry them under the Company's own care. Sending duplicates by each ship also protected the Council's correspondence. If one ship was lost, its letters would still reach London by another.
164	153	Capt. D'Auvergne who goes a Passenger upon the Pondicherry Transport - We are Honble. Sirs Your most Obedient and humble Servants (Signed) St. Helena Danl. Corneille 20 Novr. '83 Henry Graeme Matt. Bazett Wm. Wrangham Henry Bazett To the Honble. &c. Honble. Sirs	Captain D'Auvergne, who was travelling as a passenger in the *Pondicherry* transport, carried the letter to England. It was dated St Helena, 20 November 1783, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. 1: The Council's last letter to the Court, dated 20 November 1783, went by the *Pondicherry* transport. A duplicate was enclosed. 2: A French ship, the *Pacification*, arrived from Mauritius on 23 November 1783 under Captain Du[...]. She was of 500 tons, mounted 4 guns and carried a crew of 45. Her cargo of Chinese and Indian goods was bound for Lorient.

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		Para. 1 We had the pleasure of addressing you last the 20 instant ℔ the Pondicherry Transport Duplicate of which is herewith transmitted - 2 On the 22 instant Arrived a French Ship from Mauritius called the Pacification Captn. Duranon Burthen 500 Tons, carrying 4 Guns and 45 Men Laden with China and India Goods Bound to Port L'Orient - 3 Mr. Samuel Masons Covenanted time as Writer expiring on the 4 instant, requested to be put upon the Establishment of Factor which we have complied with - he has Named Messrs. Benjamin Mason Senr. and Nathaniel Kennedy Gentlemen of this Island to be his Securitys - 4 The Leather Hose of the Fire Engines being entirely perished we have sent a Pattern Screw of each size to have others made by and **Margin Notes:** Last address Arrival of Ships Mr. S. Mason put upon the Establisht. of Factor Leather Hose for Fire Engines	3: Mr Samuel Mason had served his full term as a writer. On 4 November 1783 he asked to be raised to the rank of factor, and the Council agreed. He named two island gentlemen, Benjamin Mason senior and Nathaniel Kennedy, to stand surety for him. 4: The leather hoses of the fire engines had rotted beyond use. The Council sent the Court a sample screw fitting in each size, so that new hoses could be made to fit. **Interpretations** Mason's promotion depended on two men agreeing to answer for him. As a factor he would handle Company money and goods. The Company protected itself by requiring a bond, backed by sureties who would pay if he defaulted or embezzled. The sureties were island landholders whose property could be seized. Benjamin Mason senior was probably a relation, perhaps his father. A young man's advancement in the Company's service therefore relied on his family's credit on the island as well as his own record. The Council sent the sample screws because new hoses were useless unless their brass couplings fitted the engines already on the island. It could have simply ordered replacement hose by length and size. A hose made in England to a slightly different thread would not connect. Sending the actual fittings meant the makers could match them exactly, avoiding an expensive mistake that would take a year to correct by sea.
165	154	and request you will replace said Hose the first opportunity according to the Indent herewith transmitted Having omitted in our Indent of this Year to send for Ridge and Gutter Tiles, beg you will be pleased to send Us by the next Conveyance 5000 of each - 5 Captain Douglas being in want of a Cable for the use of the Ship Queen We have spared him the one left here out of the Swallow which being Damaged we have only Charged him Prime Cost amounting to £120 - 6 The Gentlemen Passengers on board the French Ship Pacification inform Us that the Commander meant to put in to the Cape, but was prevented by contrary Winds, and as they passed saw a Number of Ships in Table Bay one of which had a White Flag at the Fore top gallt. mast head therefore suppose they were part of Monsr. Suffrein's Squadron - 7 We have granted a Set of Bills of to Mr. Willm. W. Doveton for £300 - payable to Mr. Timothy Williamson (or Order) drawn on your Honors at ninety Days sight - 8 The Passengers on board the Queen are Mr. Rawlinson, Lieut. George Gordon, 73 Regt. and Mr. Robert Pierce and on board the French Ship Capts. Parr and Worsley of His Majesty's Navy, Captn. Gregory and Messrs. Bigby and Merritt - 9 This Letter waits on your Honors ℔ Ship Queen - We are Honble. Sirs St. Helena Your most Obedt. and 26 Decemr. '83 humble Servants - Signed Wm. Wrangham Danl. Corneille Henry Bazett Henry Graeme Matt. Bazett **Margin Notes:** Cable sold to the Queen News from the French Ship Pacification Bills Passengers	The Council asked the Court to replace the hoses at the first chance, following the order list enclosed. It had also forgotten to include ridge tiles and gutter tiles in that year's order. It asked for 5,000 of each to be sent by the next ship. 5: Captain Douglas needed a cable for the Company's ship *Queen*. The Council let him have the cable left on the island by the *Swallow*. Because it was damaged, Douglas paid only its original cost of £120 0s 0d. 6: The passengers on the French ship *Pacification* said that her captain had meant to call at the Cape. Contrary winds kept him out. While off the coast, they had seen a number of ships lying in Table Bay. One flew a white flag at the head of her fore topgallant mast. They therefore thought the ships belonged to the French squadron under Suffren. 7: The Council issued a set of bills of exchange to Mr William Doveton for £300 0s 0d. They were drawn on the Court at 90 days' sight, payable to Mr Timothy Williamson or his order. 8: The *Queen* was carrying three passengers: Mr Rawlinson, Lieutenant George Gordon of the 73rd Regiment and Mr Robert Pierce. The French ship *Pacification* was carrying Captains Parr and Worsley of the Royal Navy, Captain Gregory, Mr Bigby and Mr Merritt. 9: The Company's ship *Queen* carried the letter to England. It was dated St Helena, 26 November 1783, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. **Interpretations** Stores sold to a passing ship were normally charged at more than cost, since they had come a long way and were hard to replace. The Council charged Douglas only the original cost of the cable and said why: it was damaged. A cable left behind by the *Swallow* was of little use to the island in that state. Selling it at prime cost turned an unwanted item into cash and met the *Queen*'s urgent need. It also spared the Council any charge of profiteering from one of the Company's own ships. Two Royal Navy captains were sailing home on a French merchant ship, only months after the peace.

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			Officers from both sides could now travel on each other's ships, and the French ship's call was treated as routine. Even so, the white flag seen in Table Bay was the French royal ensign as an admiral's flag. Suffren's squadron was still at the Cape, so the French naval force in those waters had not yet gone home. The Council recorded the sighting because the movements of that squadron still mattered to the Company.
166	155	List of the Honble. Companys Packet from St. Helena ℔ Ship Queen Dated 24 Novr. 1783 - 1 Governor and Councils Genl. Letter Dated 24 Novr. 1783 2 Duplicate do. & do. do. dated 22 Octr. do. relat. to Law matters 3 do. do. & do. do. dated 20 Novr. do. 4 Consultations from the 20 October to the 24 do. do. 5 Dupt. do. from the 6 to the 13 do. do. 6 Cash Acct. from the 23 to the 31 Octr. do. 7 do. do. from the 1 to the 24 Novr. do. 8 Duplicate do. for the Month of September do. 9 do. do. for the 1 to the 22 Octr. do. 10 Ship Queen's Acct. 11 Effective State of the Garrison 12 First Receipt for a Packet ℔ Ship Spy 13 Second do. for do. ℔ do. Warren 14 Governor and Councils Letter dated 24 Novr. '83 relating to Law Matters 15 Duplicate Acct. of Expence carrying on the Fence in Long Wood from 1 July to 30 Septr. 1783 16 do. List of the Packet ℔ Ship Spy 17 do. Proceedings of a General Quarterly Sessions holden the 8 Oct. '83 18 do. List of Rents and Revenues due to the Honble. Company for the Year ending 30 Septr. 1783 19 do. do. of Familys Lands and Cattle taken 30 do. do. 20 do. do. of the Honble. Companys Slaves do. do. do. 21 do. do. of Marriages Births Christenings and Burials 22 Time of the Arrival of Ship Queens Boat at Banks's 23 Abstract of the Cargoe of Ship Queen 24 Indent of Leather Hose Tiles &c. 25 Captain Douglas's first Receipt for a Box containing pattern Screws for Hose &c. Letter from the Governor to the Honble. Secret Committee to be received do. from do. to the Honble. the Court of Directors from Capt. Douglas	The packet sent from St Helena by the *Queen* had a list of contents dated 24 November 1783. It held the following papers. 1: General letter from the Governor and Council dated 24 November 1783 2: Duplicates of the Governor and Council's general letter and letter on legal matters, both dated 22 October 1783 3: Duplicate of the Governor and Council's general letter dated 20 November 1783 4: Consultations from 20 October to 24 November 1783 5: Duplicate consultations from 6 to 13 October 1783 6: Cash account from 23 to 31 October 1783 7: Cash account from 1 to 24 November 1783 8: Duplicate cash account for September 1783 9: Duplicate cash account from 1 to 22 October 1783 10: Account of the ship *Queen*. 11: Return of the effective strength of the garrison 12: First receipt for a packet sent by the ship *Spy*. 13: Second receipt for a packet sent by the ship *Warren*. 14: Letter from the Governor and Council on legal matters dated 24 November 1783 15: Duplicate account of the cost of building the fence at Longwood from 1 July to 30 September 1783 16: Duplicate list of the packet sent by the ship *Spy*. 17: Duplicate proceedings of the General Quarterly Sessions held on 8 October 1783 18: Duplicate list of rents and revenues due to the Company for the year ending 30 September 1783 19: Duplicate list of families, land and cattle, taken 30 September 1783 20: Duplicate list of the Company's slaves, taken 30 September 1783 21: Duplicate list of marriages, births, christenings and burials 22: Record of the time the boat from the *Queen* reached Banks's. 23: Abstract of the cargo of the ship *Queen*. 24: Order list for leather hose, tiles and other items 25: Captain Douglas's first receipt for a box of pattern screws for the hoses and other items Two further letters did not go in the packet. Captain Douglas received them to deliver by hand. 1: Letter from the Governor to the Secret Committee 2: Letter from the Governor to the Court of Directors **Interpretations** The Governor's two letters travelled outside the packet, in Captain Douglas's personal care. The Secret Committee was a small group of directors who handled confidential matters of war and diplomacy without the full Court. Its correspondence did not pass through the ordinary channels where many clerks and directors could read it. Separating these letters from the bundle of routine papers kept them

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			out of general circulation. It also made one named commander answerable for delivering them.
167	156	To the Honble. &c. Honble. Sirs Para. 1 By your Honors Ship Queen We had the pleasure of writing you last under date of the 26 November Duplicate thereof goes inclosed - 2 On the 29 last Month Arrived His Majestys Transport Eagle from Bombay, which Place she left the 13 April last in Company with two other Transports called the Three Sisters and Content, the former foundered off the Cape of Good Hope but all the People saved - after which they bore away for Madagascar where they Wintered and proceeding to Europe the Eagle parted Company with the Content 120 Leagues to the Eastd. of the Cape Your Honors Snow Trial Arrived on the 18 instant from Fort Marlbro - she Sailed from thence the 13 October last and left the Royal Bishop and Greyhound Packet there - Your Ship Walpole We are informed had Arrived at that Place and was gone down the Coast to Compleat her Cargoe of Pepper, after which she was immediately to Sail for China - 3 The Passengers on board the Eagle are Captn. Mountain Clements and Lindsay of the Military Lieut. Parry of the Military The Revd. Mr. Cutter and two Midshipmen of the Navy - on the Trial Messrs. Salmon, Marsden and Botham - 4 This Letter waits on you by the abovementioned Snow Trial - We are Honble. Sirs St. Helena Your most Obedt. and 22 Decr. '83 humble Servants - (Signed) Wm. Wrangham Danl. Corneille Henry Bazett Henry Graeme Matt. Bazett **Margin Notes:** Last address Arrival of Ships and other News Do. Passengers - A page appears to be missing before this one. The previous page ended with the catchword "List", which would begin the List of the Packet ℔ Ship Queen, but this page opens with a new letter, "To the Honble. &c.". Please send the page in between if you have it.	1: The Council's last letter to the Court, dated 26 November 1783, went by the Company's ship *Queen*. A duplicate was enclosed. 2: On 29 November 1783 the transport *Eagle* of the Royal Navy arrived from Bombay. She had left there on 13 April 1783 in company with two other transports, the *Three Sisters* and the *Content*. The *Three Sisters* sank off the Cape of Good Hope, though all her people were saved. The two surviving ships then turned away to Madagascar and spent the winter there. They later set out again for Europe. About 120 leagues east of the Cape the *Eagle* lost sight of the *Content*. The Company's snow *Trial* arrived from Fort Marlborough on 18 December 1783. She had sailed from there on 13 October 1783. The *Royal Bishop* and the *Greyhound* packet were still at Fort Marlborough when she left. The Council also learned that the Company's ship *Walpole* had reached Fort Marlborough. She had gone down the coast to finish loading pepper and would then sail straight for China. 3: The *Eagle* carried Captains Mountain, Clements and Lindsey and Lieutenant Parry of the army, the Reverend Mr Cutter and two Royal Navy midshipmen. The *Trial* carried Mr Salmon, Mr Marsden and Mr Botham. 4: The snow *Trial* carried the letter to England. It was dated St Helena, 22 December 1783, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. **Interpretations** Pepper was the reason for the *Walpole*'s detour along the coast. Fort Marlborough was the Company's settlement on the west coast of Sumatra. Its pepper was grown in scattered districts and gathered at small posts along the shore. A ship could not take on a full cargo at the main settlement. She had to work her way down the coast collecting it. The *Walpole* was to carry the pepper to China, not to England. There it would be sold to raise money for buying tea, which saved the Company from shipping silver out from Europe.
168	157	To the Honble. &ca. Honble. Sirs Para. 1 Our last Address waited on you ℔ the Snow Trial dated the 22 December a Duplicate of which goes inclosed - 2 On the 24 Arrived the Nancy Packet from Bombay which place she left the 7 Octr. last and Arrived the 28 same Month - The Besborough Alfred, Sullivan Glatton Raymond and Hawke were at Bombay. Captn. Haldane informs Us that a Detachment from Sir Edwd. Hughes's Fleet consisting of Six Sail of the Line and two Frigates with eight hundred Troops on board were Arrived at Mangalore as a Reinforcement that Place being still beset by Tippoo Sahibs Army. The Report of General Mathews being made Prisoner with part of his Army is confirmed by Captn. Haldane who also acquaints Us Commodore King had Sailed for Europe with his Squadron. That he saw two Ships at a great distance on the Malabar	1: The Council's last letter to the Court, dated 22 December 1783, went by the snow *Trial*. A duplicate was enclosed. 2: On 24 December 1783 the *Nancy* packet arrived from Bombay. She had left Bombay on 7 October 1783 and sailed from Anjengo on 28 October. The *Besborough*, *Alfred*, *Sullivan*, *Glatton*, *Raymond* and *Hawke* were lying at Bombay when she left. Captain Haldane said that a force from Sir Edward Hughes's fleet had reached Mangalore to strengthen the garrison. The force was made up of six ships of the line and two frigates with 800 soldiers on board. Tipu Sultan's army was still besieging the town. Haldane confirmed that General Matthews and part of his army had been taken prisoner. He said Commodore King had sailed for Europe with his squadron. Off the Malabar coast Haldane had seen two ships in the distance, one flying a blue flag at the head of her fore topgallant mast. He took her for Sir Edward Hughes on his way to Bombay. Sir Richard Bickerton had told him the admiral meant to go

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		Coast one of which had a Blue Flag at the Fore top g. Mast head which he judged to be Sir Edwd. Hughes going to Bombay as Sir Richard Bickerton had informed him it was the Admirals intention to go to that Place. We further learn from Captn. Haldane that General Stuart was under close Arrest but knows not on what occasion - 3 By Letter received from the Presidency of Bombay we are informed that a Cessation of Hostilities had taken place between Us and Tippoo Sahib and that there was great hopes of a General Peace being shortly concluded with the Country Powers - 4 We received a Letter from the Presidency of Bombay enclosing a Copy of one addressed to them by Mr. George Smith which we have entered upon Consultation of the 29 Ultimo for your inspection **Margin Notes:** Last Address News and intelligence recd. by Capt. Haldane Do. Letter from the Presidency of Bombay Do. enclosing a Copy of a Letter from Mr. Geo. Smith	there. Haldane also reported that General Stuart was under close arrest, though he did not know why. 3: A letter from the Presidency of Bombay told the Council that hostilities with Tipu Sultan had stopped. There were strong hopes of a general peace with the Indian rulers before long. 4: The Presidency of Bombay sent the Council a copy of a letter addressed to it by Mr George Smith. The Council entered the copy in its consultation of 29 December 1783 so that the Court could read it. **Interpretations** The Council passed on two pieces of news without trying to reconcile them. Captain Haldane, who had left the coast in October, said Mangalore was still under siege and that reinforcements were arriving. The Presidency's own letter said the fighting with Tipu had stopped. The Council set Haldane's account apart as what he had seen and heard, and gave the Bombay letter as official intelligence. This let the Court see which report came from whom. News from India reached St Helena by several routes and at different times. The Council's job was to record each source honestly rather than combine them into one account that neither source could support.
169	158	inspection And have to observe thereon that should the said Commercial Equipment touch at this Island jointly or separately We shall observe the greatest Circumspection and strictest attention to their Conduct whilst here - 5 By this Conveyance we transmit your Honors General Books of Accounts Balanced to the 30 September last - 6 As the last Quarters Accounts will not be laid before Us until the 19 instant We cannot transmit a Cash Account to a later date than that made up to the 30 November 1783 - 7 We have Granted the following Sets of Bills of Exchange Viz. Two Sets to Major Henry Graeme One for £50. 2 - payable to Mr. Richard Holt Junr. The other for £50 - payable to Philip Deare Esqr. One to Matthew Bazett Esqr. for £500 - payable to Matthew Purling and Gabriel Harper Esqrs. (or to either of their Order) One to Major Henry Bazett for £500 - payable to Matthew Purling and Gabriel Harper Esqrs. (or to either of their Order) One to William Wrangham Esqr. for £500 - payable to Matthew Purling and John Clements Esqrs. (or to either of their Order) And one to the Attorney of Captain Joseph Hall for Two hundred and twenty five Pounds payable to Mr. Timothy Williamson (or Order) all drawn at ninety Days Sight and dated the 29 December last - 8 On Consultation of the 29 last Month and 2 instant Your Honors will please to observe are entered two Minutes of the Governors respecting the Mutinous and Irregular Conduct of this Garrison on the 26, 27 and 29 December 1783 together with our determination thereupon And hope the measures taken on this occasion will finally put a stop to such Mutinous Proceedings in future flattering ourselves the same will meet with your Honors approbation **Margin Notes:** Respecting a French Commercial Equipt. to China, General Books of Accounts Cash Acct. Bills of Exchange Company informed of the Mutiny in the Garrison	The Council told the Court it had studied Smith's letter, which concerned a French trading expedition to China. If the French ships called at St Helena, together or one at a time, the Council would watch their conduct closely while they were at the island. 5: The Council sent the Company's general account books, balanced to 30 September 1783, by the same ship. 6: The accounts for the last quarter were due before the Council on 19 January 1784. Until then it could send no cash account made up to a date later than 30 November 1783. 7: The Council issued the following sets of bills of exchange, all drawn at 90 days' sight and dated 29 December 1783. Bills issued to Major Henry Graeme: 1 set payable to Mr Richard Stott junior, £502 0s 0d 1 set payable to Philip Deare, £50 0s 0d Bill issued to Matthew Bazett: 1 set payable to Matthew Purling and Gabriel Harper, or to the order of either, £500 0s 0d Bill issued to Major Henry Bazett: 1 set payable to Matthew Purling and Gabriel Harper, or to the order of either, £500 0s 0d Bill issued to William Wrangham: 1 set payable to Matthew Purling and John Clements, or to the order of either, £500 0s 0d Bill issued to the attorney of Captain Joseph Hall: 1 set payable to Mr Timothy Williamson or his order, £225 0s 0d 8: The consultations of 29 December 1783 and 2 January 1784 contained two minutes by Governor Corneille. They dealt with mutinous and disorderly behaviour in the garrison on 26, 27 and 29 December 1783 and recorded what the Council had decided to do about it. The Council hoped these measures had put down the trouble and would prevent anything like it from happening again. It trusted that the Court would approve. **Interpretations** The Council reported the mutiny in a single paragraph and sent the Court to the Governor's two minutes in the consultations for the details. The measures were explained there, not in the letter itself. Even so, the Council's request for the Court's approval shows it had gone beyond routine discipline. A garrison mutiny on so remote an island was a direct threat to the Company's authority. There were no outside forces to call on, and the soldiers were the only means

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			of keeping order. The Council therefore had to act on its own judgment first and seek London's approval months later. The councillors' bills of exchange were large. Graeme, the two Bazetts and Wrangham together remitted £2,052 0s 0d in one batch, all dated 29 December 1783. Wrangham had already sent home £1,375 0s 0d in bills reported in the letter of September 1783. With peace restored, the risk of capture at sea had passed. The councillors were probably taking the first safe chance to move their savings to London. The Company's treasury on the island gained a matching sum in cash. Peace meant that French ships could once more call at St Helena openly. The Council could not turn away a French trading expedition in peacetime. What it could do was watch, and it promised the Court that it would. A French voyage to China was a direct rival to the Company's own tea trade. Any French ship watering at the island would see its defences, its stores and the timing of Company shipping. The Bombay Presidency had passed on Smith's warning for this reason, and St Helena was the obvious place for the French ships to call on their way.
170	159	approbation. The General Court Martial held on this unhappy Emergency is herewith transmitted, to which we beg leave to refer you for Particulars - 9 Your Honors will likewise please to observe upon Consultation of 3 instant We came to a determination to return Major Bazett the Officers and Party both Civil and Military under his Command Our Public thanks for their Gallant Behavior. Also that we have given a Reward to such of the Garrison who have behaved themselves with Loyalty on this occasion And that We have been under the necessity of Dismissing Cadet Henry Beale your Service - 10 We beg leave further to assure your Honors that we have and shall exert ourselves to secure your Island and Property and adopt such Measures as may prevent and render abortive any attempts of the like Nature in future - 11 Serjeant Michael Tooley who was principally concerned in this Mutiny, tho' we could not bring home the Charge so as to criminate him and he being too dangerous a Person to be kept on this Garrison (and having served his Contracted time) We have given Captn. Haldane an Order to receive him on board the Nancy Packet and carry him to England - 12 Captn. Haldane having reported to the Governor and Council on Wednesday last that he was ready to Sail, We found it necessary to detain him until this Day in order to transmit our Sentiments and Proceedings on the abovementioned daring, Mutinous and seditious Conduct of the Garrison - 13 The great hurry this circumstance has occasioned together with the necessary Arrangements that must naturally follow, We flatter ourselves will sufficiently apologise to Your Honors for any omission of Information **Margin Notes:** Public thanks given to Major Bazett &c. Gratuity to the Loyal Soldiers Cadet Beale Dismissed Assurance of the Govr. & Council to exert themselves for the protection of the Island - Serjeant Tooley sent to England Capt. Haldane detained on acct. of the Mutiny &c. Apology of the Govr. & Council for any omission of Information	The proceedings of the general court martial held during the crisis were enclosed, and the Council referred the Court to them for the details. 9: At its meeting of 3 January 1784, the Council decided to thank Major Bazett publicly for his courage. The thanks extended to the officers and the civil and military party who had served under him. The Council also rewarded the soldiers who had stayed loyal during the trouble. It had found itself obliged to dismiss Cadet Henry Beale from the Company's service. 10: The Council assured the Court that it had done all it could to keep the island and the Company's property safe and would go on doing so. It would take whatever steps were needed to stop any similar attempt from happening again, or to defeat it if one were made. 11: Sergeant Michael Tooly had been one of the leaders of the mutiny. The evidence against him was not strong enough to convict him. Even so, the Council judged him too dangerous to keep in the garrison. His term of enlistment had also expired. The Council therefore ordered Captain Haldane to take him on board the *Nancy* packet and carry him to England. 12: On the previous Wednesday, Haldane told the Governor and Council that he was ready to sail. The Council held him back until the day of the letter so that he could carry its account of the mutiny and the steps it had taken against this open defiance by the garrison. 13: The mutiny had thrown everything into confusion, and much remained to be arranged afterwards. The Council hoped the Court would excuse any gaps in its report for that reason. **Interpretations** The Council could not convict Tooly. The obvious courses were to let him go back to duty or to bring a charge that would fail. The Council did neither. His enlistment had run out, so it no longer needed his consent or a court's verdict to send him away. It simply shipped him home. This removed a leader of the mutiny without a trial that might have ended in acquittal and made him a hero to the soldiers who remained. On an island with no other prison and a crumbling gaol, sending a man away was one of the few safe ways to get rid of him. The Council set out to split the garrison. It thanked publicly the officers and civilians who had stood with Major Bazett, and it gave money to the soldiers who had stayed loyal. Those who had held

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			back from the mutiny were marked out and rewarded, which set them apart from the men who had taken part. The dismissal of Cadet Beale showed that disloyalty would cost even a young officer his career. Together these steps made clear to every man in the garrison where his interest lay. The Council kept the *Nancy* waiting for several days. A ship ready to leave was the island's only way to reach London. The Council judged that the Court must hear about the mutiny from it at once, before rumour or a passenger's account could get there first. The delay cost the packet's owners time. It ensured, however, that the Council's own version of events would be the first to reach the directors.
171	160	Information or otherwise that may have escaped Us on this unhappy Event - We are Honorable Sirs Your most Obedt. and St. Helena humble Servants 3 January 1784 S. Danl. Corneille Henr. Graeme Matt. Bazett Wm. Wrangham Henr. Bazett List of the Honble. Companys Packet from St. Helena ℔ Snow Nancy dated the 3 January 1784 No. 1 Governor & Councils General Letter dated 3 January '84 2 Dupt. do. & do. do. dated 22 December '83 3 do. do. & do. do. do. 24 Novr. relating to Law matters 4 Consultations from the 1 Decr. '83 to 3 Jany. '84 5 Dupt. do. from 20 October to 24 Novr. '83 6 Cash Account from 25 to the 30 do. do. 7 Dupt. do. from 23 to the 31 October do. 8 do. do. from 1 to the 24 Novr. do. 9 Snow Trials Account 10 do. Nancy's do. 11 Duplicate Ship Queens Account 12 First Recpt. for the Packet ℔ Ship Queen 13 Second do. for a box contg. Pattern Screws &c. 14 do. do. for the Packet ℔ Ship Spy 15 Duplicate List of the Packet ℔ Ship Queen 16 do. Indent of Leather Hose, Tiles &c. 17 General Books of Accounts Balanced to 30 Septr. '83 18 General Court Martial held on the 30 and 31 December 1783 -	The Council also asked the Court to excuse any information or other matter about the mutiny that it might have missed. The letter was dated St Helena, 3 January 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. The packet sent from St Helena by the snow *Nancy* had a list of contents dated 3 January 1784. It held the following papers. 1: General letter from the Governor and Council dated 3 January 1784 2: Duplicate of the Governor and Council's general letter dated 22 December 1783 3: Duplicate of the Governor and Council's letter on legal matters dated 24 November 1783 4: Consultations from 1 December 1783 to 3 January 1784 5: Duplicate consultations from 20 October to 24 November 1783 6: Cash account from 25 to 30 November 1783 7: Duplicate cash account from 23 to 31 October 1783 8: Duplicate cash account from 1 to 24 November 1783 9: Account of the snow *Trial.* 10: Account of the snow *Nancy*. 11: Duplicate account of the ship *Queen.* 12: First receipt for the packet sent by the ship *Queen.* 13: Second receipt for a box of pattern screws and other items 14: Second receipt for the packet sent by the ship *Spy.* 15: Duplicate list of the packet sent by the ship *Queen.* 16: Duplicate order list for leather hose, tiles and other items 17: General account books, balanced to 30 September 1783 18: Proceedings of the general court martial held on 30 and 31 December 1783
172	161	To The Honble. &ca. Honble. Sirs Para. 1 We had the Honor of writing you last under date of the 3 instant ℔ Snow Nancy a Duplicate of which Letter we send herewith - 2 Captn. Greeves of the Eagle Transport having made an offer to take away some of the Men concerned in the late Mutiny, now in confinement under Sentence of the General Court Martial - We have accordingly put on board that Vessel John Hughes, Robt. Watson, John Carnan, James Wright Robt. Watson and Thos. Hinds Six of the Ten whom we have determined to send off the Island as the most seditious and worst Characters amongst those concerned in the above unhappy affair. As we look upon this	1: The Council's last letter to the Court, dated 3 January 1784, went by the snow *Nancy*. A duplicate was enclosed. 2: Captain Greeves of the *Eagle* transport offered to take away some of the mutineers held in confinement under sentence of the general court martial. The Council accepted and put six men on board his ship: John Hughes, Robert Watton, John Carnan, James Wright, Robert Watson and Thomas Hinds. They were six of the ten whom the Council had decided to send off the island. It judged these ten the most rebellious and the worst of all who had taken part in the mutiny. The transport was partly in the Company's service, so the Council left the Court to settle any charge for their passage. At Greeves's request the Council also put on board provisions for the six men costing £16 15s 9d. 3: Greeves asked Governor Corneille for various supplies from the Company's stores, and the Council

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		Transport partly in your Service we leave the payment, if any, for the Passage of the above Men to be settled by your Honors And have to inform you that we have put on board for the use of the above Men Provision to the Amount of £16. 15. 9 agreably to Mr. Greeves demand - 3 We have likewise supplied Mr. Greeves with Sundry Necessarys out of your Stores to the Amount of £22. 17. 3 which he applied to the Governor for and as he had not Money to pay for the same He gave the Governor three Bills of Exchange, drawn at a Months sight upon his Owners, which the Govr. has Endorsed to your Honors. The first of which goes Enclosed - 4 Enclosed we also transmit you Mr. Greeves First Receipt for Stores supplied for the use of thirty two of His Majesty's Invalids on board the Eagle Transport which amounts to £60. 17. 3 which we leave to be settled by Your Honors 5 Since transmitting the last General Court **Margin Notes:** Last address &c. Six of the Men concerned in the late Mutiny sent to England upon the Eagle Transport Provision put on board for them Capt. Greeves supplied with Necessarys giving Bills upon his Owners Necessarys supplied the Invalids &c.	let him have goods worth £22 17s 3d. He had no money to pay for them. Instead he gave the Governor three bills of exchange drawn on his owners and payable one month after sight. The Governor endorsed the bills over to the Court and enclosed the first of them. 4: The Council also enclosed Greeves's first receipt for stores supplied to 32 invalid soldiers of the Crown on board the *Eagle*. These came to £60 17s 3d, and the Council left the Court to settle the account. 5: The general court martial's proceedings had already been sent with the last letter. **Interpretations** The Council did not keep the sentenced mutineers in confinement on the island. It chose ten of them to send away and put six on the first ship willing to carry them. A crumbling gaol, recorded in the letter of 3 October 1783, could not safely hold ten dangerous men for long. Keeping them in the garrison would also have left a core of trouble among the soldiers who had just mutinied. Greeves's offer gave the Council a way out, and it took it at once. Like Sergeant Tooly, sent off in the *Nancy*, these men were removed rather than punished on the island. This kept the garrison clear of the leaders of the mutiny without more courts or executions. Greeves's bills show how a ship's master could take supplies without carrying cash. He drew bills on his owners in England. The Governor endorsed them to the Court, so the Company would collect the £22 17s 3d from the owners in London. The island's stores were replaced at no cost to the treasury, and the debt became a matter between the Company and the shipowners. The supplies for the invalids and the provisions for the mutineers were handled differently. Both were left for the Court to settle with the government or the owners, since those men travelled on public business.
173	162	Court Martial relative to the Dangerous Mutiny which had taken place in this Garrison Information having been received of Corporal John Jervis at that Period on Duty at Sandy bay Guard, being a principal Ring leader and Instigator in the whole Business - In consequence of which we brought him to a General Court Martial on the 5 instant and the Charge being Proved against him he was Sentenced to Death And said Sentence was put into Execution the 7th - The Proceedings of said General Court Martial will be transmitted by the next opportunity - And we have the satisfaction to inform your Honors that the Measures taken upon this unhappy occasion gives Us the greatest reason to hope will have its proper effect as Peace and tranquility appears perfectly reestablished in the Garrison - 6 Not considering the present Conveyance the most eligible or safe we have only transmitted a Duplicate of our Last Letter and shall reserve our other Papers for a future opportunity - We are Honble. Sirs Your most Obedient and humble Servants - St. Helena S. 12 January Danl. Corneille 1784 Henr. Graeme Matt. Bazett Wm. Wrangham Henr. Bazett To the Honble. &c. Honble. Sirs Par. 1 By the Eagle Transport that Sailed **Margin Notes:**	After the proceedings of the first general court martial had gone to the Court, the Council learned more about Corporal John Jervis. He had been on duty at the Sandy Bay guard at the time of the mutiny, and he was now named as one of its chief leaders and instigators. The Council tried him before a general court martial on 5 January 1784. The charge was proved, and he was sentenced to death. The sentence was carried out on 7 January. The proceedings of this court martial would go by the next ship. The Council was glad to report that its handling of the crisis seemed to have worked. Order and calm appeared fully restored in the garrison. 6: The Council did not think this ship a suitable or safe way to send its papers. It enclosed only a duplicate of its last letter and kept the other papers back for a later ship. The letter was dated St Helena, 12 January 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. 1: The Council's last letter to the Court went by the *Eagle* transport. **Interpretations** The Council dealt with the leaders of the mutiny in two different ways, and the difference depended on proof. Sergeant Tooly could not be convicted, so he was simply sent away when his enlistment ran out. Against Jervis the Council found evidence, and it held a second court martial just for him. That court condemned him, and he was executed two days later. The speed was deliberate. A hanging in the garrison, so soon after the mutiny, showed the soldiers what a proved leader could expect. The Council's report that calm had returned within days suggests the example had its effect.

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		General Court Martial held for the Trial of Corpl. Jervis Tranquillity of the Garrison at present Only a Dupt. Letter transmitted the Conveyance not being thought Eligible	The Council sent only a duplicate letter by the *Eagle*, holding back its other papers as unsafe. It gave no reason, but the ship itself supplies one. The *Eagle* was carrying six of the convicted mutineers to England. The original papers included the evidence and sentences against these men, and a ship with condemned mutineers on board was not a secure place for them. The Council chose to wait for another ship instead.
174	163	Sailed from hence the 12 Ultimo we had the honor of writing you last - Duplicate of which goes enclosed - 2 On the 26 last Month Arrived your Honors Packet Fortitude from Madras, she Sailed from thence the 15 October '83 and met in her way the Sandwich, London, True Briton & Kent going the Eastern Passage to China - 3 Your Honors Snow Nerbudda Arrived here on the 3 instant from Bengal which Place she left on the 14 November last and quitted the Pilot the 18 - Captn. Rattray informs Us that your Ship Resolution had Sailed from Bengal some time before he did and supposes she has put into the Cape - The Winterton Rodney, Norfolk, Worcester, Ceres, Major, Warren Hastings, Earl Talbot Southampton Nassau, Barwell, Halswell, Pigot Atlas, Lord Macartney, Earl Oxford, Vansittart, Belmont and Fox were at Bengal. The four first of which Ships were to Sail in three Weeks after him for Europe and the Belmont the latter end of November for Madras - Your Ship Hinchenbroke is not lost, as in our Letter dated 15 November we informed you - having only struck on a Sand where she remained some time, gave rise to the Report, she being at Bengal - Captn. Rattray spoke with two French Ships off the Cape and learned that Comodore King was at Table Bay with his Squadron who were very Sickly - We are further acquainted by Captn. Rattray that the Calcutta being in a Leaky condition and not able to receive her Cargoe at Bengal was thrown out of the Service and is gone to Batavia to refit after which it thought she would proceed to China - 4 It gives Us pleasure to find that the Peace with Tippo Sahib is finally concluded and we learn that General McLeod was gone to Seringapatam to receive from Tippo all the English Prisoners - We beg leave to Congratulate your Honors on this happy Event, as well as the present tranquil State of all the Indian **Margin Notes:** Last Address News ℔ Fortitude News ℔ Nerbudda Congratulation on the Peace with Tippo Sahib	1: The Council's last letter to the Court went by the *Eagle* transport, which sailed on 12 January 1784. A duplicate was enclosed. 2: On 26 January 1784 the Company's packet *Fortitude* arrived from Madras, which she had left on 15 October 1783. On her way she had met the *Sandwich*, *London*, *True Briton* and *Kent*. These ships were taking the eastern route to China. 3: The Company's snow *Nerbudda* arrived from Bengal on 3 February 1784. She had left Bengal on 14 November 1783 and dropped her pilot on 18 November. Captain Rattray said the Company's ship *Resolution* had sailed from Bengal some time before him. He thought she had probably put in at the Cape. A large number of ships had been lying at Bengal when the *Nerbudda* left. They were the *Winterton*, *Rodney*, *Norfolk*, *Worcester*, *Earl Talbot*, *Ceres*, *Major*, *Warren Hastings*, *Southampton*, *Nassau*, *Barwell*, *Halsewell*, *Pigot*, *Atlas*, *Lord Macartney*, *Earl of Oxford*, *Vansittart*, *Belmont* and *Fox*. The first four were due to sail for Europe three weeks after Rattray. The *Belmont* was to leave for Madras towards the end of November. The Company's ship *Hinchinbrooke* had not been lost after all, as the Council had reported in its letter of 4 November 1783. She had grounded on a sandbank and stayed there for some time, which started the story. She was now safe at Bengal. Off the Cape, Rattray had spoken with two French ships. They told him that Commodore King was lying in Table Bay with his squadron, and that many of his men were sick. Rattray also reported that the *Calcutta* had begun leaking badly and could not take on her cargo at Bengal. She had been discharged from the Company's service and had gone to Batavia for repairs. It was expected that she would then go on to China. 4: The Council was pleased to learn that peace with Tipu Sultan had at last been concluded. General McLeod had gone to Seringapatam to collect all the British prisoners from Tipu. The Council congratulated the Court on this welcome news and on the peace that now prevailed throughout India. **Interpretations** The Council corrected its own earlier report about the *Hinchinbrooke*. Its letters were often the first news of losses at sea to reach London. The Court relied on them for insurance claims, cargo planning and payments to the owners who had chartered the ships. A false report of a wreck could cause real trouble in London, so the Council withdrew it by the first chance and explained how the mistake had arisen. The *Calcutta* was dismissed from the service because she could no longer do the job she had been chartered for. The Company hired its ships from private owners for each voyage. A ship too leaky to load her cargo in Bengal was of no use to it, so the charter was ended. The owners then had to pay for her repairs at Batavia and find their own freight to China. The Company's goods had to wait for another ship.
175	164	Indian Powers with the Honble. Company - 5 Since the last Accounts transmitted respecting the Mutiny in this Garrison, we have the	The Council also hoped the peace in India would hold between the Company and the Indian states.

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		satisfaction of informing you that every thing has remained quiet, and we have great reason to suppose will continue so - 6 We have ordered on Board the Snow Nerbudda Patrick Dunn, Mathew Monk, Isaac Walker and John Hagan, the four remaining Mutineers out of the ten destined to be sent off the Island - 7 We beg leave to refer you to our Consultation 16 January wherein is entered an Examination upon Oath against Edwd. Joyce late Cooper of this Island who was dismissed your Service some time ago for being a worthless Drunken Fellow - and by said examination you will find what an active part he took with the late Mutineers in exciting them to their late outrage and Mutiny - as his stay upon this Island was upon sufferance and being now convinced that such a Man is a dangerous Member in this Community have determined to send him off the Island by the first convenient opportunity - 8 Your Honors will please to observe upon Consultation of the 26 last Month is Entered for your observation at the request of Major General Stuart a Letter from him to the Board together with Sundry Papers No. 1, 2, 3 & 4 - We have also Entered a Letter from the Select Committee of Madras on Consultation of 2 instant which was omitted being inserted upon the preceeding Consultation - 9 We have granted a Set of Bills to William Wrangham Esqr. for £400 - payable to Matthew Purling & John Clements Esqrs. or to either of their Order drawn at ninety Days sight and dated the 2 instant - 10 The Passengers on Board the Fortitude are Major General James Stuart and Messrs. **Margin Notes:** Respecting the Mutiny The remaining 4 Mutineers sent off Respecting the Examination of Edwd. Joyce General Stuarts Lett. and Papers - Bills Passengers	5: Since its last report on the mutiny, everything in the garrison had stayed quiet. The Council had good reason to believe it would remain so. 6: The Council ordered Patrick Dunn, Matthew Monks, Isaac Walker and John Hagan on board the snow *Nerbudda*. They were the last four of the ten mutineers chosen for removal from the island. 7: The consultation of 16 January 1784 contained sworn evidence about Edward Joyce, formerly the island's cooper. He had been dismissed from the Company's service some time before as a useless drunkard. The evidence showed that he had played a leading part in stirring up the soldiers to riot and mutiny. Joyce had stayed on the island only because the Council tolerated him. The Council was now convinced he was a danger to the community. It decided to ship him off the island at the first suitable chance. 8: At the request of Major General Stuart, the consultation of 26 January 1784 recorded a letter he had written to the Council, with four papers attached, numbered 1 to 4. The consultation of 2 February 1784 also recorded a letter from the Select Committee at Madras. This letter should have been entered at the previous meeting but had been left out. 9: The Council issued a set of bills of exchange for £400 0s 0d to William Wrangham, payable to Matthew Purling and John Clements or to the order of either. The bills were drawn at 90 days' sight and dated 2 February 1784. 10: The *Fortitude* carried Major General James Stuart and other passengers. **Interpretations** Joyce could be expelled without trial because he lived on the island only by the Company's leave. A dismissed servant had no right to remain at St Helena. The Council's permission was all that kept him there, and it could withdraw that permission at any time. The sworn examination gave the Council a formal record to justify its decision, though no court ever convicted him. Ten soldiers were shipped out under sentence and Sergeant Tooly at the end of his enlistment, and now a civilian was sent away by order of the Council. Deportation was the Council's main way of dealing with the mutiny. Captain Haldane had reported only a few weeks earlier that General Stuart was under close arrest at Madras. Stuart now passed through St Helena on his way home. He asked the Council to enter his letter and papers in its consultations. Those records went to the Court of Directors. By placing his case in them, Stuart made sure his own account would be in the Company's papers before he reached London. At about the same time the Council also entered the Madras Select Committee's letter. The Court would therefore have both sides of the dispute in the same set of records.
176	165	Messrs. Maxwell and Walters - on the Nerbudda Captns. Winch & Mence 11 This Letter waits on your Honors ℔ the Snow Nerbudda We are St. Helena Honble. Sirs 6 Febry. 1784 Your most Obedt. and humble Servants Signed Danl. Corneille Henry Graeme Matt. Bazett Willm. Wrangham Henry Bazett List of the Honble. Companys Packet from St. Helena ℔ Snow Nerbudda dated 6 Febry. 1784 - No. 1 Governor & Councils General Letter dated 6 Febry. '84	Mr Maxwell and Mr Walters also travelled in the *Fortitude*. The *Nerbudda* carried Captains Wrench and Mence. 11: The snow *Nerbudda* carried the letter to England. It was dated St Helena, 6 February 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. The packet sent from St Helena by the snow *Nerbudda* had a list of contents dated 6 February 1784. It held the following papers. 1: General letter from the Governor and Council dated 6 February 1784 2: Duplicate of the Governor and Council's general letter dated 12 January 1784 3: Consultations from 5 January to 6 February 1784

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		2 Dupt. do. & do. do. dated 12 Jany. do. 3 Consultations from 5 January to 6 Febry. do. 4 Dupt. do. from the 1 Decr. 1783 to the 3 Jany. do. 5 Cash Account for the Month of December 1783 6 do. for the do. January '84 7 do. from the 1 to 6 Febry. do. 8 Dupt. do. from the 25 to the 30 Novr. 1783 9 do. Snow Trials Account 10 do. do. Nancy's do. 11 Snow Nerbudda's do. 12 First Receipt for the Packet Ib Snow Nancy 13 do. do. for the do. Ib Eagle Transport 14 Second do. for the do. Ib Ship Queen 15 Duplicate List of the Packet Ib Snow Nancy 16 General Courts Martial held on the 5 and 6 January '84 17 Dupt. do. held on the 30 & 31 Decr. '83 18 Proceedings of a General Quarterly Sessions held on 14 Jany. '84	4: Duplicate consultations from 1 December 1783 to 3 January 1784 5: Cash account for December 1783 6: Cash account for January 1784 7: Cash account from 1 to 6 February 1784 8: Duplicate cash account from 25 to 30 November 1783 9: Duplicate account of the snow *Trial*. 10: Duplicate account of the snow *Nancy*. 11: Account of the snow *Nerbudda*. 12: First receipt for the packet sent by the snow *Nancy*. 13: First receipt for the packet sent by the *Eagle* transport. 14: Second receipt for the packet sent by the ship *Queen*. 15: Duplicate list of the packet sent by the snow *Nancy*. 16: Proceedings of the general court martial held on 5 and 6 January 1784 17: Duplicate proceedings of the general court martial held on 30 and 31 December 1783 18: Proceedings of the General Quarterly Sessions held on 14 January 1784
177	166	19 Mr. Jas. Greeves Second Bill of Exchange 20 do. do. Receipt for £60. 17. 3 21 Account of Expence in carrying on the Fence in Long wood 22 Effective State of the Garrison 23 Muster Rolls of do. Mem. A Letter from Major Henry Graeme Directed to Richd. Holt Esqr. Senr. To the Honble. &ca. Honble. Sirs Para. 1 Our last Address waited on your Honors Ib the Snow Nerbudda under date of the 6 instant - 2 On the 12 Arrived a French Ship from the Mauritius called L'Amitie Captn. Bargeau Burthen 400 Tons and carrying 36 Men Laden with Coffee Bound to Port L'Orient she Sailed from Mauritius on the 1 January last and brings Accounts that Monsr. Suffrein in the Hero with another Ship of his Squadron had Sailed a few days before for Europe leaving two Line of Battle Ships at that Place to be repaired. The above Ship L'Amitie proceeded on her passage on Thursday 19 instant - 3 Agreeably to the determination in Consultation of 16 January respecting Edward Joyce and the intimation we gave you in our Letter 6 February of sending him off the Island - We have accordingly put him on board your Ship Fortitude with his Wife and Child - 4 We request you will have reference to our Consultation of 16 instant wherein is **Margin Notes:** Last Address News from French Ship L'Amitie Respecting Edwd. Joyce Company referred to	19: Mr John Greeves's second bill of exchange 20: Mr John Greeves's second receipt, for £60 17s 3d 21: Account of the cost of building the fence at Longwood 22: Return of the effective strength of the garrison 23: Muster rolls of the garrison A letter from Major Henry Graeme to Richard Stott senior went with the packet. 1: The Council's last letter to the Court, dated 6 February 1784, went by the snow *Nerbudda*. 2: On 12 February 1784 a French ship, the *Amitié*, arrived from Mauritius under Captain Bargeau. She was of 400 tons with a crew of 36 and was carrying coffee to Lorient. She had left Mauritius on 1 January 1784. Her people reported that Suffren had sailed for Europe a few days before her in the *Héros*, together with another ship of his squadron. He had left two ships of the line at Mauritius for repair. The *Amitié* continued her voyage on Thursday 19 February 1784. 3: The consultation of January 1784 had decided to send Edward Joyce away, and the Council had told the Court so in its letter of 6 February 1784. It now carried out that decision. Joyce was put on board the Company's ship *Fortitude*, together with his wife and child. 4: The Council asked the Court to consult the record of its meeting of 16 February 1784. **Interpretations** Joyce's wife and child went with him. Once he was expelled, the family had no means of support on the island. They also had no standing of their own to remain without the Company's leave. Sending the whole household spared the island the cost of keeping a destitute family. It also made the punishment final, since he left nothing behind to return to. A man expelled from St Helena could not quietly come back, because every ship and passenger was recorded by the Council.
178	167	is entered Letters received from Captn. Bowden setting forth that the Conduct of his 1 Officer Mr. Ralph Walton had been such that he was under the necessity of superceeding him in his Station and keeping him in Confinement - likewise to Letters received from said Mr. Walton by the Governor with his Answers - Apprehending that the said Mr. Walton's late Conduct proceeded from insanity or the effects of Liquor - We approved	The record of 16 February 1784 contained letters from Captain Bowden of the *Fortitude* about his third officer, Mr Ralph Walton. Bowden wrote that Walton's behaviour had forced him to remove him from his post and hold him in confinement. The record also contained two letters Walton had written to Governor Corneille, together with the Governor's replies. The Council believed Walton's recent behaviour came from madness or drink. It approved

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		of Captn. Bowdens putting him under Confinement and recommended Captn. Bowden to keep him so until his Arrival in England and receive your Honors Directions thereupon - 5 Captn. Bowden has orders to receive on Board the Fortitude Stephen Yorus William Westenburg, James Campbell and Thomas Brunt four Seamen Deserters from the Trial Packet who have been subsisted thirty seven Days @ 6 ℔ Day, amounting to £3. 14 - 6 We have granted the two following Sets of Bills of Exchange Viz. One to Daniel Corneille Esqr. for £300 - payable to John Caillaud Esqr. And one to the Attorneys of Mrs. Margaret Greentree for £1013. 5. 3 payable to herself (or Order) both Drawn at ninety Days sight and dated the 16 instant - 7 This Letter waits on your Honors by the abovementioned Ship Fortitude and enclosed is a Duplicate of that ℔ the Snow Nerbudda - We are Honble. Sirs St. Helena Your most Obedient 25 Febry. 1784 and humble Servants Signed Willm. Wrangham Danl. Corneille Henry Bazett Henry Graeme Matt. Bazett **Margin Notes:** Letters &c. respecting the misconduct of the 1 Officer of the Fortitude Four Deserters sent on board the Fortitude Bills	Bowden's decision to confine him. It advised Bowden to keep him confined until the ship reached England, and then to await the Court's orders. 5: Captain Bowden was ordered to take four seamen on board the *Fortitude*. They were Stephen Yorres, William Westenburg, James Campbell and Thomas Brunt, who had deserted from the *Trial* packet. The island had fed them for 37 days at £0 0s 6d a day each, at a total cost of £3 14s 0d. 6: The Council issued two sets of bills of exchange, both drawn at 90 days' sight and dated 16 February 1784. Bill issued to Governor Daniel Corneille, payable to John Cailland, £300 0s 0d Bill issued to the attorneys of Mrs Margaret Brewster, payable to her or her order, £1,013 5s 3d 7: The *Fortitude* carried the letter to England, with a duplicate of the letter sent by the snow *Nerbudda*. The letter was dated St Helena, 25 February 1784, and signed by Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. A postscript followed. **Interpretations** The Council approved Walton's confinement but did not judge his case. It gave its reason: his conduct seemed to come from madness or drink, not from a deliberate offence. A ship's officer was answerable to his commander and, through him, to the Company in London. A court on the island could not properly deal with a man whose fault might be illness. Putting him ashore would have left the island with an unstable man and no way of sending him home. Keeping him locked up on board until England kept him under control and left the final decision to the Court, which employed him. The four deserters from the *Trial* show what it cost the island to hold seamen until a ship could take them. Each man received sixpence a day for food while he waited. The Council recorded the total so that the cost could be charged to the right account. This was probably the *Trial*'s owners or the ship that took the men on. Like the mutineers, the deserters could not simply be left on the island, so they were put on the first homeward ship.
179	168	P.S. We beg leave to observe to your Honors that it has not escaped our observation the great expence of the Ship Fortitude during her stay here, particularly for the Articles of Provision and Necessaries laid in on Major General Stuarts Account, which the Captn. informs Us from his Instructions and the delicate situation in which he stands with him together with the Generals requisition for such things we could not refuse our Concurrence therewith. You will also please to observe that the Charge of £20. 16 - for Captn. Bowden's Lodging inserted in this Ships Account, he is to settle with your Honors List of the Honble. Companys Packet from St. Helena ℔ Ship Fortitude dated 25 February 1784 No. 1 Governor & Councils General Letter dated 25 Febry. '84 2 Dupt. do. & do. do. dated 6 do. do. 3 Consultations from 9 to 16 Febry. do. 4 Dupt. do. from 5 January to 6 Febry. do. 5 Cash Account from 7 to 25 do. do. 6 Dupt. do. for the Month December '83 7 do. do. for the do. January '84 8 do. do. from the 1 to 6 Febry. do. 9 Ship Fortitude's Account 10 Dupt. Snow Nerbudda's do. 11 First Receipt for the Packet ℔ Snow Nerbudda 12 Second do. for the do. ℔ Snow Nancy	The Council added a postscript. It had noticed how much the *Fortitude* had cost during her stay at the island. Most of the expense came from provisions and other supplies bought for Major General Stuart. Captain Bowden explained that his instructions required him to provide these things. He also pointed to his awkward position towards the general and to Stuart's own demands for the supplies. For these reasons the Council felt it could not refuse to agree. The ship's account also included £20 16s 0d for Bowden's lodging on shore. The Council left Bowden to settle this charge with the Court himself. The packet sent from St Helena by the *Fortitude* had a list of contents dated 25 February 1784. It held the following papers. 1: General letter from the Governor and Council dated 25 February 1784 2: Duplicate of the Governor and Council's general letter dated 6 February 1784 3: Consultations from 9 to 16 February 1784 4: Duplicate consultations from 5 January to 6 February 1784 5: Cash account from 7 to 25 February 1784 6: Duplicate cash account for December 1783 7: Duplicate cash account for January 1784 8: Duplicate cash account from 1 to 6 February 1784 9: Account of the ship *Fortitude*. 10: Duplicate account of the snow *Nerbudda*. 11: First receipt for the packet sent by the snow *Nerbudda*.

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		13 do. do. for a small Paper do. ℔ Eagle Transport 14 Duplicate List of the Packet ℔ Snow Nerbudda 15 do. Proceedings of a Genl. Quarterly Sessions held on the 14 January 1784	12: Second receipt for the packet sent by the snow *Nancy*. 13: Second receipt for a small paper packet sent by the *Eagle* transport. 14: Duplicate list of the packet sent by the snow *Nerbudda*. 15: Duplicate proceedings of the General Quarterly Sessions held on 14 January 1784 **Interpretations** The Council was uneasy about the supplies bought for General Stuart. Normally it would have checked or cut such a bill. It approved this one and said why. Bowden was carrying a senior general who had recently been under arrest, and his instructions told him to supply his passenger. He could hardly refuse Stuart's demands. The Council's postscript made clear that it had approved the spending without agreeing that it was justified. By pointing to the cost in advance, it left the Court to decide whether Stuart or the Company should pay. Bowden's lodging was handled the same way. The Council would not pass the charge as a Company expense and left it to be settled between the captain and the Court.
180	169	No. 16 Effective State of the Garrison 17 Duplicate Account of Expence carrying on the Fence in Long wood To the Honble. &c. Honble. Sirs We had the honor of writing you last on the 25 Ultimo ℔ Ship Fortitude, Duplicate of which goes enclosed - And we now embrace the opportunity of His Majestys Frigate Crocodile which put in here Yesterday for Water to inform you that on the 12 instant Arrived your Ship Rodney from Bengal and the Royal Henry from China the 15 the Worcester from Bengal and the 22 the Dutton from China - The Rodney left the Pilot the 4 Decemr. last and on the 19 spoke with the Besborough off the Island Ceylon in her way from Bombay to Bengal, from which Ship they learned the unfortunate loss of His Majestys Ship Superbe in a Gale of Wind while lying at Anchor in Tellicherry Roads and the Juno Frigate at same time Dismasted - many Country Ships were lost in said Gale of Wind together with their Crews - But the Crew of the Superbe were all saved and Sir Edward Hughes was gone to Madras - The Worcester left Bengal the 10 December and the Atlas Barwell, Norfolk Halswell, Pigot, Earl Oxford, Major Nassau, Warren Hastings, Fox Earl Talbot and Ceres there together with the Hinchenbroke Chesterfield, Busbridge and Belmont - the two former of which Ships were to Sail for Bombay and the latter for Madras - The Royal Henry and Dutton left China the 12 Decr. in Company with the Northumbd. Capt. **Margin Notes:** News of the Shipping Do.	16: Return of the effective strength of the garrison 17: Duplicate account of the cost of building the fence at Longwood The Council's last letter to the Court, dated 25 February 1784, went by the *Fortitude*. A duplicate was enclosed. The frigate *Crocodile* of the Royal Navy had put in for water the day before the letter was written. The Council used her to send the Court news of recent arrivals. The Company's ship *Rodney* had arrived from Bengal on 12 March 1784, and the *Royal Henry* from China on the same day. The *Worcester* followed from Bengal on 15 March and the *Dutton* from China on 22 March. The *Rodney* had dropped her pilot on 4 December 1783. On 19 December, off Ceylon, she spoke with the *Besborough*, which was on her way from Bombay to Bengal. The *Besborough*'s people reported that the Royal Navy ship *Superbe* had been wrecked in a gale while at anchor in Tellicherry Roads. The frigate *Juno* lost her masts in the same storm. Many country ships also went down, and their crews were lost with them. The *Superbe*'s crew all survived, and Sir Edward Hughes had gone on to Madras. The *Worcester* left Bengal on 10 December 1783. Many ships were still lying there when she left: the *Atlas*, *Barwell*, *Norfolk*, *Halsewell*, *Pigot*, *Earl of Oxford*, *Major*, *Nassau*, *Warren Hastings*, *Fox*, *Earl Talbot* and *Ceres*. With them were the *Hinchinbrooke*, *Chesterfield*, *Busbridge* and *Belmont*. Of these last four, the *Hinchinbrooke* and *Chesterfield* were bound for Bombay and the *Busbridge* and *Belmont* for Madras. The *Royal Henry* and *Dutton* had left China on 1 December 1783 in company with the *Northumberland*. **Interpretations** The *Northumberland* was sailing home from China with the *Royal Henry* and the *Dutton*. The Council had first heard of her from the *Queen* on 3 November 1783, which reported that men from her boats had been seized and killed on the coast of New Guinea in April. That report concerned only her boats' crews. It now became clear that the ship herself had reached China and completed her voyage. The Court could read the two reports together and see that the *Northumberland* was safe, although she had lost three of her officers. Country ships were vessels owned by private merchants in India and used in the trade around Asia. They were not part of the Company's own fleet. Their losses in the Tellicherry storm did not touch the Company's ships. They did hurt the merchants of the Company's settlements, whose fortunes depended

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			on this local trade. The Council reported them because the Court's servants in India had money invested in these vessels and their cargoes.
181	170	Captn. West informs Us that by intelligence he got in the Streights of Sunda, there were five English Ships at Batavia, but could not learn their Names - also that he left at China Your Ships Montague, York, Morse Walpole, Houghton Stormont Lascelles, Genl. Coote and Francis - together with 7 French 3 Danes 2 Dutch - 3 Swedes 7 Imperial 1 Spanish and 3 Country Ships - Your Honors Ships were to Sail in two Fleets - the first in three weeks after the Dutton and the second about the same distance of time after them - We learn from Captn. Williamson of the Crocodile Frigate that Commodore King with his Squadron Sailed from the Cape at the time he did, being the 14 instant, and that Sir Richard Bickerton with two Ships were to leave that Place shortly after - Your Ships Winterton Northumberland and General Elliot were also at the Cape, but their time of Sailing was not known - This Letter waits on your Honors Ꮒ Captn. Williamson of His Majestys Frigate Crocodile - We are Honble. Sirs St. Helena Your most Obedt. and 25 March 1784 humble Servants - Signed Danl. Corneille Henry Graeme Willm. Wrangham **Margin Notes:** Ships at China &c. Cape News &c.	Captain West of the *Dutton* reported news he had picked up in the Sunda Strait. Five British ships were said to be lying at Batavia, though he could not learn their names. He had also left the Company's ships *Montague*, *York*, *Morse*, *Walpole*, *Houghton*, *Stormont*, *Lascelles*, *General Coote* and *Francis* in China. Many foreign ships were there with them: 7 French, 3 Danish, 2 Dutch, 3 Swedish, 7 Imperial, 1 Spanish and 3 country ships. The Company's ships were to leave China in two fleets. The first would sail about three weeks after the *Dutton* and the second about three weeks after the first. Captain Williamson of the frigate *Crocodile* reported that Commodore King's squadron had left the Cape at the same time as the *Crocodile*, on 14 March 1784. Sir Richard Bickerton was to follow shortly afterwards with two ships. The Company's ships *Winterton*, *Northumberland* and *General Elliot* were also at the Cape. Nobody knew when they would sail. Captain Williamson carried the letter to England in the *Crocodile*. It was dated St Helena, 25 March 1784, and signed by Governor Daniel Corneille, Henry Graeme and William Wrangham. **Interpretations** Captain West's count of the shipping at Canton shows how crowded the China trade had become. The Company had nine ships there, while foreign ships numbered 23, including the 3 country ships. Imperial ships sailed under the flag of the Austrian emperor, usually from Ostend or Trieste. Many of them were financed by British and other foreign merchants who were barred from the trade by the Company's monopoly. Danish and Swedish ships carried large quantities of tea, much of which was later smuggled into Britain without paying duty. Together they undercut the Company's own sales. The French, who had seven ships at Canton within months of the peace, were the Company's chief rival. The French trading expedition the Council had promised to watch probably belonged to this same push.
182	171	To the Honble. &ca. Honble. Sirs Par. 1 Under date of the 25 instant We had the Honor of Addressing you Ꮒ His Majestys Frigate Crocodile a duplicate of which Letter we send herewith - 2 Since the Sailing of your Ship Fortitude We discovered there was the Sum of £11. 2 not Charged in her Account then transmitted, the Bills not being laid before Us in time. We have now Rectified the same and a new Account is sent by this opportunity - the above circumstance making an alteration in our last Cash Account, which is also Rectified and goes enclosed - 3 Upon Consultation of 8 instant is entered an Account Sales and Acct. Current of the Effects of Mr. James Plunkett late Surgeon of the Betsy Snow who died on the 22 Febry. last. After the payment of Debts and Funeral Charges, there remained a Balance of £13. 14. 2 which is deposited in your Cash - On examining the Papers of said Mr. Plunkett a Pass from the Dutch Government at the Cape was found in which the Names of other Gentlemen being mentioned led Us to apprehend that it might hereafter be of some consequence to them - therefore transmit it a Number in the Packet -	1: The Council's last letter to the Court, dated 25 March 1784, went by the frigate *Crocodile*. A duplicate was enclosed. 2: After the Company's ship *Fortitude* had sailed, the Council found that £11 2s 0d had been left out of her account. The bills for it had not reached the Council in time. The account had now been corrected, and a new copy went with this letter. The change also altered the Council's last cash account, so a corrected version of that was enclosed too. 3: The consultation of 8 March 1784 recorded the sale and final accounts of the property of Mr James Plunkett. He had been surgeon of the snow [...] and had died on 22 February 1784. After his debts and funeral costs had been paid, £13 14s 2d remained. This was placed in the Company's treasury. Among his papers the Council found a pass issued by the Dutch government at the Cape. It named several other gentlemen, and the Council thought it might matter to them later. It therefore sent the pass to the Court as one of the numbered items in the packet. 4: Several captains of the ships then lying in the roads had asked leave to call at Ascension to get more fresh food for their crews. The Council had to refuse. Paragraph 46 of the Court's general letter of 23 December 1774 strictly forbade any Company ship to stop at that island. The Council now asked whether the Court would give it the power to decide such requests itself, since that might be to the Company's benefit.

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		4 Having had several applications from the Captns. of the Ships at present in the Road for leave to touch at the Island of Ascension for the further refreshment of their respective Companys - We were under the necessity of refusing our Consent to said applications in Account of your Orders to the contrary in 16 Para. of General Letter dated 23 Decemr. 1774 - which very strictly prohibit any of your Ships touching at that Island - We request to know whether a discretionary Power granted Us in this particular may not be for the Benefit **Margin Notes:** Last Address Mistake in the Fortitude's Acct. rectified Relating to Mr. Plunkett Dutch Pass Application from the Captns. to touch at Ascension refused conformity to Orders	**Interpretations** Ascension was an uninhabited island about 700 miles north-west of St Helena. Ships could stop there to take turtles, which gave crews weeks of fresh meat. The captains' request had an obvious appeal, since sailors on a long voyage suffered badly without fresh food. The Council refused because of the Court's standing order, which was nearly ten years old. It did not let the order lapse in silence, however. Instead it asked for discretion to decide each case. The ships were in the roads at that moment, and the captains' pressure was real. The Council chose to obey the rule first and argue for changing it afterwards, rather than break a strict order on its own authority. Plunkett's estate shows the Council acting as the island's probate court for a man who died while passing through. It sold his belongings, paid what he owed and his funeral costs, and kept the balance in the Company's treasury until his heirs came forward. The Dutch pass was a different matter. Such a document allowed the men named in it to travel or trade under Dutch protection, probably arranged at the Cape during the war. Destroying it or keeping it on the island might have harmed people the Council did not know. Sending it to London placed it where the men concerned could most easily claim it.
183	172	Benefit of the Service, as it frequently happens that Ships do not get that ample Supply of Fresh Provisions at this Place they could wish, and go from hence often with their Men still labouring under a variety of Disorders the consequence of a long Voyage - 5 In our Letter under date 3 January We had the honor of referring you to Mr. Geo. Smiths Letter transmitted Us by the Presidency of Bombay and entered on Consultation of 29 Decemr. 1783 for your information - As said Letter indicates a style of mystery in the Equipment as well as their Orders in approaching this Island their Rendezvous in preference to the French Islands or the Cape - We beg leave to communicate to your Honors what has further come to our knowledge respecting said Equipment - That the whole of this business is a Partial Grant of the King of France to a Respectable House Mesle and Company of St. Maloes for an exclusive Trade to China for three Years on account of the large Sums that House has lent to Government during the War, and that the Frigates are but to save the concern the expence of other Ships - that this Partial and exclusive Grant has given great umbrage to all the Commercial Interest at Rochfort and that, that Interest jointly with the Merchants at the French Islands have combined together to make it as little beneficial to the Concern at St. Maloes as possible, by consigning three or four Ships from the Islands to China, with Orders to proceed with their China Investments to Rochfort - that the reason of having Orders to touch here is from the House that is allowed the exclusive Grant, on account of the Jealousy they are aware it has occasioned both in France and at the Islands - the knowledge of this circumstance was communicated to the Governor in a familiar Conversation with the Marquis de St. Felix Commander of the Flamand - 6 We have given Captn. Henry Wakeman an **Margin Notes:** Explanation of Mr. Geo. Smiths Letter respecting a French China Equipment & their with Orders to Rendezvous here	The Council argued that this power would benefit the service. Ships calling at St Helena often could not get as much fresh food as they wanted. Many left with their crews still suffering from the various illnesses of a long voyage. 5: In its letter of 3 January 1784, the Council had sent the Court to Mr George Smith's letter. The Bombay Presidency had forwarded that letter, and it was entered in the consultation of 29 December 1783. Smith's letter suggested something secret about the French expedition, especially in its orders to meet at St Helena instead of at the French islands or the Cape. The Council now passed on what more it had learned about the venture. The King of France had given a single merchant house, Meslé and Company of St Malo, sole rights to the China trade for three years. This was a reward for the large sums the firm had lent the government during the war. The frigates were used only to spare the firm the cost of hiring other ships. The grant to one house had deeply angered the merchants of Rochefort. They and the merchants of the French islands had joined forces to make the St Malo venture as unprofitable as they could. They planned to send three or four ships from the islands to China, with orders to bring their China cargoes home to Rochefort. The St Malo house had ordered its ships to call at St Helena because it knew how much jealousy its privilege had caused, both in France and in the islands. Governor Corneille had learned all this in a friendly conversation with the Marquis de St Félix, who commanded the *Flamand*. 6: The Council gave Captain Henry Wakeman a further authority, set out on the next page. **Interpretations** The puzzle in Smith's letter was why a French expedition would meet at a British island instead of at its own. The Council now explained it. The St Malo firm had more to fear from its own countrymen than from the British. At Mauritius or the Cape its ships would be among merchants who wanted the venture to fail. At St Helena they would be among indifferent strangers. Governor Corneille got this news through an informal talk with a French officer, not through any official channel. The Council passed it on because it showed the Court that the French China trade was divided against itself. That made it far less of a threat to the Company than a united effort would have been.

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			In asking for leave to let ships call at Ascension, the Council admitted that St Helena could not always feed the ships that stopped there. The island's whole purpose was to supply passing ships. Saying it often fell short was an awkward admission for its own Council to make. The Council chose to put the crews' health ahead of the island's reputation and its trade in supplies. It was asking the Court to let ships find elsewhere what St Helena could not always provide.
184	173	an Order to receive on Board the Rodney towards completing her Compliment Thos. Cash, Robt. Green, Jas. Trowl and Wm. Taylor four discharged Men of this Garrison also Fred. Fougeron, Matt. Carnan, Wm. Tomson and David Hankby four Invalid Soldiers - Captn. Ralph Dundas to receive on the Royal Henry David Burn, Alexr. Paxton Francis Simpson, Henry Cox & Jacob Byram five other Discharged Invalids - and Captn. Jno. West to receive on the Dutton Jno. Allen Robt. Flanagan, Jno. Grimaldi Philip Smith and Thos. Blake five more Discharged Invalids and have left the payment for the Passage of all the Invalids to be settled in England by your Honors and the Owners of the abovementioned Ships - Alexr. Paxton Jacob Byram and Jno. Allen from their Age Infirmities and long Services We recommend as proper Objects to be put upon the Military Fund - the Documents to entitle them thereto goes enclosed together with the Surgeons Certificates of the aforesaid Invalids - 7 We have granted a Set of Bills of Exchange to Mr. Richd. Bickerstaff for the Sum of £300 - payable to himself or order drawn at ninety Days Sight and dated this Day - 8 The Passengers on Board the Rodney are Major and Mrs. Baillie Captn. Park and Kirkpatrick Mr. Sullivan Mr. & Mrs. Litchfield Mrs. Boscoe Mrs. Fenwick and Miss Burgh - On the Royal Henry Mr. Cleland - On the Worcester Messrs. Rodger, Baugh and Dodd and on the Dutton Sir Elijah and Lady Impey Captn. Stuart and Messrs. Campbell and Fraser - 9 Captn. Dundas has our permission to receive on Board the Royal Henry Mr. Richard Bickerstaff and Family and Captn. Wakeman on the Rodney Willm. Nipplay Discharged Soldier, and carry them to England - **Margin Notes:** Discharged & Invalid Soldiers sent on board the different Ships Bills Passengers Orders to receive Persons on Board	The Council ordered Captain Henry Wakeman to take a number of men on board the *Rodney* to help make up her crew. Four were men discharged from the garrison: Thomas Cash, Robert Green, John Trout and William Taylor. Four were invalid soldiers: Frederick Fugeror, Matthew Farnan, William Stinson and David Hanbly. Captain Ralph Dundas was to take five more discharged invalids in the *Royal Henry*: David Bees, Alexander Peaton, Francis Simpson, Henry Cox and Jacob Ryram. Captain John West was to take another five in the *Dutton*: John Allen, Robert Flanagan, John Grimaldie, Philip Smith and Thomas Blake. The Council left the Court and the owners of these ships to settle the invalids' passage money in England. It recommended Alexander Peaton, Jacob Ryram and John Allen for the Military Fund because of their age, poor health and long service. The papers supporting their claims went with the letter, together with the surgeons' certificates for all the invalids. 7: The Council issued a set of bills of exchange for £300 0s 0d to Mr Richard Bickerstaff, payable to himself or his order. The bills were drawn at 90 days' sight and dated the same day as the letter. 8: Passengers went home in four ships. The *Rodney* carried Major and Mrs Baillie, Captain Park, Captain Kirkpatrick, Mr Sullivan, Mr and Mrs Litchfield, Mrs Boscoe, Mrs Fenwick and Miss Burgh. The *Royal Henry* carried Mr Cleland. The *Worcester* carried Mr Rodger, Mr Baugh and Mr Dodd. The *Dutton* carried Sir Elijah and Lady Impey, Captain Stuart, Mr Campbell and Mr Fraser. 9: The Council allowed Captain Dundas to take Mr Richard Bickerstaff and his family to England in the *Royal Henry*. It also allowed Captain Wakeman to carry William Nippax, a discharged soldier, in the *Rodney*. **Interpretations** The garrison and the homeward ships helped each other. After a long voyage from India many ships were short of men because of sickness, death and desertion. Discharged soldiers who could still work were placed on board to fill the gaps, and they got home free in return. Invalids who could not work were spread across three ships, so no single ship carried too many passengers who could not help sail her. Their passage was left to be settled between the Court and the owners. Of all these invalids, only Peaton, Ryram and Allen were recommended for pensions. The Council judged the Military Fund claims man by man rather than recommending everyone who was discharged.
185	174	10 This Letter waits on your Honors Ꮒ Ship Royal Henry, Copys of which are transmitted by the Rodney and Dutton - We are St. Helena Honble. Sirs 29 March 1784 Your most Obedt. and humble Servants - Signed Danl. Corneille Hen. Graeme Matt. Bazett Willm. Wrangham Hen. Bazett P.S.	10: The Company's ship *Royal Henry* carried the letter to England, and copies went by the *Rodney* and the *Dutton*. The letter was dated St Helena, 29 March 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. The Council added a postscript. After the letter was closed, a boat came in from the *Content*, a Royal Navy transport that had called last at the Cape. She reported that Sir Richard Bickerton was still at the Cape. The Council had told the Court, in its letter sent by the frigate *Crocodile*, that the *General Elliot* was at the Cape with the *Winterton* and *Northumberland*. The ship with them was in fact the *Raymond*.

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		Since closing the above Letter a Boat has Arrived from His Majestys Transport Content which came last from the Cape & brings Accts. of Sir Richd. Bickertons being still there and that instead of the General Elliot being at the Cape with the Winterton & Northumberland as we informed you ꝑ His Majestys Frigate Crocodile it was the Raymond with those two Ships List of the Honble. Companys Packet from St. Helena ꝑ Ship Rl. Henry dated 29 March 1784 - No. 1 Governor & Councils General Letter dated 29 Mar. '84 2 Dupt. do. & do. do. dated 25 do. do. 3 Consultations from 23 Febry. to 29 March do. 4 Dupt. do. from 9 to 16 do. do. 5 Cash Account from 23 to 29 Febry. do. 6 do. from 1 to 29 March do. 7 do. from 7 to 21 Febry. do. 8 Ship Royal Henrys Account 9 do. Rodneys do. 10 do. Duttons do. 11 do. Fortitudes Account 12 First Receipt for the Packet ꝑ Ship Fortitude 13 Second do. for the do. ꝑ Snow Nerbudda	The packet sent from St Helena by the *Royal Henry* had a list of contents dated 29 March 1784. It held the following papers. 1: General letter from the Governor and Council dated 29 March 1784 2: Duplicate of the Governor and Council's general letter dated 25 March 1784 3: Consultations from 23 February to 29 March 1784 4: Duplicate consultations from 9 to 16 February 1784 5: Cash account from 26 to 29 February 1784 6: Cash account from 1 to 29 March 1784 7: Cash account from 7 to 25 February 1784 8: Account of the ship *Royal Henry*. 9: Account of the ship *Rodney*. 10: Account of the ship *Dutton*. 11: Account of the ship *Fortitude*. 12: First receipt for the packet sent by the ship *Fortitude*. 13: Second receipt for the packet sent by the snow *Nerbudda*. **Interpretations** The *Content* was the transport that had lost touch with the *Eagle* about 120 leagues east of the Cape. The Council had reported that separation in its letter of 22 December 1783, and nothing had been heard of her since. Her boat coming in to St Helena showed she had come through safely. Having reported her as missing, the Council could now let the Court know she was safe. In the same postscript it corrected the name of the ship lying at the Cape, so that its earlier report would not mislead anyone in London.
186	175	14 Duplicate List of the Packet ꝑ Ship Fortitude 15 Effective State of the Garrison 16 List of Civil & Military Servants taken 29 March '84 17 Time of the Arrival of Ships Boats at Banks's 18 Abstract of the Cargoes of Ships Royal Henry Rodney Worcester and Dutton 19 General Court Martial holden 17 March 1784 20 Garrison Courts do. from 19 May '83 to 22 Decr. '83 21 List of Births Marriages Christenings & Burials from 1 Septr. '83 to 1 March '84 22 Governor & Councils Certificate of three Invalid Soldiers Recommended to be put upon the Military Fund 23 Surgeons Certificates of 11 Invalid Soldiers 24 Account of Cash pd. the Widows Pensioners upon the Military Fund in the Year 1783 - 25 Register of Goods & Merchandize from 3 Feby. '83 to 20 Mar. '84 26 Pass from the Dutch Government at the Cape to Mr. Jas. Plunkett &c. To the Honble. &ca. Honble. Sirs Para. 1 Our last address waited on you ꝑ the Ship Rl. Henry which Sailed from hence in Company with the Dutton and Rodney, Copy of which is herewith transmitted - 2 You will please to observe upon Consultation of the 8 last Month a Letter entered from Lieut. Tuffin Shepherd setting forth that from the very indifferent State of his health, he is under the necessity of requesting permission to return to England in hopes of reestablishing the same - His Letter is accompanied by the Surgeon's Certificate of his case - upon considering Mr. Shepherd's request We could not do less than comply therewith and accordingly	14: Duplicate list of the packet sent by the ship Fortitude 15: Return of the effective strength of the garrison 16: List of the Company's civil and military servants, taken 24 March 1784 17: Record of the times the ships' boats reached Banks's 18: Abstract of the cargoes of the ships *Royal Henry*, *Rodney*, *Worcester* and *Dutton*. 19: Proceedings of the general court martial held on 17 March 1784 20: Proceedings of garrison courts martial from 19 May to 22 December 1783 21: List of births, marriages, christenings and burials from 1 September 1783 to March 1784 22: Governor and Council's certificates for 3 invalid soldiers recommended for the Military Fund 23: Surgeon's certificates for 11 invalid soldiers 24: Account of cash paid to widows receiving pensions from the Military Fund in 1783 25: Register of goods and merchandise from 3 February 1783 to 20 March 1784 26: Pass issued by the Dutch government at the Cape to Mr James Plunkett and others 1: The Council's last letter to the Court went by the *Royal Henry*, which sailed in company with the *Dutton* and the *Rodney*. A copy was enclosed. 2: The consultation of 8 March 1784 recorded a letter from Lieutenant Tuffin Shepherd. He wrote that his health was very poor and that he had to ask leave to return to England in the hope of recovering. A surgeon's certificate describing his condition came with the letter. Having considered his request, the Council felt it had no choice but to agree and gave him leave to go. It also recommended him to the Court for the case described on the next page.

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		have granted him leave to go, and recommend that should **Margin Notes:** Last address Lt. Shepherd permitted to go to England & Recommended	
187	176	should his Gentlemans Health be so far restored as to enable him to return again to the Island, you will grant him permission so to do, his Conduct here being highly agreable to Us during the term of his residence - He takes his Passage for England upon the Ship Worcester - 3 On the 29 last Month Arrived your Honors Ship Mercury from Bombay, the 31 the Northumberland from China, the 1 instant the Winterton from Bengal and the 2 the Raymond from Bombay, all last from the Cape - The Raymond left Bombay the 1 January last and your Ships General Elliot and General Goddard there, the former of which was to Sail in a short time after the Raymond - 4 We have given Captn. Jno. Hall an order to receive on Board the Worcester James Jopson John Smith, Thomas Bond Willm. Rowlands Jno. Ellis, Thos. Blake, Josiah Gentleman, James Kemp James Wood Thos. Basley, Thos. Lyne and Jno. Gilmore 12 Discharged Invalid Soldiers of this Garrison, the 8 latter of which from their Age infirmities and long Service We recommend as proper Objects to be put upon the Military Fund - the Documents necessary to entitle them thereto goes enclosed together with the Surgeons Certificates - The payment for the Passage of the above Men we have left to be settled in England by your Honors and Owners of Ship Worcester - John Ellis one of the above Invalids being on board several Days before the Sailing of the Ship and having the misfortune to break his thigh, is returned again to the Garrison - 5 As the Quarters Accounts will not be laid before Us until the 19 instant We cannot transmit Cash Account to a later date than the Duplicate of our last - 6 We have granted the following Sets **Margin Notes:** Arrival of Ships & News Invalid Soldrs. put on board the Worcester No Cash Acct. transmitted	The Council asked that, if Shepherd's health recovered enough for him to come back to St Helena, the Court would allow him to return. The Council had been very satisfied with his conduct throughout his time on the island. He was sailing for England in the *Worcester*. 3: Four more Company ships had arrived, all having called last at the Cape. The *Mercury* came in from Bombay on 29 March 1784 and the *Northumberland* from China on 31 March. The *Winterton* arrived from Bengal on 1 April and the *Raymond* from Bombay on 2 April. The *Raymond* had left Bombay on 1 January 1784. The Company's ships *General Elliot* and *General Goddard* were still there when she sailed, and the *General Elliot* was due to follow her shortly. 4: The Council ordered Captain John Hall to take 12 discharged invalid soldiers of the garrison on board the *Worcester*. They were James Fosson, John Smith, Thomas Bond, William Rowlands, John Ellis, Thomas Blake, Josiah Gentleman, James Kemp, James Wood, Thomas Basley, Thomas Lyne and John Gilmore. The last three were recommended for the Military Fund because of their age, poor health and long service. The papers needed for their claims went with the letter, together with the surgeons' certificates. The Court and the *Worcester*'s owners were left to settle the cost of the men's passage in England. John Ellis went on board several days before the ship sailed. He broke his thigh while on board and was sent back to the garrison. 5: The quarterly accounts were not due before the Council until 19 April 1784. Until then it could send no cash account later than the one already sent in duplicate with its last letter. 6: The Council issued several sets of bills of exchange, listed on the next page. **Interpretations** An officer who went home on sick leave had no automatic right to come back to his post. Once he left St Helena, his return depended on the Court. Some other man might be appointed in his place. The Council therefore did more than grant Shepherd's leave. It asked the Court in advance to let him return and backed the request with praise for his conduct. Shepherd would carry this to London as a written character reference. The island lost an officer it valued, but its recommendation kept open the chance of getting him back once he recovered.
188	177	Sets of Bills of Exchange Viz. One to Major Henry Bazett for £800 - payable to Matthew Purling and Gabriel Harper Esqrs. (or to either of their order) One to Lieut. Tuffin Shepherd for £30 - payable to himself And one to Mr. Jona. Doveton for £150 - payable to Mr. Robert Moffatt (or Order) all drawn at ninety Days sight and dated this Day - 7 The Passengers on Board the Raymond are the Honble. Wm. Hornby Esqr. late Governor of Bombay - Major Williams and Messrs. Horsley, Lowe, Hough Atkinson and Richardson. On the Northumberland Geo. Cumming Esqr. And on the Winterton Mrs. Sampson Mrs. Becher Mr. and Captn. Auriol Mr. Ducarel and Family and Mr. Adams - 8 This Letter waits on yr. Honors Ib	6 (continued): The Council issued three sets of bills of exchange, all drawn at 90 days' sight and dated the same day as the letter. Major Henry Bazett received a set for £800 0s 0d, payable to Matthew Purling and Gabriel Harper or to the order of either. Lieutenant Tuffin Shepherd received a set for £30 0s 0d, payable to himself. **Start of crossed out section** The bills were also to be payable to his order. **End of crossed out section** Mr John Doveton received a set for £150 0s 0d, payable to Mr Robert Morphett or his order. 7: Passengers went home in three ships. The *Raymond* carried William Hornby, former Governor of Bombay, together with Major Williams, Mr Horsley, Mr Lowe, Mr Hough, Mr Atkinson and Mr Richardson. The *Northumberland* carried George Cumming. The *Winterton* carried Mrs Sampson, Mrs

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		Ship Northumberland, Copy of which is transmitted ℔ the Worcester - We are Honble. Sirs St. Helena Your most Obedt. 5 April 1784 and humble Servants Signed Dl. Corneille Hen. Graeme Matt. Bazett Wm. Wrangham Hen. Bazett List of the Honble. Companys Packet from St. Helena ℔ Ship Northumberland dated 5 April 1784 - No. 1 Governor & Councils General Letter dated 5 April '84 2 Dupt. do. & do. do. dated 29 March do. 3 Consultations of 3 April do. 4 Dupt. do. from 23 Febry. to 29 March do. 5 do. Cash Account from 23 to 29 Febry. do. **Margin Notes:** Bills of Exchange Passengers	Beecher, Mr Auriol, Captain Auriol, Mr Ducarel and his family, and Mr Adams. 8: The Company's ship *Northumberland* carried the letter to England, and a copy went by the *Worcester*. The letter was dated St Helena, 5 April 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. The packet sent from St Helena by the *Northumberland* had a list of contents dated 5 April 1784. It held the following papers. 1: General letter from the Governor and Council dated 5 April 1784 2: Duplicate of the Governor and Council's general letter dated 29 March 1784 3: Consultation of 3 April 1784 4: Duplicate consultations from 23 February to 29 March 1784 5: Duplicate cash account from 26 to 29 February 1784
189	178	No. 6 Duplicate Cash Account from 1 to 29 March 1784 7 do. do. from 7 to 21 Febry. do. 8 Ship Worcesters Account 9 do. Northumberlands do. 10 Duplicate Ship Royal Henry's do. 11 do. Ship Duttons do. 12 do. Ship Fortitudes do. 13 First Receipt for the Packet ℔ Ship Royal Henry 14 do. do. for a small Paper do. ℔ Ship Rodney 15 do. do. for a do. do. ℔ Ship Dutton 16 Second do. for the Packet ℔ Ship Fortitude 17 Time of the Arrival of Ships Boats at Banks's 18 Abstract of the Cargoes of Ships Northumbd. Winterton and Raymond 19 Duplicate List of the Packet ℔ Ship Royal Henry 20 Effective State of the Garrison 21 Muster Rolls of do. 22 Duplicate List of Marriages Births & from 1 Septr. '83 to 1 Mar. '84. 23 Governor & Councils Certificate of 7 Invalid Soldiers Recommended to be put upon the M. Fund 24 Surgeons Certificates of 4 Invalid Soldiers 25 Dupt. Acct. of Cash pd. Widows Pensioners upon the M. Fund in 1783 26 do. Ship Rodneys Account 27 Lieut. Shepherds Bond for £500 To the Honble. &c. Honble. Sirs Since closing our Address to you of Yesterdays Date Arrived here the following Dutch Ships and a Prussian from the Cape of good Hope H[...]berg Admal. H. Bitter L. Leefaardert Captn. P. H[...]len Java do. T. Tromp Schoonderloo do. J. O. Den Berg Dutch	6: Duplicate cash account from 1 to 29 March 1784 7: Duplicate cash account from 7 to 25 February 1784 8: Account of the ship *Worcester*. 9: Account of the ship *Northumberland*. 10: Duplicate account of the ship *Royal Henry*. 11: Duplicate account of the ship *Dutton*. 12: Duplicate account of the ship *Fortitude*. 13: First receipt for the packet sent by the ship *Royal Henry*. 14: First receipt for a small paper packet sent by the ship *Rodney*. 15: First receipt for a small paper packet sent by the ship *Dutton*. 16: Second receipt for the packet sent by the ship *Fortitude*. 17: Record of the times the ships' boats reached Banks's 18: Abstract of the cargoes of the ships *Northumberland*, *Winterton* and *Raymond*. 19: Duplicate list of the packet sent by the ship *Royal Henry*. 20: Return of the effective strength of the garrison 21: Muster rolls of the garrison 22: Duplicate list of marriages, births and other entries from 1 September 1783 to 1 March 1784 23: Governor and Council's certificates for 3 invalid soldiers recommended for the Military Fund 24: Surgeon's certificates for 9 invalid soldiers 25: Duplicate account of cash paid to widows receiving pensions from the Military Fund in 1783 26: Duplicate account of the ship *Rodney*. 27: Lieutenant Shepherd's bond for £500 0s 0d The day after its letter of 5 April 1784, the Council wrote to the Court again. Four Dutch ships and one Prussian ship had arrived from the Cape of Good Hope since that letter was closed. The Dutch ships and their commanders were as follows. The *Hillesberg*, under Admiral H. Bitter. The *Liefaardt*, under Captain P. Hyslen. The *Java*, under Captain T. Tromp. The *Schoonberg*, under Captain J. van den Berg.
190	179	L. Pangevelle Ship Anna Captn. Pickesserman Prussian From the above Ships we learn that they left the Cape the 22 March last and Sir Richard Bickerton there who was to Sail in a few Days after We are informed that one of your Honors Ships was Arrived at that Place from Bengal, but have not been able to learn her Name -	The Prussian ship [...], under Captain [...], arrived with the four Dutch ships. These ships had left the Cape on 22 March 1784, while Sir Richard Bickerton was still there and due to sail within a few days. The Council heard that one of the Company's ships had reached the Cape from Bengal, but it could not learn her name.

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		We are St. Helena Honble. Sirs 6 April 1784 Your most Obedient and humble Servants Signed Danl. Corneille Hen. Graeme Matt. Bazett Wm. Wrangham Hen. Bazett To the Honble. &c. Honble. Sirs We had the Honor of writing you under date of the 5 and 6 instant ℔ Ship Northumberland, Copys of which go enclosed - This Morning Arrived His Majestys Ships Gibraltar, Burford and Hound Sloop from the Cape of Good Hope, which Place they left the 23 March and your Ships Francis and Middlesex outward bound and the Norfolk from Bengal there - Your Honors will receive this Letter ℔ the Winterton Captn. Raymond Snow - We are - Honble. Sirs Yr. most Obedt. and humble St. Helena Servants - Signed Danl. Corneille 8 April '84 Matt. Bazett Hen. Graeme Wm. Wrangham Hen. Bazett	The letter was dated St Helena, 6 April 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. The Council's letters of 5 and 6 April 1784 went by the *Northumberland*. Copies were enclosed with the next letter. On the morning it was written, the Royal Navy ships *Gibraltar* and *Burford* and the sloop *Hound* arrived from the Cape of Good Hope. They had left the Cape on 23 March 1784. At that time the Company's ships *[...]* and *Middlesex* were lying there on their way out, along with the *Norfolk*, homeward bound from Bengal. The *Winterton*, under Captain Raymond Snow, carried this letter to England. It was dated St Helena, 8 April 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. **Interpretations** The sloop *Hound* was safe. In the letter of 4 November 1783, the Council had reported news from Madras that she had parted from the fleet about 200 leagues west of the Cape with an admiral on board and had not been heard of since. That letter left her fate uncertain, along with the admiral's. Her arrival at St Helena with the *Gibraltar* and the *Burford* settled the question. The Council simply listed her among the arrivals, but anyone in London who had read the earlier warning would recognise the good news.
191	180	List of the Honble. Companys Packet from St. Helena ℔ Ship Winterton dated 8 April 1784 - No. 1 Governor & Councils Genl. Letter dated 8 April '84 2 Dupt. do. & do. do. 5 do. do. 3 do. do. & do. do. 6 do. do. 4 Consultations of the 8 Day April do. 5 Dupt. do. of the 3 do. do. do. 6 Ship Wintertons Account 7 Duplicate Ship Worcesters do. 8 do. do. Northumberlands do. 9 First Receipt for the Packet ℔ Ship Northumd. 10 do. do. for a small Paper do. ℔ Ship do. 11 do. do. for a do. do. ℔ do. Worcester 12 Second do. for the Packet ℔ Ship Royal Henry 13 do. do. for a small Paper do. ℔ Ship Dutton 14 do. do. for a do. do. do. ℔ Ship Rodney 15 Mr. Tuffin Shepherds second Bond for £500 - 16 Duplicate List of the Packet ℔ Ship Northumd. - To the Honble. &ca. Honble. Sirs Your Ship Mercury being ready for Sea, we take the opportunity of transmitting a Duplicate of our last Letter ℔ the Winterton Captn. Raymond Snow under date of the 8 instant - The Mercury not being regularly consigned to Us - from the Presidency of Bombay, nor having any Dispatches, that we know of from the Honble. Court of Directors, apprehend the purpose of her present Employment is, merely attending on Governor Hornby, as we cannot assign any **Margin Notes:** Ship Mercury Dispatched	The packet sent from St Helena by the *Winterton* had a list of contents dated 8 April 1784. It held the following papers. 1: General letter from the Governor and Council dated 8 April 1784 2: Duplicate of the Governor and Council's general letter dated 5 April 1784 3: Duplicate of the Governor and Council's general letter dated 6 April 1784 4: Consultation of 8 April 1784 5: Duplicate consultation of 3 April 1784 6: Account of the ship *Winterton*. 7: Duplicate account of the ship *Worcester*. 8: Duplicate account of the ship *Northumberland*. 9: First receipt for the packet sent by the ship *Northumberland*. 10: First receipt for a small paper packet sent by the ship *Northumberland*. 11: First receipt for a small paper packet sent by the ship *Worcester*. 12: Second receipt for the packet sent by the ship *Royal Henry*. 13: Second receipt for a small paper packet sent by the ship *Dutton*. 14: Second receipt for a small paper packet sent by the ship *Rodney*. 15: Mr Tuffin Shepherd's second bond for £500 0s 0d 16: Duplicate list of the packet sent by the ship *Northumberland*. The Company's ship *Mercury* was ready to sail, and the Council used her to send a duplicate of its letter of 8 April 1784. The original had gone by the *Winterton* under Captain Raymond Snow. The Bombay Presidency had not formally placed the *Mercury* under the Council's direction. As far as the Council knew, she carried no orders from the Court of Directors either. The Council therefore supposed that her only purpose on this voyage was to carry William Hornby, the former Governor of Bombay. It could find no other reason for her voyage. **Interpretations** The Council's remark about the *Mercury* drew the Court's attention to an irregular use of a Company ship. A ship normally came to St Helena under

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			formal orders from a presidency, or with papers from the Court that put her under the island's direction. The *Mercury* had neither. The Council saw no reason for her voyage except to carry Hornby home. It did not hold her back or question her captain. Instead it recorded her position plainly, so that the Court could decide whether a Company ship had properly been used as a private ship for a retiring governor.
192	181	any other reason for her being here - We are Honble. Sirs St. Helena Your most Obedient and 10 April '84 humble Servants Signed Danl. Corneille Hen. Graeme Matt. Bazett Wm. Wrangham Hen. Bazett P.S. Since closing the above We have been informed that your Ship Ponsborne was also at the Cape with the Francis, Middlesex and Norfolk To the Honble. &ca. Honble. Sirs By your Ship Mercury We had the Honor of Addressing you last under date of 10 instant, Dupt. of which goes enclosed - We have granted a Set of Bills of Exchange to Willm. Wrangham Esqr. for £66. 5 - payable to Captn. Richd. Pearce (or Order) at ninety Days Sight dated the 13 instant - Captn. Richd. Snell has also paid on this Island the Sum of £500 - and Mr. Jno. Watson Surgeon £120 - for which we have given them Certificates on your Honors, dated as above - This Letter waits on you ℔ the Raymond which Sails in Company with His Majestys Ships Gibraltar and Burford - We are Honble. Sirs St. Helena Your most Obedt. and 13 April 1784 humble Servants Signed Danl. Corneille Matt. Bazett Henry Graeme Wm. Wrangham Henry Bazett **Margin Notes:** Bills of Exchange	The Council could find no other reason for the *Mercury*'s voyage. The letter was dated St Helena, 10 April 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. A postscript added that the Company's ship *Ponsborne* had also been at the Cape with the *Foulis*, the *Middlesex* and the *Norfolk*. The Council's last letter to the Court, dated 10 April 1784, went by the Company's ship *Mercury*. A duplicate was enclosed with the next letter. The Council issued a set of bills of exchange for £66 5s 0d to William Wrangham, payable to Captain Richard Pennell or his order. The bills were drawn at 90 days' sight and dated 13 April 1784. Pennell also paid £500 0s 0d into the treasury from his indulgence, and Mr John Watson, a surgeon, paid in £120 0s 0d. The Council gave both men certificates on the Court, bearing the same date. The *Raymond* carried the letter to England, sailing in company with the Royal Navy ships *Gibraltar* and *Burford*. The letter was dated St Helena, 13 April 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. **Interpretations** A commander's indulgence was the cargo space the Company allowed him for his own private trade. It was a large part of what a commander earned. Pennell had sold goods from that allowance, probably to islanders or to other ships. He paid the proceeds into the island treasury rather than carry cash home. In return he received a certificate, an order on the Court to repay the sum in London. Watson did the same with his own private earnings. The Council recorded these certificates apart from its ordinary bills of exchange. This kept the money from the ships' officers' private trade separate from the councillors' remittances in the Company's books. The island treasury gained the cash, and the Court took on the debt in London.
193	182	List of the Honble. Companys Packet from St. Helena ℔ Ship Raymond Dated 13 April 1784 - No. 1 Governor & Councils General Letter dated 13 April 1784 2 Dupt. do. & do. do. dated 10 do. do. 3 Consultations of 12 April 1784 4 Dupt. do. 8 do. do. 5 Ship Raymonds Account 6 do. Mercury's do. 7 Dupt. Ship Wintertons do. 8 First Receipt for the Packet ℔ Ship Winterton 9 do. do. for a small Paper do. ℔ do. Mercury 10 Second do. for a do. do. ℔ do. Northumberland 11 do. do. for a do. do. ℔ do. Worcester 12 do. do. for the Packet ℔ do. Northumberland 13 Effective State of the Garrison 14 Duplicate List of the Packet ℔ Ship Winterton 15 do. Register of Goods & Merchandize &c. To the Honble. &ca.	The packet sent from St Helena by the *Raymond* had a list of contents dated 13 April 1784. It held the following papers. 1: General letter from the Governor and Council dated 13 April 1784 2: Duplicate of the Governor and Council's general letter dated 10 April 1784 3: Consultation of 12 April 1784 4: Duplicate consultation of 8 April 1784 5: Account of the ship *Raymond*. 6: Account of the ship *Mercury*. 7: Duplicate account of the ship *Winterton*. 8: First receipt for the packet sent by the ship *Winterton*. 9: First receipt for a small paper packet sent by the ship *Mercury*. 10: Second receipt for a small paper packet sent by the ship *Northumberland*. 11: Second receipt for a small paper packet sent by the ship *Worcester*.

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		Honble. Sirs Para. 1 Our last Address waited on your Honors by the Ship Raymond which Sailed from hence the 13 instant in Company with His Majestys Ships Gibraltar and Burford - Duplicate thereof goes enclosed 2 Since the above Period have Arrived the undermentioned Ships viz. Mutine (French) 20 April 1784 Montague 23 do. do. Genl. Coote 24 do. do. Houghton 27 do. do. Francis 27 do. do. from China **Margin Notes:** Last address	12: Second receipt for the packet sent by the ship *Northumberland*. 13: Return of the effective strength of the garrison 14: Duplicate list of the packet sent by the ship *Winterton*. 15: Duplicate register of goods, merchandise and other items 1: The Council's last letter to the Court went by the *Raymond*, which sailed on 13 April 1784 in company with the Royal Navy ships *Gibraltar* and *Burford*. A duplicate was enclosed. 2: Several ships had arrived since then. The French ship *Mulette*, 20 April 1784. The *Montague* from China, 23 April 1784. The *General Coote* from China, 24 April 1784. The *Houghton* from China, 27 April 1784. The *Francis* from China, 27 April 1784. **Interpretations** The four China ships were among those Captain West had reported leaving at Canton in the Council's letter of 25 March 1784. He had said the Company's ships there would sail in two fleets about three weeks apart. The *Montague*, *General Coote*, *Houghton* and *Francis* came in over four days, which fits the first of those fleets. The Court could compare the arrival dates with West's report and work out roughly when the second fleet would reach St Helena, and then England.
194	183	Morse 28 April 1784 York 28 do. do. Lascelles 28 do. do. China Barwell 28 do. do. Atlas 28 do. do. Bengal Stormont 29 do. do. China 3 We are informed by Captn. Blanshard that on the 2 instant off the Cape, he spoke with the Ponsborne outward bound, all well - Your Ship Walpole we are told was to leave China three weeks after the Sailing of the Stormont - 4 We beg leave to observe that there is a mistake in the Bills of Exchange granted to Willm. Wrangham Esqr. payable to Captn. Richd. Pearce dated 12 instant - they being drawn only for the Sum of £60. 5 - instead of £66. 5 - as mentioned in our Consultation of 12 and Letter of [...] 5 The Artillery Company being left with only Lieuts. John Leech and William Seale, and thinking it improper that that Company in particular should be deficient of Officers, We came to a determination as ℔ Consultation of 26 instant, to which we beg leave to refer your Honors to Transfer Robert Hodson 2d Lieut. to that Company and have appointed Mr. Martin Hopper Cadet, who has served upwards of two Years in that Capacity much to our satisfaction, a second Lieut. in the Room of Lieut. Hodson until your pleasure be known - which we hope will meet with your approbation - 6 We have granted a Set of Bills of Exchange to Mr. Thomas Stroud for the Sum of £150 - payable to Miss Ann Stroud (or Order) drawn at ninety Days Sight and dated this Day 7 Captn. Thos. Bickell has an order to receive on board the Honble. Companys Ship Montague	Six more ships had arrived. The *Morse* from China, 28 April 1784. The *York* from China, 28 April 1784. The *Lascelles* from China, 28 April 1784. The *Barwell* from Bengal, 28 April 1784. The *Atlas* from Bengal, 28 April 1784. The *Stormont* from China, 29 April 1784. 3: Captain Blanshard reported that on 2 April 1784 he had spoken with the outward-bound *Ponsborne* off the Cape, and all was well on board. The Council also heard that the Company's ship *Walpole* was due to leave China three weeks after the *Stormont*. 4: The Council pointed out a mistake in the bills of exchange issued to William Wrangham on 13 April 1784, payable to Captain Richard Pennell. The bills had been drawn for only £60 5s 0d. The consultation of 12 April 1784 and the letter of 13 April 1784 had given the correct sum of £66 5s 0d. 5: The Artillery Company had only two officers left, Lieutenants John Leech and William Seale. The Council thought it wrong for that company above all to be short of officers. At its meeting of 26 April 1784 it decided to transfer Second Lieutenant Robert Hodson to the artillery. Martin Hopper had served as a cadet for more than two years, very much to the Council's satisfaction. He was made a second lieutenant in Hodson's place until the Court gave its decision. The Council hoped the Court would approve. 6: The Council issued a set of bills of exchange for £150 0s 0d to Mr Thomas Stroud, payable to Miss Ann Stroud or her order. The bills were drawn at 90 days' sight and dated the same day as the letter. 7: Captain Thomas Buckle was ordered to take six discharged soldiers of the garrison on board the Company's ship *Montague* to help make up her crew. They were Thomas Griffiths, John Germaine, James Price, John Paine, Andrew Stark and John Blackwell. **Interpretations** The artillery still had no captain. The Council had reported in its letter of October 1783 that Lieutenant Leech was receiving an extra 3s a day for doing the absent captain's work. The obvious course was to leave the company short-handed until the Court sent out officers. The Council would not do this. It said the artillery, above all, should not lack

Film No	Page No.	OCR Transcription	Modern Interpretation and analysis
		Thos. Griffiths John Germaine James Price John Paine Andrew Stark and John Blackwell six Discharged Soldiers of this Garrison towards completing that Ships **Margin Notes:** News from the Ships Mistake in Bill of Exchange Lieut. Hodson transferred to the Artillery Cadet Martin Hopper made a Lieut. Bills of Exchange Discharged Soldiers sent on the Montague	officers. Gunnery needed trained men to keep the island's batteries ready, and the coast defences depended on it. The Council moved an infantry officer across and promoted a proven cadet to fill his place. Both steps were temporary, pending the Court's approval. This filled the gap at once without making permanent appointments that only the Court could make.
195	184	Ships Company - 8 The Passengers on Board the Montague are Captns. Booth and Udal and Mr. Porter, and on the General Coote Mr. Bolero 9 This Day Arrived from the Cape His Majestys Ships Monmouth and Isis, together with the Chaser Sloop and Combustion Fire Ship - The Norfolk Captn. Bonham Cuming left the Cape at the time the above Ships did and we are in hourly expectation of her Arrival - 10 Your Honors will receive this Letter by the Ship Montague - We are Honble. Sirs St. Helena Your most Obedt. 29 April 1784 and humble Servants Signed Danl. Corneille Henry Graeme Matt. Bazett Wm. Wrangham Hen. Bazett List of the Honble. Companys Packet from St. Helena Ib Ship Montague dated 29 April 1784 - No. 1 Governor & Councils General Letter dated 29 Apl. '84 2 Dupt. do. & do. do. dated 29 do. do. relating to Law matters - 3 do. do. & do. do. dated 13 April do. 4 Consultations from 19 to 29 April do. 5 Cash Account from the 30 to 31 March do. 6 do. from the 1 to the 29 April do. 7 Duplicate Consultations of the 12 April do. 8 Ship Montague's Account 9 Dupt. do. Raymonds do. 10 do. do. Mercury's do. **Margin Notes:** Passengers Ships Arrived	The discharged soldiers were to help make up the ship's crew. 8: The *Montague* carried Captain Booth, Captain Adair and Mr Porter. The *General Coote* carried Mr Boldero. 9: On the day of the letter, the Royal Navy ships *Monmouth* and *Isis* arrived from the Cape, together with the sloop *Chaser* and the fire ship *Combustion*. The *Norfolk*, under Captain Bonham, had left the Cape at the same time. The Council expected her within hours. 10: The *Montague* carried the letter to England. It was dated St Helena, 29 April 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. The packet sent from St Helena by the *Montague* had a list of contents dated 29 April 1784. It held the following papers. 1: General letter from the Governor and Council dated 29 April 1784 2: Letter from the Governor and Council on legal matters dated 29 April 1784 3: Duplicate of the Governor and Council's general letter dated 13 April 1784 4: Consultations from 19 to 29 April 1784 5: Cash account from 30 to 31 March 1784 6: Cash account from 1 to 29 April 1784 7: Duplicate consultation of 12 April 1784 8: Account of the ship *Montague*. 9: Duplicate account of the ship *Raymond*. 10: Duplicate account of the ship *Mercury*.
196	185	Ships Company - 8 The Passengers on Board the Montague are Captns. Booth and Udal and Mr. Porter, and on the General Coote Mr. Bolero 9 This Day Arrived from the Cape His Majestys Ships Monmouth and Isis, together with the Chaser Sloop and Combustion Fire Ship - The Norfolk Captn. Bonham Cuming left the Cape at the time the above Ships did and we are in hourly expectation of her Arrival - 10 Your Honors will receive this Letter by the Ship Montague - We are Honble. Sirs St. Helena Your most Obedt. 29 April 1784 and humble Servants Signed Danl. Corneille Henry Graeme Matt. Bazett	11: Return of the effective strength of the garrison 12: First receipt for the packet sent by the ship *Raymond*. 13: Second receipt for a small paper packet sent by the ship *Mercury*. 14: Second receipt for the packet sent by the ship *Winterton*. 15: Duplicate list of the packet sent by the ship *Raymond*. 16: Original proceedings of the General Quarterly Sessions held on 21 April 1784 17: Record of the times the ships' boats reached Banks's 18: Abstract of the cargoes of the ships *Montague*, *General Coote* and *Lascelles*. 1: The Council's last letter to the Court, dated 29 April 1784, went by the Company's ship *Montague*, which sailed on 30 April. 2: The Company's ship *Norfolk* arrived from the Cape of Good Hope on 1 May 1784.

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		Wm. Wrangham Hen. Bazett List of the Honble. Companys Packet from St. Helena ℔ Ship Montague dated 29 April 1784 - No. 1 Governor & Councils General Letter dated 29 Apl. '84 2 Dupt. do. & do. do. dated 29 do. do. relating to Law matters - 3 do. do. & do. do. dated 13 April do. 4 Consultations from 19 to 29 April do. 5 Cash Account from the 30 to 31 March do. 6 do. from the 1 to the 29 April do. 7 Duplicate Consultations of the 12 April do. 8 Ship Montague's Account 9 Dupt. do. Raymonds do. 10 do. do. Mercury's do. **Margin Notes:** Passengers Ships Arrived	3: The Council issued a set of bills of exchange for £66 0s 0d to Mr Samuel Mason, payable to Mr Archibald Anderson or his order. The bills were drawn at 90 days' sight and dated the same day as the letter. 4: The *York* carried Mr Bradley and Cornet Arthur Brooke. 5: The *York* carried the letter to England, and a copy went by the *Houghton*. The letter was dated St Helena, 3 May 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett.
197	186	List of the Honble. Companys Packet from St. Helena ℔ Ship York dated 3 May 1784 - No. 1 Governor & Councils General Letter dated 3 May '84 2 Dupt. do. & do. do. 29 Apl. do. 3 do. do. & do. do. 29 do. do. relating to Law matters - 4 Consultations of the 3 May 1784 5 Dupt. do. from 19 to 29 April do. 6 Cash Account from the 1 to 3 May do. 7 Dupt. do. from 30 to 31 March do. 8 do. do. from 1 to 29 April do. 9 Ship Yorks Account 10 do. Houghtons do. 11 Dupt. do. Montague's do. 12 Effective State of the Garrison 13 First Receipt for the Packet ℔ Ship Montague 14 Second do. for the do. ℔ Ship Raymond 15 Duplicate List of the Packet ℔ Ship Montague 16 do. Proceedings of a Genl. Quarterly Sessions held on the 21 Apl. '84 17 Abstract of the Cargoes of Ships York, Morse Houghton Stormont Barwell and Francis 18 Time of the Arrival of Ship Norfolks Boat at Banks's To the Honble. Honble. Sirs Para. 1 We wrote you on the 3 instant ℔ the Ship York which Sailed from hence in Company with the Houghton - Duplicate whereof goes enclosed - 2 On the 5 instant Arrived your Honors Ship General Elliot from Bombay which place she left At least one page appears to be missing before this one. The previous page broke off at item 10 of the Montague list with the catchword "11 Effective". This page opens with the list of the Packet ℔ Ship York dated 3 May 1784. The rest of the Montague list and the 3 May letter by the York are not here. Please send the page or pages in between if you have them.	The packet sent from St Helena by the *York* had a list of contents dated 3 May 1784. It held the following papers. 1: General letter from the Governor and Council dated 3 May 1784 2: Duplicate of the Governor and Council's general letter dated 29 April 1784 3: Duplicate of the Governor and Council's letter on legal matters dated 29 April 1784 4: Consultation of 3 May 1784 5: Duplicate consultations from 19 to 29 April 1784 6: Cash account from 1 to 3 May 1784 7: Duplicate cash account from 30 to 31 March 1784 8: Duplicate cash account from 1 to 29 April 1784 9: Account of the ship *York*. 10: Account of the ship *Houghton*. 11: Duplicate account of the ship *Montague*. 12: Return of the effective strength of the garrison 13: First receipt for the packet sent by the ship *Montague*. 14: Second receipt for the packet sent by the ship *Raymond*. 15: Duplicate list of the packet sent by the ship *Montague*. 16: Duplicate proceedings of the General Quarterly Sessions held on 21 April 1784 17: Abstract of the cargoes of the ships *York*, *Morse*, *Houghton*, *Stormont*, *Barwell* and *Francis*. 18: Record of the time the boat from the *Norfolk* reached Banks's. 1: The Council's last letter to the Court, dated 3 May 1784, went by the *York*, which sailed in company with the *Houghton*. A duplicate was enclosed. 2: The Company's ship *General Elliot* arrived from Bombay on 5 May 1784. Her date of departure from Bombay is given on the next page.
198	187	left the 18 January last and the Resolution, General Goddard and Europa there - Captn. Drummond informs Us that at Goa, he met with the Chesterfield and Latham and at Tellicherry the Sullivan Alfred and Hawke, the Hinchenbroke was at Cochin, all of which Ships were destined for Bombay and from thence to China - Your Ship Resolution in a Gale of Wind she met with in the Bay of Bengal was dismasted and lost her Rudder, in this situation she	The *General Elliot* had left Bombay on 18 January 1784. The *Resolution*, *General Goddard* and *Europa* were still there when she sailed. Captain Drummond reported that at Goa he had met the *Chesterfield* and the *Latham*. At Tellicherry he met the *Sullivan*, *Alfred* and *Hawke*, and the *Hinchinbrooke* was lying at Cochin. All these ships were bound for Bombay and then China. The Company's ship *Resolution* had lost her masts and rudder in a gale in the Bay of Bengal. Disabled, she was lucky to meet the French squadron. Its commander sent a frigate to help repair her and to

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		fortunately fell in with the French Squadron, the Commander of which sent a Frigate to assist in repairing her Damages, which having done and conducted her round Cape Comorin, at their own request left her, she Arrived at Bombay the 16 January - Her Cargoe was to be shifted on Board the General Goddard and the Resolution ordered into Dock - Captn. Drummond off the Cape spoke with a Dutch Ship, on board of which Genl. Dumay Commandant of the French Forces was going to the Mauritius, they informed them that an English Ship had put into the Cape the Day before they left it, her Name they did not know, but from some circumstances mentioned we suppose it was the Belmont - Captn. Drummond also saw an English Ship off the Cape outward bound, but was not able to speak her - 3 We mention with concern the disagreeable intelligence received of the Garrison of Mangalore from the want of Provision being obliged to capitulate about the 19 or 20 January last, when Tippo Sahib took possession - The Garrison were allowed to March out with the Honors of war, they went to Tellicherry where three of your Ships were ready to receive them - 4 Yesterday Arrived an Imperial Ship called the Imperial King Captn. Jean Marie Recklemoet Burthen 450 Tons carrying 2 Guns and 28 Men Laden with Iron Wine & Sundry Articles, Bound to the West Indies, not being able to sell her Cargoe at the French Islands, from whence she last came - **Margin Notes:** News by the Genl. Elliot from Bombay Do. respecting Mangalore Imperial Ship from Mauritius	escort her round Cape Comorin. The frigate then left her, as had been requested. The *Resolution* reached Bombay on 16 January 1784. Her cargo was to be moved into the *General Goddard*, and she was to go into dock. Off the Cape, Drummond spoke with a Dutch ship carrying General Dumay, commander of the French forces, to Mauritius. Her people said an English ship had put into the Cape the day before they left. They did not know her name, but from what they described the Council thought she was probably the *Belmont*. Drummond also sighted an English ship off the Cape heading outwards, but he could not get close enough to speak to her. 3: The Council was sorry to report bad news about Mangalore. The garrison had run out of food and was forced to surrender to Tipu Sultan on about 19 or 20 January 1784. The soldiers were allowed to march out with the honours of war. They went on to Tellicherry, where three Company ships were waiting to take them on board. 4: An Imperial ship, the *Imperial King*, had arrived the day before the letter was written, under Captain Joan Maria Recklamort. She was of 450 tons, with 2 guns and a crew of 28. She had come from the French islands, where she had failed to sell her cargo of iron, wine and other goods. She was now taking it on to the West Indies. **Interpretations** The surrender of Mangalore sat awkwardly beside the news the Council had already sent home. In its letter of January 1784, the Council had reported, on Bombay's authority, that hostilities with Tipu had stopped. In February it said peace had been concluded. Yet the garrison had surrendered in January because it had no food left. A truce on paper had not lifted the siege or let supplies through. The Council described the event as distressing news, but it did not try to reconcile it with the earlier reports. The Court was left to set the dates side by side and see how slowly the peace had taken hold on the Malabar coast. The French help to the *Resolution* showed how quickly the war had given way to peacetime courtesy at sea. Only months before, a disabled Company ship meeting a French squadron would have been taken as a prize. Instead the French commander sent a frigate to repair her and see her safely round Cape Comorin. The Council recorded it without comment, but the episode told the Court that French naval forces in the east were now behaving as friends.
199	188	5 The Passengers on Board the Morse are Captn. Wilson & Messrs. Wilson and Le Boo and on the Stormont Mr. Lockyer 6 Your Honors will receive this Letter ꝑ Morse, Copys of which are transmitted by the Francis & General Coote - We are Honble. Sirs Your most Obedt. St. Helena and humble Servants 7 May 1784 Signed Danl. Corneille Henry Graeme Matt. Bazett Wm. Wrangham Hen. Bazett List of the Honble. Companys Packet from St. Helena ꝑ Ship Morse Dated 7 May 1784 - No. 1 Governor & Councils General Letter Dated 7 May '84 2 Dupt. do. & do. do. dated 3 do. do. 3 Consultations of the 6 May 1784 4 Dupt. do. of the 3 do. do.	5: The *Morse* carried Captain Wilson, Mr Wilson and Mr Le Boo. The *Stormont* carried Mr Lockyer. 6: The *Morse* carried the letter to England, and copies went by the *Francis* and the *General Coote*. The letter was dated St Helena, 7 May 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. The packet sent from St Helena by the *Morse* had a list of contents dated 7 May 1784. It held the following papers. 1: General letter from the Governor and Council dated 7 May 1784 2: Duplicate of the Governor and Council's general letter dated 3 May 1784 3: Consultation of 6 May 1784 4: Duplicate consultation of 3 May 1784 5: Cash account from 4 to 6 May 1784 6: Duplicate cash account to 3 May 1784 7: Account of the ship *Morse*. 8: Account of the ship *Francis*. 9: Account of the ship *General Coote*. 10: Duplicate account of the ship *York*. 11: Duplicate account of the ship *Houghton*.

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		5 Cash Account from the 4 to the 6 May '84 6 Dupt. do. of the 3 do. do. 7 Ship Morse's Account 8 do. Francis do. 9 do. Genl. Coote do. 10 Dupt. Ship Yorks do. 11 do. do. Houghtons do. 12 First Receipt for the Packet ℔ Ship York 13 do. do. for a small Paper Packt. ℔ Ship Houghton 14 Second do. for the Packet ℔ Ship Montague 15 Duplicate List of the Packet ℔ Ship York 16 Abstract of the Cargoes of Ship Norfolk 17 Time of the Arrival of the Genl. Elliots Boat at Banks's **Margin Notes:** Passengers Letter by what Ship	12: First receipt for the packet sent by the ship *York*. 13: First receipt for a small paper packet sent by the ship *Houghton*. 14: Second receipt for the packet sent by the ship *Montague*. 15: Duplicate list of the packet sent by the ship *York*. 16: Abstract of the cargo of the ship *Norfolk*. 17: Record of the time the boat from the *General Elliot* reached Banks's. **Interpretations** The passengers in the *Morse* were probably Captain Henry Wilson, his son and Lee Boo, a young prince of the Palau Islands in the western Pacific. Wilson's Company packet *Antelope* had been wrecked on the Palau reefs in August 1783. With the help of the islanders, the crew built a small boat from the wreck and sailed to China. Lee Boo's father, the island's ruler, let his son go with them to England. At St Helena the Council treated him as an ordinary passenger and listed him with no title. He was the first person from Palau to reach Europe.
200	189	No. 18 Account of Expence carrying on the Fence in Long Wood to 31 March '84 To the Honble. &ca. Honble. Sirs Our last Address waited on your Honors by the Ship Morse under date of the 7 instant Copys whereof were transmitted by the Francis and General Coote - In consequence of the Imperial Ships coming here, the Governor ordered a Guard Boat constantly to attend her to prevent any communication or intercourse with any of the Ships in the Road This Letter waits on your Honors by Ship Stormont - The Barwell Atlas and Lascelles will also be dispatched in a few Days - We are Honble. Sirs Your most Obedt. and St. Helena humble Servants 10 May 1784 Signed Danl. Corneille Hen. Graeme Matt. Bazett Wm. Wrangham Hen. Bazett List of the Honble. Companys Packet from St. Helena ℔ Ship Stormont dated 10 May 1784 - No. 1 Governor & Councils General Letter dated 10 May 1784 2 Consultations of the 10 May 1784 **Margin Notes:** Last address Respecting the Imperial Ship Letters sent by	18: Account of the cost of building the fence at Longwood up to 31 March 1784 The Council's last letter to the Court, dated 7 May 1784, went by the *Morse*, and copies followed by the *Francis* and the *General Coote*. When the Imperial ship arrived, Governor Corneille ordered a guard boat to stay alongside her at all times. Its task was to stop any contact or dealings between her and the other ships in the roads. The *Stormont* carried this letter to England. The *Barwell*, *Atlas* and *Lascelles* were to sail within a few days. The letter was dated St Helena, 10 May 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. The packet sent from St Helena by the *Stormont* had a list of contents dated 10 May 1784. It opened with the following papers. 1: General letter from the Governor and Council dated 10 May 1784 2: Consultation of 10 May 1784 **Interpretations** The Governor did not turn the Imperial ship away. Doing so would have breached the peacetime courtesy owed to a ship flying the Emperor's flag. Instead he had her watched day and night. The roads were full of Company ships homeward bound from China and Bengal, whose officers carried private goods of their own. An Imperial ship was exactly the kind of foreign vessel through which tea and other Asian goods were smuggled into Europe in breach of the Company's monopoly. A guard boat alongside her made it impossible for anything to pass between her and the Company's ships. She could take on water and supplies, but she could not become a market for goods that belonged in the Company's sales in London.
201	190	No. 3 Duplicate Consultation of the 6 May 1784 4 Cash Account from the 8 to the 10 do. do. 5 Dupt. do. from the 4 to the 7 do. do. 6 Ship Stormonts Account 7 Duplicate Ship Morse's do. 8 do. Ship Francis do. 9 do. Ship Genl. Coote do. 10 Effective State of the Garrison 11 First Receipt for the Packet ℔ Ship Morse 12 do. do. for a small Paper Packet ℔ Ship Francis 13 do. do. for a do. do. ℔ do. Genl. Coote 14 Second do. for the Packet ℔ Ship York 15 do. do. for a small Paper do. ℔ Ship Houghton	3: Duplicate consultation of 6 May 1784 4: Cash account from 8 to 10 May 1784 5: Duplicate cash account from 4 to 7 May 1784 6: Account of the ship *Stormont*. 7: Duplicate account of the ship *Morse*. 8: Duplicate account of the ship *Francis*. 9: Duplicate account of the ship *General Coote*. 10: Return of the effective strength of the garrison 11: First receipt for the packet sent by the ship *Morse*. 12: First receipt for a small paper packet sent by the ship *Francis*.

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		16 Duplicate List of the Packet ℔ Ship Morse 17 Abstract of the Cargoes of Ships Atlas and Genl. Elliot 18 Duplicate Account of Expence carrying on the Fence in Long Wood to 31 March '84 To the Honble. &ca. Honble. Sirs Para. 1 By the Ship Stormont we had the Honor of writing you under date of the 10 instant Duplicate thereof we transmit enclosed - the above Ship Sailed from hence the same Day in Company with the General Coote 2 Yesterday Arrived your Ship Busbridge from Madras last from the Cape. Captn. Todd acquaints Us he left Fort St. George the 2 Febry. last and the Belmont there, which Ship was to Sail in a few Days after him - He also informs Us the Ships Valentine and Hillsborough were Arrived at False Bay, from England, the 27 last Month, the Day he Sailed from the Cape - 3 We beg leave to refer your Honors **Margin Notes:** Last Address Arrival of Ships	13: First receipt for a small paper packet sent by the ship *General Coote*. 14: Second receipt for the packet sent by the ship *York*. 15: Second receipt for a small paper packet sent by the ship *Houghton*. 16: Duplicate list of the packet sent by the ship *Morse*. 17: Abstract of the cargoes of the ships *Atlas* and *General Elliot*. 18: Duplicate account of the cost of building the fence at Longwood up to 31 March 1784 1: The Council's last letter to the Court, dated 10 May 1784, went by the *Stormont*, which sailed the same day in company with the *General Coote*. A duplicate was enclosed. 2: The Company's ship *Busbridge* had arrived from Madras the day before the letter, calling last at the Cape. Captain Dodd reported that he left Fort St George on 2 February 1784. The *Belmont* was still there and was due to follow him within a few days. Dodd added that the *Valentine* and the *Hillsborough* had reached False Bay from England on 27 April 1784, the day he sailed from the Cape. 3: The Council referred the Court to a matter set out on the next page.
202	191	Honors to a Minute of the Governor's entered upon Consultation of this Day relative to the Arrival of an American Vessel this Morning, last from the Cape 4 The Passengers on Board the Barwell are Mr. and Mrs. Middleton, Major Balfour, Messrs. Middleton and Hollands - On the Atlas, Mrs. Hastings Mrs. Motte and Mr. Markham - On the Lascelles James Bradshaw Esqr. and Mr. Richardson - On the Norfolk Captn. Gordon and Mr. Neal Mr. Fenwick and Mrs. Baits and on the General Elliot, Mr. and Mrs. Dalton Messrs. Gambier, Tennant, Watson and Forbes Major Abington Mrs. Broome and Mrs. Scott - 5 This Letter goes by your Honors Ship Barwell, Copys of which are transmitted ℔ the Lascelles, Atlas and Norfolk We are Honble. Sirs Your most Obedt. and St. Helena humble Servants 13 May 1784 Signed Danl. Corneille Hen. Graeme Matt. Bazett Wm. Wrangham Hen. Bazett List of the Honble. Companys Packet from St. Helena ℔ Ship Barwell dated 13 May 1784 - No. 1 Governor & Councils General Letter dated 13 May '84 2 Dupt. do. & do. do. dated 10 do. do. 3 Consultations of 13 May 1784 4 Dupt. do. of 10 do. do. 5 Cash Acct. from the 11 to 13 May '84 6 Dupt. do. from the 8 to 10 do. do. 7 Ship Barwells Account 8 do. Lascelles do. 9 do. Atlas do. **Margin Notes:** Reference to a Minute of the Governors Passengers	The Council referred the Court to a minute by Governor Corneille, entered in the consultation of 13 May 1784. It concerned an American ship that had arrived that morning, calling last at the Cape. 4: Passengers went home in five ships. The *Barwell* carried Mr and Mrs Middleton, Major Balfour, a second Mr Middleton and Mr Hollands. The *Atlas* carried Mrs Hastings, Mrs Motte and Mr Markham. The *Lascelles* carried James Bradshaw and Mr Richardson. The *Norfolk* carried Captain Gordon, Mr Neal, Mrs Fenwick and Mrs Batts. The *General Elliot* carried Mr and Mrs Dalton, Mr Gambier, Mr Tennant, Mr Watson, Mr Forbes, Major Abington, Mrs Broome and Mrs Scott. 5: The Company's ship *Barwell* carried the letter to England, and copies went by the *Lascelles*, *Atlas* and *Norfolk*. The letter was dated St Helena, 13 May 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. The packet sent from St Helena by the *Barwell* had a list of contents dated 13 May 1784. It opened with the following papers. 1: General letter from the Governor and Council dated 13 May 1784 2: Duplicate of the Governor and Council's general letter dated 10 May 1784 3: Consultation of 13 May 1784 4: Duplicate consultation of 10 May 1784 5: Cash account from 11 to 13 May 1784 6: Duplicate cash account from 8 to 10 May 1784 7: Account of the ship *Barwell*. 8: Account of the ship *Lascelles*. 9: Account of the ship *Atlas*. **Interpretations** The American ship was new to St Helena. Peace with the United States had been settled only the year before. An American vessel was now a foreign ship, no longer a rebel one, and no settled rules yet governed how a British island should receive her. The Governor recorded her arrival in a formal minute rather than in a line among the shipping news. This set out in writing how he had dealt with her, so the Court could approve his handling of an unfamiliar case or correct it. Mrs Hastings in the *Atlas* was probably Marian Hastings, wife of Warren Hastings, the Governor-General of Bengal. She sailed for England in early

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			1784, ahead of her husband, with her friend Mrs Motte as companion. The Council listed her plainly among the passengers. Through the Company's packets the directors would know, from its list, exactly which ship was bringing her home.
203	192	No. 10 Ship Norfolk's Account 11 Dupt. Ship Stormonts do. 13 First Receipt for the Packet Ꝺ Ship Stormont 14 Second do. for the do. Ꝺ do. Morse 15 do. do. for a small do. Ꝺ do. Francis 16 do. do. for a do. do. Ꝺ do. Genl. Coote 17 Duplicate List of the Packet Ꝺ Ship Stormont 18 Time of the Arrival of Ship Busbridge's Boat at Banks's 19 General Court Martial held on 6 April 1784 20 Bond from Willm. Wrangham on acct. of Eliz. Dundas for £1000 To the Honble. &ca. Honble. Sirs Our last Address waited on your Honors by the Ship Barwell, Copys whereof were transmitted by the Lascelles, Atlas and Norfolk - We have purchased of Captn. Alexander Todd fifty Cape Sheep and three hundred and sixty Pieces Salt Beef, amounting to £88. 10 - for which we have given Certificates in the usual form, upon your Honors - The Passengers on board the Busbridge are Major Johnson, Captn. Howes, Messrs. Barlow and Pringle This Letter is forwarded to your Honors by the Ship Busbridge - We are Honble. Sirs Your most Obedt. and St. Helena humble Servants 15 May 1784 (Signed) Danl. Corneille Hen. Graeme Matt. Bazett Wm. Wrangham Hen. Bazett **Margin Notes:** Last Address Sheep & Salt Beef purchased of Captn. Todd Passengers	10: Account of the ship *Norfolk*. 11: Duplicate account of the ship *Stormont*. 13: First receipt for the packet sent by the ship *Stormont*. 14: Second receipt for the packet sent by the ship *Morse*. 15: Second receipt for a small paper packet sent by the ship *Francis*. 16: Second receipt for a small paper packet sent by the ship *General Coote*. 17: Duplicate list of the packet sent by the ship *Stormont*. 18: Record of the time the boat from the *Busbridge* reached Banks's. 19: Proceedings of the general court martial held on 6 April 1784 20: Bond from William Wrangham on behalf of Elizabeth Dundas, for £1,000 0s 0d The Council's last letter to the Court went by the *Barwell*, and copies followed by the *Lascelles*, *Atlas* and *Norfolk*. The Council bought 50 Cape sheep and 360 pieces of salt beef from Captain Alexander Dodd for £88 10s 0d. It paid him with certificates on the Court in the usual form. The *Busbridge* carried Major Johnson, Captain Howes, Mr Barlow and Mr Pringle. The *Busbridge* carried the letter to England. It was dated St Helena, 15 May 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. **Interpretations** St Helena could not always feed itself or the ships that called. A captain arriving from the Cape with spare livestock and salt meat was a welcome supplier. Cape sheep were the fat-tailed breed raised by Dutch farmers at the Cape. They were hardy enough to survive a short voyage alive and could be kept on the island's pasture until needed. The Council paid Dodd as it had paid Pennell, with a certificate redeemable in London, not with scarce cash. The island got its food without emptying its treasury, and Dodd's profit from his private trade went home to him as a sum payable by the Company.
204	193	List of the Packet Ꝺ Busbridge dated 15 May 1784 - No. 1 Governor & Councils General Letter dated 15 May '84 2 Consultations of 15 May '84 3 Dupt. do. 13 do. do. 4 Cash Account from 14 to 15 May '84 5 Dupt. do. from 11 to 13 do. do. 6 Ship Busbridge's Account 7 Dupt. Ship Barwells do. 8 do. Ship Lascelles do. 9 do. Ship Atlas do. 10 do. Ship Norfolks do. 11 Effective State of the Garrison 12 Duplicate List of the Packet Ꝺ Ship Barwell 13 First Receipt for the do. Ꝺ Ship do. 14 do. do. for a small Paper Packet Ꝺ Ship Lascelles 15 do. do. for a do. do. Ꝺ Ship Atlas 16 do. do. for a do. do. Ꝺ Ship Norfolk 17 Second do. for the Packet Ꝺ Ship Stormont 18 Abstract of the Cargoe of Ship Busbridge 19 Second Bond from Wm. Wrangham on account of Eliz. Dundas for £1000 - To the Honble. &c.	1: General letter from the Governor and Council dated 15 May 1784 2: Consultation of 15 May 1784 3: Duplicate consultation of 13 May 1784 4: Cash account from 14 to 15 May 1784 5: Duplicate cash account from 11 to 13 May 1784 6: Account of the ship *Busbridge*. 7: Duplicate account of the ship *Barwell*. 8: Duplicate account of the ship *Lascelles*. 9: Duplicate account of the ship *Atlas*. 10: Duplicate account of the ship *Norfolk*. 11: Return of the effective strength of the garrison 12: Duplicate list of the packet sent by the ship *Barwell*. 13: First receipt for the packet sent by the ship *Barwell*. 14: First receipt for a small paper packet sent by the ship *Lascelles*. 15: First receipt for a small paper packet sent by the ship *Atlas*. 16: First receipt for a small paper packet sent by the ship *Norfolk*.

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		Honble. Sirs Para. 1 Our last Advices went by your Honors Ship Busbridge under date of the 15 this Month 2 Tuesday the 18 instant Arrived a Portuguese Ship from China called the Brett Captn. Nicholas Rodrigues De Santo, Burthen 580 Tons, carryg. 60 Men Laden with Tea and China Ware - Yesterday Arrived another Portuguese Ship from Bengal called the Rey de Portugal, Captn. Manuel Nevish Sara, Burthen 594 Tons carrying 26 Guns and 84 Men Laden with Bengal Goods, both bound to Lisbon - 3 Your Honors will please to observe upon **Margin Notes:** Last Advices Arrival of Ships	17: Second receipt for the packet sent by the ship *Stormont*. 18: Abstract of the cargo of the ship *Busbridge*. 19: Second bond from William Wrangham on behalf of Elizabeth Dundas, for £1,000 0s 0d This was the list of the packet sent by the *Busbridge*, dated 15 May 1784. 1: The Council's last letter to the Court, dated 15 May 1784, went by the Company's ship *Busbridge*. 2: On Tuesday 18 May 1784 a Portuguese ship, the *[...]*, arrived from China under Captain Nicolas Rodrigues de Santo. She was of 580 tons with a crew of 60 and carried tea and porcelain. The next day another Portuguese ship, the *Rey de Portugal*, came in from Bengal under Captain Manuel Nunes Sara. She was of 594 tons, mounted 26 guns, had a crew of 84 and carried Bengal goods. Both ships were bound for Lisbon. 3: The Council directed the Court's attention to a further matter, set out on the next page.
205	194	upon Consultation of the 21 instant is mentioned the Desertion of two of your Slaves and a Slave belonging to Mr. Willm. Wrangham; and request should they be forth coming you will be pleased to send them back by the first opportunity - 4 We have to acquaint you with the detention of thirty Bags Rice on board the General Elliot, as appears by the short Delivery of that Ship Entered upon Consultation of this Day - 5 We have granted a Set of Bills of Exchange to Willm. Wrangham Esqr. for the Sum of £150 - payable to Ralph Dundas Esqr. (or Order) Drawn at ninety Days Sight and dated this day - 6 Your Honors will receive this Letter ꝑ General Elliot, together with a Duplicate of that ꝑ Busbridge - We are Honble. Sirs Your most Obedt. and St. Helena humble Servants 21 May 1784 - Signed Danl. Corneille Hen. Graeme Matt. Bazett Wm. Wrangham Hen. Bazett List of the Packet ꝑ Genl. Elliot, dated 21 May 1784 - No. 1 Governor & Councils Genl. Letter dated 21 May '84 2 Dupt. do. & do. do. dated 15 do. do. 3 Consultations from the 17 to 21 do. do. 4 Dupt. do. of the 15 do. do. 5 Cash Account from the 16 to 21 May do. 6 Dupt. do. from the 14 to 15 do. do. 7 Ship Genl. Elliots Account 8 Dupt. Ship Busbridge's do. 9 do. List of the Packet ꝑ Ship Busbridge **Margin Notes:** Desertion of Slaves Short delivery of Goods Bills of Exchange	The consultation of 21 May 1784 recorded the escape of two of the Company's slaves and one slave owned by Mr William Wrangham. The Council asked the Court to send them back by the first ship if they could be found. 4: The *General Elliot* had kept back 30 bags of rice that should have been landed. The shortfall in her delivery was entered in the consultation of 21 May 1784. 5: The Council issued a set of bills of exchange for £150 0s 0d to William Wrangham, payable to Ralph Dundas or his order. The bills were drawn at 90 days' sight and dated 21 May 1784. 6: The *General Elliot* carried the letter to England, with a duplicate of the letter sent by the *Busbridge*. The letter was dated St Helena, 21 May 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. The packet sent by the *General Elliot* had a list of contents dated 21 May 1784. It held the following papers. 1: General letter from the Governor and Council dated 21 May 1784 2: Duplicate of the Governor and Council's general letter dated 15 May 1784 3: Consultations from 17 to 21 May 1784 4: Duplicate consultation of 15 May 1784 5: Cash account from 16 to 21 May 1784 6: Duplicate cash account from 14 to 15 May 1784 7: Account of the ship *General Elliot*. 8: Duplicate account of the ship *Busbridge*. 9: Duplicate list of the packet sent by the ship *Busbridge*. **Interpretations** The three slaves had almost certainly escaped in one of the homeward ships, since the Council expected them to turn up in England. St Helena had lost slaves this way before, including Dyke, the waterworks plumber. A ship full of sailors and passengers offered a hiding place and a way off an island that otherwise had none. The Council treated the men as property to be returned. It asked the Court to recover them in England and ship them back. Whether the courts in England would let a slave be forced to leave the country was unsettled in law. The Council's request assumed that the Company's hold over its slaves continued after they landed in England. One of the three belonged to a member of the Council, who used the Council's own letter to the Court to try to get his slave back. The rice was a short delivery: 30 bags shown on the *General Elliot*'s papers had not been landed. By entering the shortfall in the consultation, the Council

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			made a formal record. The Court could then charge the missing rice to the ship's commander or owners when the voyage was settled in London. Without that record the loss would have fallen on the island's stores.
206	195	No. 10 First Receipt for the Packet ℔ Ship Busbridge 11 Second do. for the do. ℔ Ship Barwell 12 do. do. for a small Paper Packet ℔ Ship Lascelles 13 do. do. for a do. do. ℔ Ship Atlas 14 do. do. for a do. do. ℔ Ship Norfolk 15 Effective State of the Garrison To the Honble. &ca. Honble. Sirs Yesterday Arrived your Ship Royal Charlotte from England, by which, we had the pleasure of receiving your Honors Letter dated the 20 December 1783 - We beg leave to assure you that every attention shall be paid to your Orders and instructions, but have not time at present fully to reply to the several Paragraphs contained therein - This goes by the General Elliot which Ship was dispatched on the 21 instant, but not Sailing immediately, gives Us an opportunity of communicating the above intelligence - We are Honble. Sirs Your most Obedient St. Helena and humble Servants 23 May 1784 Signed Danl. Corneille Hen. Graeme Matt. Bazett Wm. Wrangham Hen. Bazett **Margin Notes:** The Arrival of the Royal Charlotte Storeship	10: First receipt for the packet sent by the ship *Busbridge*. 11: Second receipt for the packet sent by the ship *Barwell*. 12: Second receipt for a small paper packet sent by the ship *Lascelles*. 13: Second receipt for a small paper packet sent by the ship *Atlas*. 14: Second receipt for a small paper packet sent by the ship *Norfolk*. 15: Return of the effective strength of the garrison The Company's ship *Royal Charlotte* arrived from England on 22 May 1784. She brought the Court's letter of 20 December 1783. The Council assured the Court that it would follow all its orders and instructions closely. For the moment, however, it had no time to answer the letter paragraph by paragraph. The *General Elliot* had been formally dispatched on 21 May 1784 but had not yet sailed. Her delay let the Council send this short note with her. The note was dated St Helena, 23 May 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett.
207	196	To the Honble. &ca. Honble. Sirs Par. 1 By the Ship General Elliot we had the Honor of writing you last under date of the 21 and 23 May '84 Duplicate whereof we herewith transmit 2 On the 1 of this Month Arrived your Honors Ships Halswell Ceres and Earl Talbot from Fort William and the Belmont from Fort St. George - the three former left the Pilot 8 Febry. '84, and the Lord Macartney was to Sail for Europe a few days after them - Your Ship Belmont left Madras the 6 Febry. last 3 In our Address dated 23 May '84 we had the pleasure of acknowledging the Receipt of yours dated 20 Decr. '83 ℔ Ship Royal Charlotte, together with the several Papers mentioned in the List of Packet - The Govr. and Lieut. Governor likewise recd. a Letter from the Honble. Secret Committee by the above Conveyance - Since which we have the satisfaction to inform your Honors, Arrived the 8 instant the Royal Admiral from England by which Conveyance we recd. your Orders of the 16 March '84 also the Sundry Papers mentioned in the List of Packet by the that Ship - and we now proceed to reply to the several Paras. contained in the above - Letters 4 All Orders received from any three of the Gentlemen you have been pleased to appoint your Committee of Secrecy for giving the necessary Orders	1: The Council's last letters to the Court, dated 21 and 23 May 1784, went by the *General Elliot*. Duplicates were enclosed. 2: On 1 June 1784 the Company's ships *Halsewell*, *Ceres* and *Earl Talbot* arrived from Fort William, and the *Belmont* from Fort St George. The first three had dropped their pilot on 8 February 1784. The *Lord Macartney* was to leave for Europe a few days after them. The *Belmont* had sailed from Madras on 6 February 1784. 3: In its letter of 23 May 1784, the Council acknowledged the Court's letter of 20 December 1783, brought by the *Royal Charlotte*, together with the papers named in her packet list. Governor Corneille and the Lieutenant Governor also received a letter from the Secret Committee by the same ship. Since then the *Royal Admiral* had arrived from England on 5 June 1784, bringing the Court's orders of 16 March 1784 and the papers in her packet list. The Council now went on to answer the paragraphs of both letters in turn. 4: The Court had appointed a Committee of Secrecy to give orders for the safety of its shipping. The Council undertook to obey closely any orders signed by any three members of that committee. 5: The Council wished the Company's business in China every success under the supercargoes the Court had appointed as its council at Canton. 6: The Council also dealt with Lieutenant John Leech's pay. The details are on the next page. **Interpretations** Orders signed by any three members of the Committee of Secrecy were binding on the Council. The full Court of Directors was large and slow, and its proceedings were widely known. Orders about ship movements, routes and meeting points could

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		relative to the safety of your Shipping, shall be strictly attended to and complied with - 5 We wish prosperity to your Affairs in China under the management of the Gentlemen you have thought proper to appoint your Council of Supra Cargoes at Canton 6 Lieut. John Leech shall be paid the **Margin Notes:** Last Address Arrival of Ships Lr. &c. acknowledged of being recd. from England Orders of the Secret Committee to be complied with	not wait for a full meeting or risk being leaked. A quorum of three could act quickly and quietly. The Council's promise to obey any three of them meant that signed orders from that small group carried the full authority of the Court at St Helena. Such orders mattered most to the island, because homeward ships gathered there and their sailing dates and routes were exactly what an enemy would want to know.
208	197	the Allowance you have been pleased to make him as Commissary of Stores and in the manner you Direct - Lieut. Wm. Seale has been also acquainted with your Confirmation of his appointment - for which favors they return your Honors their sincere acknowledgements - We have likewise informed the said Lieut. Leech that he has your permission to return to his Rank in the Infantry, if he is desirous so to do - but at same time have requested that he will continue in the Artillery until his turn for Promotion to a Company offers, as we cannot possibly dispense with so experienced an Officers Duty in that Line - 7 We are sorry that the Prohibition of sending out Articles to your Servants extends to this insulated situation - Your Servants here having no other means of getting out some particular necessarys which being denied, subjects them to an inconvenience 8 We have complied with the 8 Para. of your General Letter ℔ Royal Charlotte as nearly as we possibly could ascertain by sending a No. in this Packet an Inventory of Furniture and Linen delivered by the late, to your present Governor, who having represented to Us the bad State of the Furniture remaining in the Governors House and requesting that certain Articles might be purchased, we after taking the matter into consideration and finding his request reasonable accordingly consented - but must acknowledge our feelings affected by the implied Censure contained in the above Paragraph as we could possibly have no interested Views in consenting to the above measure, and as a confirmation that we have paid every attention to your Interest as well as complied with the Governors request, we beg leave to refer you to our Consultation of 12 August '82, wherein you will perceive a Credit of £11. 12 - of old Furniture Sold not standing upon your Books, which was found in the House when the present Governor took possession - 9 The Governor with all due submission **Margin Notes:** Respecting Lieut. Jn. Leech being made Commissary Lt. Seales appointmt. Necessity of Lt. Leech keeping him in the Artillery Company Respecting the prohibition of not sending Articles to the Servants here Reply to the 8 Para. of General Letter respecting Plate & Furniture	6: The Council told Lieutenant John Leech that he would be paid the allowance the Court had granted him as commissary of stores, in the way the Court had laid down. It also told Lieutenant William Seale that the Court had confirmed his appointment. Both officers asked the Council to pass on their sincere thanks. The Court had also given Leech leave to return to his rank in the infantry if he wished. The Council told him so, but asked him to stay with the artillery until he was due for promotion to command a company. It could not do without so experienced an officer in that branch. 7: The Council regretted that the Court's ban on sending goods out to its servants applied even to St Helena. The island was cut off from every other source of supply. The Company's servants there had no other way to obtain certain things they needed, and the ban caused them real hardship. 8: The Council had followed paragraph 8 of the Court's general letter by the *Royal Charlotte* as closely as it could. It enclosed an inventory of the furniture and linen that the former Governor had handed over to Governor Corneille. The Governor had told the Council that the furniture left in Government House was in very poor condition and asked for some new pieces to be bought. The Council considered the request, found it reasonable and agreed. Even so, the councillors were hurt by the criticism the Court's paragraph implied. They had no personal interest in approving the purchase. As proof that they had protected the Company's interest while meeting the Governor's request, they pointed to the consultation of 12 August 1782. It showed a credit of £11 12s 0d from the sale of old furniture that had been found in the house when the Governor moved in, although the Company's books did not record it. 9: The Governor, with all due respect, added a reply of his own, set out on the next page. **Interpretations** The Court gave Leech a way out of the artillery, and the obvious course was to let him take it. The Council asked him instead to stay where he was, and it gave its reason. In the letter of October 1783 Leech had been running the artillery without a captain. In April 1784 the Council had moved Hodson across because the company was down to two officers. Losing Leech now would have stripped the island's gunnery of its most experienced man. The Council kept him by holding out the hope of promotion to command a company. That gave him a reason to stay in the artillery without overruling the leave the Court had granted. The ban on sending goods to Company servants was aimed at private trade. Servants in India used such shipments to bring in goods for sale and compete with the Company. At St Helena things were different. The island produced almost nothing, and its officials depended on goods from England for ordinary comforts. The Council's protest pointed out that a rule written for rich trading settlements bore unfairly on a small, isolated garrison. It did not defy the order, but it put its objection on record.

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			The Court's paragraph on the Governor's furniture suggested that the Council might have spent Company money to please its president. The councillors answered with figures, not just protests. They pointed to the earlier sale of old furniture that had not been on the books. They had found it, sold it and credited the Company with the money, when they could have left it unrecorded. This showed they had added to the Company's funds, not taken from them. Their written defence would remain in the Court's files beside the criticism.
209	198	submission, begs leave to express how much his feeling has suffered from the implied Censure contained in 8 - Para. of General Letter under date 20 Decr. '83, supposing him so much wanting in his Duty, and the Gentlemen of Council so improperly influenced to acquiesce in his measures contrary to the true interest of their Honble. Employers by allowing him wantonly to expend their Money in the Purchase of unnecessary Furniture He has only to observe on this occasion that, he flattered himself the Cases of Knives & Forks sent Home for repair, a view of the Old Plate returned, and the account of Old Lumber (for it does not deserve the name of Furniture) Sold, would have established his Care, Attention and economical system, which has hitherto guided his Conduct, and shall continue so to do - as - actuated upon Principles of rectitude first to his own Character, which must ever insure strict Justice to his Honble. Employers - 10 The Copper Pieces you have sent instead of the Halfpence Indented for last Year, will answer every purpose of Circulation at this Place, and shall give the necessary Orders for their passing accordingly - 11 In compliance with your Orders contained in the 13 Para. of General Letter 20 Decr. '83, we shall take particular care to write by every Ship that Sails, from hence for England, which method we should always have pursued, was it not impossible, sometimes, from the multiplicity of business we are engaged in, upon the Sailing of a large Fleet, to get a Letter ready to be transmitted by each Ship - 12 Conformably to your directions we have given your Surgeon Orders not to Indent for Pocket Instruments, but to send home all them which may want repairing, notifying them at the Foot of his Indents 13 Henceforward when we Grant **Margin Notes:** Governors reply to the 8 Para. of Genl. Letter respecting Plate & Furniture Copper Pieces made Current Letters to be sent by each Ship which Sails from the Island Pocket Instruments to be sent Home & not Indented for	Governor Corneille added his own reply, written with all due respect. He said he had been deeply hurt by the criticism implied in paragraph 8 of the Court's letter of 20 December 1783. It suggested that he had neglected his duty and that the Council had been wrongly persuaded to go along with him against the Company's interest, letting him waste its money on furniture it did not need. In answer he pointed to three things. He had sent the knives and forks home for repair instead of buying new ones. He had returned the old silver plate so that it could be inspected. He had also accounted for the sale of the old lumber, which he said was too poor to be called furniture. He had hoped these would prove his care and thrift. That thrift had always guided his conduct, and it always would. He acted first to protect his own good name, and that in itself guaranteed fair dealing with the Company. 10: The Court had sent copper coins instead of the halfpence the island had asked for the year before. The Council judged that they would serve perfectly well as small change on the island. It would give the orders needed to put them into circulation. 11: Following paragraph 13 of the Court's letter of 20 December 1783, the Council promised to write by every ship sailing from the island for England. It said it would always have done so if it could. When a large fleet sailed, however, the press of business sometimes made it impossible to prepare a letter for every ship. 12: As the Court directed, the Council told the Company's surgeon to stop ordering new pocket instruments. He was to send home any that needed repair and list them at the foot of his order lists. 13: The Council also set out a new rule on what it would grant from then on. The details are on the next page. **Interpretations** The Court's criticism was aimed at the Governor, and the Council's joint letter was not enough for him. He added a reply in his own name. The Council had defended its decision. The Governor defended his character. He used the same kind of evidence: items repaired, silver returned for inspection, old furniture sold and accounted for. To him, the charge of extravagance was an attack on his honour as well as a quarrel over money. By putting his defence in the official letter, he made sure it would sit in the Court's records beside the criticism, where any future reader of the file would find both. The Council turned the copper coins into island money by its own order. The Court had sent them because it could not supply halfpence. Once the Governor and Council ordered that they should pass at a set value, they became the island's small change for everyday buying. On a small island far from any mint, there was no other way to keep enough coin in circulation.
210	199	Grant Certificates to Commanders and Officers of your Ships on their indulgence we shall strictly attend to the Directions contained in the 19 Para. of your General	13: In future, when the Council issued certificates to commanders and officers of Company ships for money from their indulgence, it would follow closely paragraph 19 of the Court's general letter by the *Royal Charlotte*. The certificates would be

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		Letter Ïb Royl. Charlotte by Ordering them to be Drawn accordingly - your Directions likewise with regard to Money being paid into your Treasury by one Person for Account of, or on the indulgence of another, shall be observed and complied with - 14 In obedience to your Commands we have had your Resolution relative to Compy's Servants returning to England for the Recovery of their Health &ca. Published; and assure you said Resolution shall be strictly observed in every particular - 15 We beg leave to postpone a reply to 22 and 23 Paras. of your Letter 20 Decr. '83 - as it is business we shall enter upon, on the Sailing of the Royal Charlotte for India - 16 We are sorry our Surgeon has given you occasion to be displeased in granting Certificates to improper Objects to be put upon the Military Fund - - We have communicated your sense of the same to him and shall be particularly attentive on our parts to recommend only proper Objects taking the opinion of the Surgeon who in justice to his professional abilitys is esteemed able and assiduous in the Discharge of his Duty - 17 It is with great concern we hear of the unfortunate loss of the Nancy Packet in her Passage to Europe, more particularly for the unfortunate sufferers by that accident - 18 Your Orders for giving additional Gratuity to such of the Garrison as remained firm in their Duty on the 29 December last, shall be complied with - 19 The old Crane being of Fir, very rotten and not worth any further Repairs, we shall be be under an absolute necessity of Erecting a new one in the **Margin Notes:** To be particular in granting Certificates for Money paid into the Treasury Resolution Published respecting Compys. Servants returning to England &ca. Paras. 22 & 23 to be postponed being answered at a future opportunity Persons recommended to the Military Fund unfortunate loss of the Nancy Gratuity to the Soldiers Crane	drawn up in the form the Court required. The Council would also obey the Court's orders about one person paying money into the treasury for another person's account, or out of another person's indulgence. 14: As ordered, the Council published the Court's resolution on Company servants going home to England to recover their health. It promised that the resolution would be strictly observed in every detail. 15: The Council asked leave to delay its answer to paragraphs 22 and 23 of the Court's letter of 20 December 1783. It would deal with that business when the *Royal Charlotte* sailed for India. 16: The Council regretted that the Court was displeased with the surgeon for certifying unsuitable men for the Military Fund. It had passed the Court's view on to him. In future the councillors would take care to recommend only deserving men, after taking the surgeon's advice. In fairness to him, they added that he was considered skilful and hard-working. 17: The Council was very sorry to learn that the *Nancy* packet had been lost on her way to Europe. It felt most for the people who had suffered in the disaster. 18: The Court had ordered a further reward for the soldiers who stayed loyal on 29 December 1783. The Council would pay it. 19: The old crane was made of fir and so rotten that it was not worth repairing. The Council would have to build a new one, as set out on the next page. **Interpretations** The *Nancy* had carried the Council's urgent account of the mutiny, sent on 3 January 1784. The Council had kept her back so that the account could go with her. Sergeant Tooly was also on board, sent home as too dangerous to keep in the garrison. Even so, the Court's letter shows it knew of the mutiny, since it ordered a reward for the men who stayed loyal on 29 December 1783. The news must have reached London by the duplicates sent in the *Nerbudda* and other ships. Sending each letter by more than one ship had protected the Council's report, though the ship and the people on board her were lost. The Council took the Court's rebuke about the Military Fund without passing the blame on to the surgeon. The certificates had gone out over the Council's own recommendations, and the councillors accepted their share. At the same time they spoke up for the surgeon's skill. This kept a trusted medical officer from being disgraced in London. Recommending fewer men was the price. The Council had already become more selective, recommending only three of 14 invalids in March 1784, against eight of 13 the previous October.
211	200	the next Year - We therefore request you will please to send Us Materials necessary for this Work by the Store Ships of next Season, agreeable to the Plan and Section herewith Enclosed which we beg may be Oak instead of Fir 20 You will please to observe upon our Consultation of the 31 May, in obedience to your Orders respecting unlicenced Persons proceeding to India - We addressed Captn. Josiah Pryce requesting him to give in a List of the several Passengers on Board his Ship and to produce his Authority for carrying them to India, which he having laid before Us and observing no mention made of his Brother Captn. David Pryce, who we knew was on board the Royal Charlotte we required of him to inform Us - upon what footing he was on board - His Address in Answer, is also entered upon the above Consultation for your Notice -	The Council planned to build the new crane the following year. It asked the Court to send the materials by the next season's store ships, following the enclosed plan and section drawing. It asked for oak this time instead of fir. 20: The Court had given orders about people travelling to India without the Company's licence. Following those orders, the Council wrote to Captain Josiah Pryce of the *Royal Charlotte* on 31 May 1784. It asked him for a list of all his passengers and for proof of his authority to carry them to India. He supplied both. The Council noticed that his list did not mention his brother, Captain David Pryce, although the Council knew David was on board. It asked Josiah to explain on what terms his brother was travelling. His reply was entered in the same consultation for the Court to read. 21: With this letter the Council sent its lists of the stores it would need for 1785, along with a list of

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		21 By this Conveyance we transmit your Honors our Indents of Stores wanted for the Service of the Year 1785, together with the List of Stores remaining in the Honble. Companys Ware Houses the 30 April 1784 and as on a strict examination of the Articles of Provision &c. finding an ample Supply we Reduced our Indents accordingly - hope therefore you will comply therewith particularly in the Article of Coals as all your Garrison are under the necessity of being supplyd with that kind of Fuel - 22 We beg leave to observe that the two Parcels of Old Plate sent home and mentioned in the Inventory transmitted by this Conveyance have not been replaced, and the Governor declares that even now if it was not for his own Plate which he has in use for the Honor of his Station, he would be at a loss for those common necessary Articles for the use of the Honble. Companys Table - 23 We take the liberty to mention that of **Margin Notes:** Materials for a new Crane wanted Compy. informed to have respecting Mr. David Pryce Indents of Stores wanted for 1785 Plate sent Home, not replaced. Answered to the Directors	the stores left in the Company's warehouse on 30 April 1784. After a careful check it had found plenty of provisions and other goods on hand, so it had cut down its orders. It hoped the Court would therefore send what it had asked for, especially coal. The whole garrison depended on coal for fuel. 22: The Council pointed out that the two lots of old silver plate it had sent home had not been replaced. They were listed in the inventory enclosed with this letter. The Governor said that without his own silver, which he used to keep up the dignity of his office, he would not even have the ordinary things needed for the Company's table. 23: The Council raised a further matter, set out on the next page. **Interpretations** No one could go to India without the Company's licence. The rule protected the Company's monopoly and kept out adventurers who might trade privately or cause trouble with Indian rulers. St Helena was a natural checkpoint for outward ships. The Council went beyond accepting the captain's list. It checked the list against what it already knew and found the captain's own brother missing. A commander might easily carry a relation as a private favour, and the Council's question put that on record. Whether David Pryce had permission or not, the Court now had his brother's explanation in writing and could decide. The Council cut its orders before asking for coal. Having found the warehouse well stocked, it reduced the rest of its requests. That made its request for coal look reasonable and not wasteful. The island had little timber left, and the garrison could not keep warm or cook without fuel from England. Coming just after the Court's criticism over the Governor's furniture, the Council was careful to show restraint everywhere else, while insisting firmly on the one supply it truly could not do without. The same thinking lay behind asking for oak for the crane. Fir had rotted in the island's damp air, and a crane built of oak would not need replacing so soon.
212	201	of the three Cables Indented for last Year, one only came, which has already been purchased by Captn. Taylor for the use of the Ship Earl Talbot - We have by this Conveyance Indented for two, which we request you will send the next Season, as frequently the safety of a Ship may depend on being supplyd with that Article here - 24 The Passengers on Board the Belmont are Lady Coote, Miss Bazett, Colo. Owen the Revd. Mr. Hulse Captn. Hawke and Lieut. Gabriel Doveton - On the Halswell Mr. & Mrs. Dacres, Miss Wilding Mrs. Moore Mr. Wood and Mr. Bullock - On the Earl Talbot Mrs. Tolley Captns. Stuart and Nutt and Mr. Peatt and on the Ceres Mr. & Mrs. Vanderheyden, Mr. Kiley Mrs. Ironside and Major Gardner - 25 On the 13 instant Arrived a Dane Ship called the Christian Berg Captn. Adam Doak Burthen 700 Tons carrying 26 Guns and 96 Men Laden with Bengal Goods, bound to Copenhagen - And an Imperial Ship from the Mauritius called L'Ebenhayala Captn. Lenwaisat Burthen 350 Tons & carrying 32 Men Laden with Coffee Bound to Port L'Orient - Yesterday Arrived a French Ship from the Mauritius called St. Ernest de Ulleron Captn. Boulbar burthen 500 Tons carrying 12 Guns and 35 Men Laden with Pepper bound to Port L'Orient, and a Dane Ship from Bengal called the Juliana Maria Captn. Robt. Davidson	The Council had ordered three cables the year before, but only one arrived. Captain Taylor had already bought it for the *Earl Talbot*. The Council ordered two more by this ship and asked for them to be sent the following season. A ship's safety could often depend on finding a cable at the island. 24: Passengers went home in four ships. The *Belmont* carried Lady Coote, Miss Bazett, Colonel Owen, the Reverend Mr Hale, Captain Hawke and Lieutenant Gabriel Doveton. The *Halsewell* carried Mr and Mrs Dacres, Miss Wilding, Mrs Moore, Mr Wood and Mr Bullock. The *Earl Talbot* carried Mrs Tolley, Captain Stuart, Captain Nutt and Mr Pentland. The *Ceres* carried Mr and Mrs Vanderheyden, Mrs Kiley, Mrs Ironside and Major Gardiner. 25: On 13 June 1784 a Danish ship, the *Christiansborg*, arrived under Captain Adam Dock. She was of 700 tons, with 26 guns and a crew of 96, and was carrying Bengal goods to Copenhagen. An Imperial ship, the *[...]*, arrived from Mauritius the same day under Captain Leinvasat. She was of 350 tons with a crew of 32 and was carrying coffee to Lorient. The day before the letter was written, a French ship, the *[...]*, arrived from Mauritius under Captain Boultar. She was of 500 tons, with 12 guns and a crew of 35, and was carrying pepper to Lorient. A Danish ship from Bengal, the *Juliana Maria*, also came in under Captain Robert Davidson. She was of 800 tons, with 18 guns and a crew of 100, and was carrying Bengal goods to Copenhagen. Three Company ships arrived on the same day: the *Warren*

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		Burthen 800 Tons, carrying 18 Guns and 100 Men Laden with Bengal Goods, bound to Copenhagen. Also your Honors Ships Warren Hastings and Fox from Bengal and the Walpole from China - Your Ship Fox and Warren Hastings left Bengal the former on the 25 Febry. the latter 7 March following - at which time the Earl Oxford was ready for Sea and expected to be Dispatched about the 20 same Month - The Walpole Sailed from China the 26 Febry. - We are informed that your Ships Kent, London Sandwich and Ganges were Arrived there and that they would be Dispatched for **Margin Notes:** Respecting Cables Indented for Passengers Arrival of Ships & News from them Do.	*Hastings* and *Fox* from Bengal and the *Walpole* from China. The *Fox* had left Bengal on 25 February 1784, and the *Warren Hastings* followed on 7 March. When they left, the *Earl of Oxford* was ready to sail and was expected to leave about 20 March. The *Walpole* had sailed from China on 26 February 1784. Her people reported that the Company's ships *Kent*, *London*, *Sandwich* and *Ganges* had reached China and were due to be sent on, as described on the next page. **Interpretations** A cable was the heavy rope that held a ship at anchor. A ship that lost one, or arrived with one worn out, could be driven out of the roads by the wind or onto the rocks. Every ship that called at St Helena lay at anchor off the coast, so a spare cable kept on the island could save a ship. The Council's stock was always at risk, because it sold cables to passing ships in need. It had let the *Queen* have the *Swallow*'s cable in November 1783, and now Taylor had taken the only one sent. Asking for two to replace the single cable lost showed the Council wanted a reserve it could keep, not just enough to meet each emergency as it came.
213	202	for England in the course of the Month April - The Walpole spoke the Lord Macartney to the Eastd. of the Cape about three weeks since - that Ship Sailed from Bengal the 23 Febry. - We learn from Captn. Churchill that the True Briton going from Madras to Batavia sprung a Leak, and was obliged to proceed to Bombay to refit - 26 We beg leave to refer your Honors to our Consultation of this Day relative to Proceedings respecting the Ship Fox having struck upon the Rocks off Munden's Point coming in to this Road - by which unfortunate accident receiving considerable Damage between the 8 & 9 foot Mark, rendered it necessary to unload her with all possible expedition agreeably to the Report of the Commanders sent on Board to take a Survey, which is now about with the greatest Dispatch and we flatter ourselves that when she is lightened the Leak may be so effectually stopp'd as to enable him to proceed with safety, in a short time with her Cargoe to England - For further particulars which may happen with respect to this Ship, your Honors will be informed thereof by the Belmont, which Sails from hence in about a Week, being at present much hurryd on account of this unlucky Event - 27 This Letter waits on your Honors Ꝑ the Halswell, Copys of which are transmitted by the Ceres & E. Talbot - We are Honble. Sirs Your most Obedt. & St. Helena humble Servants 15 June 1784 Signed Danl. Corneille Hen. Graeme Matt. Bazett Wm. Wrangham Hen. Bazett **Margin Notes:** Accident which happened the Fox mentioned to the Directors Do.	The Company's ships at China were due to leave for England during April. The *Walpole* had spoken with the *Lord Macartney* east of the Cape about three weeks earlier. The *Lord Macartney* had left Bengal on 23 February 1784. Captain Churchill reported that the *True Briton* had sprung a leak on her way from Madras to Batavia and had to go to Bombay for repairs. 26: The Council referred the Court to its consultation of 15 June 1784 about the *Fox*. As she came into the roads she struck the rocks off Munden's Point and was badly damaged between her eight- and nine-foot marks. Several commanders were sent on board to examine her. On their report, the Council ordered her cargo to be taken out as fast as possible, and the work was going ahead at top speed. The Council hoped that once she was lighter the leak could be stopped well enough for her to sail safely for England with her cargo before long. The *Belmont* would bring the Court any further news about the ship. She was due to sail in about a week, and the accident had made it a very busy time. 27: The *Halsewell* carried the letter to England, and copies went by the *Ceres* and the *Earl Talbot*. The letter was dated St Helena, 15 June 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. **Interpretations** The Council did not decide on its own what to do with the damaged *Fox*. It sent other ships' commanders on board to examine her and acted on their report. A survey by experienced seamen gave the Council an independent opinion of the damage. Unloading a Company ship's cargo at St Helena was costly, and it exposed the goods to damage and theft on shore. With the commanders' report in hand, the Council could justify those risks to the Court, the ship's owners and the insurers. The aim was to save the voyage, not to write the ship off. The Council planned to lighten her, repair the leak and reload her, so she could still deliver her Bengal cargo to London.
214	203	List of the Packet Ꝑ Halswell Dated 15 June 1784 No. 1 Governor and Councils General Letter dated 15 June '84 2 Dupt. do. & do. do. dated 21 May do. 3 do. do. & do. do. dated 23 do. do. 4 Consultations from 24 May to 15 June do. 5 Dupt. do. from 17 to 21 May do. 6 Cash Account from 22 to 31 May do.	The packet sent by the *Halsewell* had a list of contents dated 15 June 1784. It held the following papers. 1: General letter from the Governor and Council dated 15 June 1784 2: Duplicate of the Governor and Council's general letter dated 21 May 1784

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		7 do. do. from the 1 to 15 June do. 8 Dupt. do. from 16 to 21 May do. 9 Ship Halswells Account 10 do. Ceres do. 11 do. E. Talbots do. 12 Dupt. Ship Genl. Elliots do. 13 do. List of the Packet ℔ Ship General Elliot 14 First Receipt for the do. ℔ Ship do. 15 do. do. for a small Paper Packet ℔ do. 16 Second do. for the Packet ℔ Ship Busbridge 17 Indent of Stores wanted for the Service of the Year 1785 18 do. of Medicines for the do. of the Year do. 19 List of Stores remaining in the Honble. Companys Ware Houses 30 Apl. '84 20 do. of Garrison do. do. 30 do. do. 21 General Return of Ordnance & Ordn. Stores &c. 22 Abstract of the Cargoes of Ships Belmont Halswell Ceres & E. Talbot 23 Time of the Arrival of Ships Boats at Banks's 24 Plan & Section of a Crane to be Erected for which Materials are wanted - 25 Effective State of the Garrison 26 Account of Furniture belong. to Governors House To the Honble. &c. Honble. Sirs Para. 1 Under date of the 15 instant we had the honor of addressing you last by the Ship Halswell	3: Duplicate of the Governor and Council's general letter dated 23 May 1784 4: Consultations from 24 May to 15 June 1784 5: Duplicate consultations from 17 to 21 May 1784 6: Cash account from 22 to 31 May 1784 7: Cash account from 1 to 15 June 1784 8: Duplicate cash account from 16 to 21 May 1784 9: Account of the ship *Halsewell*. 10: Account of the ship *Ceres*. 11: Account of the ship *Earl Talbot*. 12: Duplicate account of the ship *General Elliot*. 13: Duplicate list of the packet sent by the ship *General Elliot*. 14: First receipt for the packet sent by the ship *General Elliot*. 15: First receipt for a small paper packet sent by the ship *General Elliot*. 16: Second receipt for the packet sent by the ship *Busbridge*. 17: Order list of stores needed for 1785 18: Order list of medicines needed for 1785 19: List of stores left in the Company's warehouses on 30 April 1784 20: List of garrison stores left on 30 April 1784 21: General return of ordnance, ordnance stores and other items 22: Abstract of the cargoes of the ships *Belmont*, *Halsewell*, *Ceres* and *Earl Talbot*. 23: Record of the times the ships' boats reached Banks's 24: Plan and section of the crane to be built, for which materials were needed 25: Return of the effective strength of the garrison 26: Account of the furniture belonging to Government House 1: The Council's last letter to the Court, dated 15 June 1784, went by the ship *Halsewell*.
215	204	Halswell Copys whereof were transmitted ℔ Ceres and Earl Talbot, which Ships Sailed in Company from hence the Day following - 2 On the 17 instant Arrived your Honors Ship Lord Macartney from Bengal which place Captn. Hall acquaints Us he left the 18 Febry. last - 3 We have granted the following Sets of Certificates Viz. Two to Captn. Josiah Pryce for the Sum of £2300 - One moiety thereof payable at 90 Days the other at 365 Days Sight both payable to Thomas Newte Esqr. (or Order) - And two to Mr. John Rogers for the Sum of £300 - one moiety thereof payable at 90 Days - the other at 365 Days Sight, both payable to John Patterson Esqr. (or Order) and dated this Day - 4 In consequence of application being made to Us by the Commanders and others - belonging to your Ships to Register a Manifest of their Private Trade we have complied therewith as you will please to observe by our several Consultations - 5 In our Consultation and Letter under Date 15 instant we transmitted your Honors a full account of the unlucky accident that had happened your Ship Fox on coming into this - Road together with the Commanders Report of her then situation - We have now the pleasure to add that all the Bales are landed and not the least damaged, that her Salt Petre is at present Landing with all expedition, but that, that Article will probably suffer as the Water has got to many of the Bags - that so soon as she is cleared of her Cargoe and in a situation of being hove Down, We shall	The Council's last letter went by the *Halsewell*, and copies followed by the *Ceres* and the *Earl Talbot*. All three ships sailed together on 16 June 1784. 2: The Company's ship *Lord Macartney* arrived from Bengal on 17 June 1784. Captain Hale said he had left Bengal on 18 February 1784. 3: The Council issued certificates to two men, all dated the same day as the letter. Captain Josiah Pryce, 2 certificates totalling £2,300 0s 0d, payable to Edward Parry or his order Half payable at 90 days' sight and half at 365 days' sight Mr John Rogers, 2 certificates totalling £300 0s 0d, payable to John Patterson or his order Half payable at 90 days' sight and half at 365 days' sight 4: Commanders and others serving in the Company's ships had asked the Council to register a manifest of their private trade goods. The Council agreed, and the registrations were recorded in several consultations. 5: The consultation and letter of 15 June 1784 had given the Court a full account of the accident to the *Fox* as she came into the roads, along with the commanders' report on her state. The Council now had better news. All her bales had been landed without the least damage. Her saltpetre was being unloaded as fast as possible, but it would probably suffer, because water had reached many of the bags. Once her cargo was out and she could be hauled over on her side, the Council would order a second survey. It had every reason to think the leak could be reached and repaired well enough for her to continue her voyage home. The Council promised more news later, as set out on the next page.

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		order another Survey upon her and have every reason to imagine the Leak may be come at and so effectually repaired as to enable her to - proceed on her homeward bound Voyage - but to this, more hereafter, as every exertion on our parts **Margin Notes:** Last Address Arrival of Ships Certificates Granted on Indulgence Applications for registering Goods bound to the Company Particulars respecting the Fox -	**Interpretations** Saltpetre was the Bengal ship's heavy cargo. It was potassium nitrate, mined from the soil of Bihar and shipped in bags low in the hold. It served as ballast and was the chief ingredient of gunpowder. The Company was bound to supply large amounts of it to the government in England. Because it dissolved in water, a leaking hold could ruin it. The bales of cloth stowed higher up had stayed dry. The Council landed the bales first and then rushed to get the saltpetre ashore before the seawater ruined more of it. Captain Pryce's certificates were very large for one man: £2,300 0s 0d. This was the same Pryce whom the Council had questioned a few weeks earlier about his brother travelling unlisted in the *Royal Charlotte*. Splitting each sum into payments at 90 days and 365 days meant the Court would not have to find the whole amount at once. The longer term on the second half gave the Company a year's use of the money. A captain who paid so much in cash at St Helena while on his way to India had probably sold a large part of his outward private trade on the island or to other ships. Registering a manifest of private goods protected the officers who did it. Officers could carry private trade within their allowances, but goods found later without a record might be treated as smuggled or seized as breaking the Company's monopoly. A manifest entered in the St Helena consultations was an official record of what each man carried and showed it was lawful. The Council's willingness to register these manifests let it watch what private goods were moving through the roads.
216	205	parts has been and will be continued to enable the Fox to proceed with safety to herself and security to your Valuable Property on board her - We beg leave to add the very alert and Spirited exertion of your Commanders on this unhappy occasion in giving every assistance jointly with this Garrison, first in saving the Ship from sinking, having shortly after the accident near six Feet Water in her Hold and for some Hours continuing to gain upon her, as also Landing the Bales &c. &c. and we are further to observe on this occasion that as the Governor appropriated the Crane and Wharf solely to that Business - Your Commanders have been totally impeded in the necessary business of their respective Ships particularly the Store Ship Royal Admiral, which cannot commence discharging her Consigned Cargoe to this Island before the 21 instant and shall account her ten Working Days from that period - 6 In obedience to your Orders for Drafting part of our Garrison by the Royal Charlotte for Madras, We have Shipd on board her 3 Serjeants 1 Corporal and 40 Private - which from the reduced State of the Garrison since the Date of your Orders is all we can spare for that Settlement - And as several of their Contracted times were near expiring We judged it for your Interest to Enlist such them as chose to engage for the term of five Years commencing from the 17 Instant agreeably to the Bounty given here - which measure we flatter ourselves will meet with your approbation, and we farther beg leave to add that after reserving our Peace Establishment of 400 Men (allowing for Invalids we shall be under the necessity of sending Home, Discharges, Desertions, Deaths &c.) we shall be able to send very few, if any, to Bombay, as you will observe the Effective State of our Garrison at present greatly lessened since the State you wished to **Margin Notes:**	The Council promised to do everything it could to make the *Fox* fit to continue her voyage safely and to protect the valuable cargo on board. It praised the Company's commanders for their quick and energetic work in this emergency. Working with the garrison, they first saved the ship from sinking. Soon after the accident she had nearly six feet of water in her hold, and for some hours the water kept rising. They then helped land her bales and other goods. Governor Corneille had kept the crane and the wharf for this work alone. As a result, the other commanders could not get on with the necessary business of their own ships. The store ship *Royal Admiral* was the worst affected. She could not begin unloading the cargo sent to the island until 21 June 1784, so her ten working days for unloading would be counted from that date. 6: The Court had ordered part of the garrison to be sent to Madras in the *Royal Charlotte*. The Council put 3 sergeants, 1 corporal and 40 privates on board. The garrison had shrunk since the Court gave its order, and this was all the island could spare. Several of the men were close to the end of their enlistment. The Council judged it in the Company's interest to re-enlist those willing to sign on for five more years from 17 June 1784, paying them the bounty usually given on the island. It hoped the Court would approve. The island had to keep its peacetime strength of 400 men, allowing for invalids to be sent home and for discharges, desertions and deaths. Once that was done, the Council would be able to send few men to Bombay, if any. The latest return showed the garrison much smaller than the figure the Court had relied on in its orders. **Interpretations** Several of the men picked for Madras were nearly at the end of their enlistment. Shipped as they were, they would have reached India with only weeks or months left to serve. They would then have had to be discharged and sent home at the Company's expense. The Council re-enlisted them first for five

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		Particulars of the Fox A Detachment of Military sent to Madras	years, paying the island's bounty. The Court's order for men had gone out in December 1783, before the mutiny and the removal of its leaders. Since then the garrison had lost the ten mutineers sent away and the invalids and discharged men sent home. The Council warned that after keeping the peacetime minimum of 400 it could send few or none to Bombay. The Court's figures were out of date, and the Council would not strip the island's defences to meet them. The Governor's order giving the crane and the wharf to the *Fox* alone had a cost the Council recorded with care. Every other ship in the roads was held up, and the *Royal Admiral* could not begin unloading her stores. A chartered ship was allowed a set number of working days in port, and her owners could claim compensation if the Company kept her longer. By fixing 21 June 1784 as the start of her ten days, the Council made clear that the delay before then was the Company's choice and not the ship's fault. The Court would know exactly when her time had begun if the owners later made a claim.
217	206	to ℔ Fox Packet 7 We beg leave to refer your Honors to our Consultation of this days Date, wherein is entered a Minute from the Governor in Answer to the 14 Para. of your General Letter ℔ Royal Charlotte 8 This Letter waits on your Honors ℔ Ship Belmont We are Honble. Sirs Your most Obedt. and St. Helena humble Servants 19 June '84 Signed Danl. Corneille Hen. Graeme Matt. Bazett Wm. Wrangham Hen. Bazett List of the Packet ℔ Belmont Dated 19 June '84 No. 1 Governor & Councils General Letter dated 19 June '84 2 Consultns. of the 19 June do. 3 Dupt. do. from 24 May to 15 June do. 4 Cash Account from 16 to 19 do. do. 5 Dupt. do. from 22 to 31 May do. 6 do. do. from 1 to 15 June do. 7 Ship Belmonts Account 8 Dupt. Ship Ceres do. 9 do. Ship Halswells do. 10 do. Ship E. Talbots do. 11 do. List of the Packet ℔ Ship Halswell 12 First Receipt for the do. ℔ Ship do. 13 do. do. for a small Paper Packet ℔ Ceres 14 do. do. for a do. do. ℔ E. Talbot **Margin Notes:** Directors referred to a Minute of the Governors	The garrison return that the Court had relied on had been sent home by the *Fox* packet. The garrison was now much smaller than that return showed. 7: The Council referred the Court to the consultation of 19 June 1784. It contained a minute from the Governor answering paragraph 14 of the Court's general letter by the *Royal Charlotte*. 8: The *Belmont* carried the letter to England. It was dated St Helena, 19 June 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. The packet sent by the *Belmont* had a list of contents dated 19 June 1784. It held the following papers. 1: General letter from the Governor and Council dated 19 June 1784 2: Consultation of 19 June 1784 3: Duplicate consultations from 24 May to 15 June 1784 4: Cash account from 16 to 19 June 1784 5: Duplicate cash account from 22 to 31 May 1784 6: Duplicate cash account from 1 to 15 June 1784 7: Account of the ship *Belmont*. 8: Duplicate account of the ship *Ceres*. 9: Duplicate account of the ship *Halsewell*. 10: Duplicate account of the ship *Earl Talbot*. 11: Duplicate list of the packet sent by the ship *Halsewell*. 12: First receipt for the packet sent by the ship *Halsewell*. 13: First receipt for a small paper packet sent by the ship *Ceres*. 14: First receipt for a small paper packet sent by the ship *Earl Talbot*.
218	207	15 Second Receipt for the Packet ℔ Ship Genl. Elliott 16 do. do. for a small Paper do. ℔ Ship do. 17 Dupt. Indent of Stores wanted for the Service of the Year 1785 - 18 do. do. of Medicines wanted for do. do. 19 do. List of Stores remaining in the Honble. Companys Ware Houses 30 Apl. 1784 20 do. do. of Garrison Stores remaing. 30 do. do. 21 do. General Return of Ordnce. & Ordn. Stores do. 22 Time of the Arrival of Ship Lord Macartney's Boat at Banks's 23 Duplicate Plan & Section of a Crane to be Erected &ca.	15: Second receipt for the packet sent by the ship *General Elliot*. 16: Second receipt for a small paper packet sent by the ship *General Elliot*. 17: Duplicate order list of stores needed for 1785 18: Duplicate order list of medicines needed for 1785 19: Duplicate list of stores left in the Company's warehouses on 30 April 1784 20: Duplicate list of garrison stores left on 30 April 1784 21: Duplicate general return of ordnance and ordnance stores 22: Record of the time the boat from the *Lord Macartney* reached Banks's.

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		24 do. Account of Furniture belong. to Governors House 25 Effective State of the Garrison To the Honble. &ca. Honble. Sirs Para. 1 Your Ship Belmont, which Sailed from hence the 20 Ultimo carried our last Letter, Duplicate whereof goes enclosed - 2 As the Detention of the Fox at this Place may be for a length of time, we have thought it adviseable to take out of her the several Packets Directed to your Honors, from the Presidency of Fort William, and put them on Board the Walpole, taking Receipts for the same, which go a Number in the List of Packet - 3 We beg leave to observe that, in the 5 Para. of our Letter dated 19 June we mentioned that the Royal Admirals ten Working Days would commence the 21 that Month, which is an Error on our side, as she had worked the 10, 11 and 12 of said Month, prior to the Arrival of the Ship Fox, but that her ten Working Days may be clearly Stated to your Honors, We have Entered a Diary upon Consultation of **Margin Notes:** Packets taken out of the Fox & sent Home upon the Walpole Respecting the Detention of the Royal Admiral Diary	23: Duplicate plan and section of the crane to be built, with other details 24: Duplicate account of the furniture belonging to Government House 25: Return of the effective strength of the garrison 1: The Council's last letter went by the Company's ship *Belmont*, which sailed on 20 June 1784. A duplicate was enclosed. 2: The *Fox* might be held at the island for a long time. The Council therefore decided to take out of her the packets addressed to the Court by the Presidency of Fort William. It put them on board the *Walpole* and took a receipt. The receipt was listed as a numbered item in the packet. 3: The Council corrected a mistake in its letter of 19 June 1784. That letter had said the *Royal Admiral*'s ten working days would begin on 21 June. In fact she had already worked on 10, 11 and 12 June, before the *Fox* arrived. To set out her ten working days clearly for the Court, the Council entered a day-by-day record of her unloading in a consultation, dated on the next page. **Interpretations** The Bengal dispatches on the *Fox* were the Calcutta government's reports to the Court on the season's business. They could not wait while a damaged ship lay in the roads for an uncertain time. The obvious course was to leave them where the Presidency had placed them, in the ship it had chosen. The Council moved them to the *Walpole* and took a receipt, so that the transfer was on record and the Calcutta government could not later be blamed for any delay. The *Fox*'s cargo had to wait for her repairs, but her letters did not.
219	208	of 3 instant, wherein you will observe the number of Days she has worked in unlading her Cargoe - likewise the time she has been detained by the assistance Captn. Huddart has given the Fox - 4 Upon Consultations of the 28 June and 3 of this Month you will please to observe are Entered two Minutes from the Lieut. Governor giving his Sentiments relative to the reduction of the Military of this Island, the sending Soldiers to India &c. - We likewise beg leave to refer you to a Letter from Mr. William Wrangham Entered upon Consultation 28 June last in answer to the Governors Minute of 19 same Month - as also to an Address from Mr. Thomas Stroud Surgeon, replying to 10, 11 and 12 Paras. of your General Letter ℔ Royal Admiral respecting Invalids - 5 Captn. Thomas Larkins has an Order to receive on Board the Ship Warren Hastings Joseph Dailey, Thos. Connel, William Faircliff and Thomas Wake Matrosses, Philip Hayes, John Ham, James Proctor, James York, Arthur Shell, and John Griffiths Privates 10 Invalid Soldiers of this Garrison and Captn. William Hall to receive on Board the Lord Macartney Robert Cunningham Matross, Thos. Cook, George Green and Andrew Bonnell Private, four other Invalid Soldiers - Robert Cunningham Matross and George Green Private, We from their Age long Servitude and general bodily Infirmity recommend as proper Objects to be put upon the Military Fund, the Documents necessary to entitle them thereto go enclosed together with the Surgeons Certificates of the other Invalids - John Ham and James York Private, two of the above Men we considered as entitled to, and should have recommended on account of their long Servitude, as proper Objects for the Military Fund, but their bad behavior being concerned in the late Mutiny, has determined Us to withhold that	The consultation of 3 July 1784 showed how many days the *Royal Admiral* had spent unloading her cargo. It also showed how long she had been held up while Captain Huddart helped with the *Fox*. 4: The consultations of 28 June and 3 July 1784 contained two minutes from the Lieutenant Governor. In them he gave his views on reducing the island's military force, sending soldiers to India and related matters. The Council also referred the Court to a letter from Mr William Wrangham, entered in the consultation of 28 June 1784. It answered the Governor's minute of 19 June. A paper from Mr Thomas Stroud, the surgeon, was also entered. It replied to paragraphs 10, 11 and 12 of the Court's general letter by the *Royal Admiral* about invalids. 5: Captain Thomas Larkins was ordered to take 10 invalid soldiers of the garrison on board the *Warren Hastings*. Four were matrosses: Joseph Dailey, Thomas Connell, William Fairclough and Thomas Hake. Six were privates: Philip Hayes, John Ham, James Proctor, James York, Arthur Steele and John Griffiths. Captain William Hall was to take four more invalids in the *Lord Macartney*: the matross Robert Cunningham and the privates Thomas Cook, George Green and Andrew Burnell. The Council recommended Cunningham and Green for the Military Fund because of their age, long service and general ill health. Their papers went with the letter, together with the surgeons' certificates for the other invalids. The Council considered that John Ham and James York had also earned places on the Fund by their long service. It would have recommended them, but they had taken part in the mutiny. Because of this the Council decided to withhold its recommendation, as the next page explains. **Interpretations** Ham and York met the usual test for a pension: long service and the infirmities that came with it. The Council said so plainly before refusing them. Recommending them would have been the routine

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		Margin Notes: Lt. Govrs. Minute respecting the Reduction of the Military of the Island - Do. of Mr. Wrangham's Do. of Mr. Stroud Invalid Soldiers	step. It held back because they had taken part in the mutiny of December 1783. Having already sent away the ringleaders and executed Jervis, the Council now punished the lesser offenders by denying them the pension their service would otherwise have earned. This made disloyalty costly long after the mutiny was over. Every soldier still serving could see that a lifetime of service would count for nothing if he joined a rising. A matross was an artillery soldier below the rank of gunner. He hauled the guns, handled the ammunition and helped the gunners in action. Four matrosses among the invalids shows the strain on the Artillery Company, which the Council had already been trying to keep up to strength. The Governor had answered the Court's paragraph on reducing the garrison in a minute of 19 June 1784. Wrangham replied to that minute in writing, and the Lieutenant Governor added two minutes of his own. The councillors did not all agree on how far the military could safely be cut. Each man's opinion went into the consultations in his own name. The Council did not send a single agreed view. It forwarded all of them, leaving the Court to choose between them.
220	209	that favor - The whole of the Passage Money for the above Invalids we leave to be settled between your Honors and Owners of Ships Warren Hastings and Lord Macartney - 6 Having sent our respective Draughts of 44 Non Commissioned Officers and Private Men to Madras and 22 to Bombay, together with 14 Invalids Discharged and sent Home, reduces our Garrison to the Peace Establishment agreeably to your Honors Orders under date 20 December '84 and as there are 35 of our present Garrison that have only nine Months of their Contracted time to serve, and have not taken the Bounty to Enlist We therefore request you will send Us out 50 Recruits the next Year to supply that Deficiency and the Casualties that unavoidably may happen which we have estimated at the number 15, over the above 35, as the Peace Establishment will require Us to keep the same as Compleat as possible - 7 On the 25 Ultimo Arrived a Portuguese Ship from Goa called the Triumpho Captn. Joas de Chillos, Burthen 550 Tons, carrying 12 Guns and 69 Men Laden with Bale Goods and Pepper Bound to Lisbon - And on the 2 instant a Dane Ship from Tranquebar called the Castle Densborg, Captn. Ingelew, Burthen 550 Tons, carrying 16 Guns and 36 Men Laden with Bale Goods Red wood and Salt Petre, Bound to Copenhagen - The Captn. of the Dane Ship informs Us he left Tranquebar 10 March last and a Peace between the English and Tippoo Sahib was Daily expected, but not then Ratified, by Accounts they had from Madras - 8 We are sorry Your Honors have taken no Notice of a Petition of Captn. Solomon Fitzmaurice, as Entered on Consultation of 3 Augt. '82 **Margin Notes:** Detachments to India completed 50 Recruits sent for Arrival of Ships News	The Court and the owners of the *Warren Hastings* and the *Lord Macartney* were left to settle the passage money for all these invalids. 6: The Council had sent 44 non-commissioned officers and privates to Madras and 22 to Bombay. It had also discharged 14 invalids and sent them home. These reductions brought the garrison down to its peacetime strength, as the Court had ordered on 20 December 1783. However, 35 of the remaining soldiers had only nine months left to serve and had not taken the bounty to re-enlist. The Council asked the Court to send 50 recruits the following year. These would replace the 35 and cover about 15 further losses from deaths and other unavoidable causes. Under the peacetime establishment the garrison had to be kept as close to full strength as possible. 7: On 25 June 1784 a Portuguese ship, the *Triumpho*, arrived from Goa under Captain João [...]. She was of 550 tons, with 12 guns and a crew of 62, and was carrying cloth and pepper to Lisbon. On 2 July 1784 a Danish ship, the *Castle Dansborg*, came in from Tranquebar under Captain Engelau. She was also of 550 tons, with 16 guns and a crew of 36, and was carrying cloth, red wood and saltpetre to Copenhagen. Her captain said he had left Tranquebar on 16 March 1784. At that time, according to reports from Madras, peace between the British and Tipu Sultan was expected any day but had not yet been ratified. 8: The Council regretted that the Court had not responded to a petition from Captain Solomon St Maurice, entered in the consultation of 3 August 1782. The matter continues on the next page. **Interpretations** The Council carried out the Court's reduction in full and at once asked for recruits. Sending 66 men to India and discharging 14 invalids brought the garrison down to the peacetime minimum, with no men to spare. More than one in 10 of those left were due to leave within nine months and had refused to re-enlist. Without fresh men, the garrison would soon fall below the strength the Court itself had set. Recruits took a year to order, raise and ship, so the Council asked for them before the gap opened. Its figure of 50 was worked out from the men known to be leaving plus an estimate for losses, not a round number. It was a careful request, made only months after the mutiny had shown how fragile the garrison's discipline could be.

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			Red wood was sappanwood, the heartwood of a tree grown in southern India and South-East Asia. Ground and boiled, it gave a red dye used for cloth, and it was shipped in logs as cheap freight that also served as ballast. The Danish ship carried it alongside Indian cloth and saltpetre from Tranquebar, the Danish settlement on the Coromandel coast. Together these goods show the kind of mixed cargo a smaller European company could gather from its own small base in India.
221	210	'82 and our Recommendation in General Letter of 4 same Month. We beg leave to observe on this Subject that Humanity calls Us forward again to solicit you in his behalf, after the just Plea of six & twenty Years faithful Military Service and still cheerfully continuing to do his Duty under the unavoidable fatigue of a Military profession, tottering under the Debility of the age of seventy four, can claim that favor, which at all times has so strongly marked the Character of the Honble. Company to their deserving Servants, We doubt not of your yielding to this our reasonable request in his favor, particularly as his means are infinitely short of the Specific Sum which gives him a qualification. We further beg leave to observe that, we the more strongly recommend this measure, from two Considerations, first, on behalf of the Man, who is very anxious of finishing the very few Years he has more to live among his Friends, secondly that, from so confined an Establishment as this, an Officer under the above description makes the Duty fall very heavy upon others of his Rank - 9 We have granted the following Sets of Bills of Exchange Viz. One to Mr. John Goodwin for the Sum of £200 - payable to Messrs. Robert Simpson and William Watson - One to Captn. Solomon Fitzmaurice for £50 - payable to Mr. Jona. Eade (or Order) drawn at 90 Days Sight and dated the 28 June last - One Set to Major Henry Graeme for £100 - payable to Philip Deare Esqr. - One Set to Matthew Bazett Esqr. for £336. 3. 7 payable to Matthew Purling Esqr. and One Set to Mrs. Mary Price for £60 - payable to Mr. John Mackenzie and Co. (or Order) drawn at ninety Days Sight and Dated the 3 instant - 10 The Passengers on Board the **Margin Notes:** Company again referred to the Petition of Captn. Sol. Fitzmaurice & Solicited to comply therewith Bills of Exchange	The Council had already backed Captain Solomon St Maurice's petition in its general letter of 4 August 1782. It now raised his case again. Simple humanity, the councillors wrote, obliged them to ask once more on his behalf. St Maurice had served faithfully as a soldier for 26 years. He was now 74 and frail, yet he still did his duty willingly despite the strain of military life. The Council argued that such a man deserved the kindness the Company had always shown to servants who had earned it. It felt sure the Court would grant so reasonable a request, especially as his own means fell far short of the sum he needed to qualify. The Council gave two reasons for pressing the case so hard. First, the old man badly wanted to spend his last few years among his friends. Second, the garrison was so small that an officer in his condition left an unfair share of the work to the others of his rank. 9: The Council issued the following sets of bills of exchange. Bill issued to Mr John Goodwin, payable to Robert Simpson and William Watson, £200 0s 0d Bill issued to Captain Solomon St Maurice, payable to Mr Jonathan Cole or his order, at 90 days' sight, dated 28 June 1784, £50 0s 0d Bill issued to Major Henry Graeme, payable to Philip Deare, £100 0s 0d Bill issued to Matthew Bazett, payable to Matthew Purling, £336 3s 7d Bill issued to Mrs Mary Price, payable to John Mackenzie and Company or their order, £60 0s 0d The last three sets were drawn at 90 days' sight and dated 3 July 1784. 10: The list of passengers follows on the next page. **Interpretations** The Court had ignored the petition for two years. The easy course was to let the matter drop. The Council raised it again and gave two separate reasons. The first was compassion for a 74-year-old soldier. The second was practical. With so few officers on the island, a man too old to do his full duty pushed his share onto the others. Pairing the two arguments meant the Court could not dismiss the request as sentiment alone. The garrison had no way to retire an officer except with the Court's consent and a provision for his keep. Without it, St Maurice had to stay on duty, too old to serve well and too poor to leave. St Maurice's own bill for £50 0s 0d shows how little he had. Councillors were sending home hundreds of pounds at a time. He sent £50, payable to Jonathan Cole, probably as a first step towards the sum he needed. His £50 helps explain why his own means fell so far short.
222	211	the Warren Hastings are Captn. and Lieut. Gaul - On the Lord Macartney Major and Mrs. Roberts, Major Macklewaine, Captns. Hall, Burges, Lyon, Walker and Doaty, Mr. and Mrs. Fraser, Mr. James Cobham and Ensign Wm. Hamilton - And on the Walpole Lieut. William West - 11 We beg leave to solicit your Honors attention to our Consultations of 15, 19, 21, 25, 28 June	The *Warren Hastings* carried a Captain Gaul and a Lieutenant Gaul. The *Lord Macartney* carried Major and Mrs Roberts, Major MacIlwaine, Captains Hale, Burges, Lyon, Walker and Doaty, Mr and Mrs Fraser, Mr James Cotham and Ensign William Hamilton. The *Walpole* carried Lieutenant William West. 11: The Council asked the Court to read its consultations of 15, 19, 21, 25 and 28 June and 3 and 4 July 1784, and its letters of 15 and 19 June 1784.

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		and 3 and 4 July, also to our Letters of 15 and 19 June respecting the unfortunate accident of your Ship Fox, Commanded by Captn. Blackburn, wherein you will find every information relative to that business, as well as the means pursued on our part, to save and secure your Property as the first great object, and then to fall upon such further assistance in repairing and fitting her for Sea, with safety to carry home your Valuable Cargoe And in this arduous business we are bound to acknowledge how much we are indebted to the unremitting attention, attendance and assistance of Captns. Larkins, Huddart, Churchill and Hall, for this Week past in perfecting that most difficult and arduous job, in an open Road like this and in such a manner as you will find by their Report to Us entered on Consultation of this Day, leaves no doubt of her being fit to reship her Cargoe again for Europe. We flatter ourselves that the expence of a few Days Demorage of the Ships will be considered as a trifle in comparison to the advantage and Interest - accruing therefrom to the Honble. Company in getting Home so valuable a Property in due Season, and have taken every precaution on our Parts to indemnify the Company at the expence of the Owners, but not being conversant in that mode of the Service must trust to your indulgence if we have been deficient in any point, as the first instance of the kind that ever happened here. **Margin Notes:** Passengers Respecting the Ship Fox Do.	They dealt with the accident to the Company's ship *Fox* under Captain Blackburn. They gave a full account of the affair and of the steps the Council had taken. Its first aim had been to save and secure the Company's goods. Its second had been to help repair the ship and make her fit to carry her valuable cargo safely home. The Council owed much to Captains Larkins, Huddart, Churchill and Hale. For a whole week they had worked without a break to finish this very hard task. It was all the harder for being done in open roads like those at St Helena. Their report, entered in the consultation of 4 July 1784, left no doubt that the *Fox* was fit to take her cargo back on board for Europe. The Council hoped the Court would regard a few days' demurrage on the other ships as a small price for getting such valuable goods home in good time. It had taken every care to make the owners of the *Fox*, not the Company, bear the cost. Still, the councillors had no experience of this kind of business, and this was the first case of its kind at St Helena. If they had fallen short anywhere, they asked the Court to forgive them. **Interpretations** The Council had choices with the damaged *Fox*. It could have moved her cargo into other ships, or written her off and left the goods in store until a later season. Instead it kept four other commanders and their ships at the island for a week to repair her where she lay. The councillors gave their reason plainly. The cargo was valuable, and getting it to London in the same season mattered more than the demurrage owed to the other ships for the delay. The work itself was unusual. Normally a ship was hauled over on her side for repair in a sheltered harbour. Doing it in an open roadstead, exposed to the swell, needed every skilled seaman available. The Council also made sure the cost would fall on the *Fox*'s owners, whose ship had struck the rocks. Having never handled such a case, it admitted it might have made mistakes and asked the Court's indulgence in advance. The attempt was the first of its kind at St Helena.
223	212	We have now only further to add, that we shall use every exertion to reship her Cargoe and give every assistance to Captn. Blackburn in forwarding that business, which We flatter ourselves we may accomplish in the course of this Month or early in August - 12 Mr. Thomas Bazett Factor having last Year Resigned your Service, which leaving a Vacancy of a Civil Servant, We beg leave to Recommend Mr. Richard Goodwin a Young Gentleman who has been Educated in England to your favor to fill said Vacancy and flatter ourselves your Honors will be pleased to comply with this request and appoint him a Writer in your Service here - 13 As the Quarters Accounts will not be laid before Us until the 19 - instant, We cannot transmit a Cash Account to a later Date than the Duplicate of our last - 14 This Letter waits on your Honors by the Ship Warren Hastings, Copys of which are transmitted ꝺ Walpole and Lord Macartney - We are Honble. Sirs St. Helena Your most Obedt. 4 July 1784 and humble Servants Signed Danl. Corneille Henry Graeme Matt. Bazett	The Council added that it would do everything possible to get the *Fox*'s cargo back on board and to help Captain Blackburn with the work. It hoped to finish within July or early in August. 12: Mr Thomas Bazett, a factor, had resigned from the Company's service the year before, leaving a vacancy on the civil staff. The Council recommended Mr Richard Goodwin to fill it. He was a young man who had been educated in England. The Council hoped the Court would appoint him a writer in the Company's service on the island. 13: The quarterly accounts were not due before the Council until 19 July 1784. Until then it could send no cash account later than the one already sent in duplicate with its last letter. 14: The *Warren Hastings* carried the letter to England, and copies went by the *Walpole* and the *Lord Macartney*. The letter was dated St Helena, 4 July 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. **Interpretations** Only the Court in London could appoint a writer, but in practice the island's Council could put a name forward. Richard Goodwin was probably a son of John Goodwin, the island's storekeeper, whose bill for £200 0s 0d appears on the previous page. The man he would replace, Thomas Bazett, shared his surname with two members of the Council. The same few island families supplied the Company's civil service on St Helena from one generation to the next. A son sent to England for schooling came back qualified for a post, and the Council's

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		Wm. Wrangham Hen. Bazett **Margin Notes:** Mr. R. Goodwin Recommended for writers appointmt. Cash Acct. not sent Letters and Copies by what Ships	recommendation gave him a strong claim to the next vacancy.
224	213	List of the Packet ℔ Ship Warren Hastings Dated 4 July 1784 No. 1 Governor & Councils General Letter dated 4 July 1784 2 Dupt. do. & do. do. dated 19 June do. 3 Consultations from the 21 June to 4 July do. 4 Dupt. do. of the 19 June do. 5 do. Cash Account from 16 to 19 June do. 6 Ship Royal Charlotte's Acct. 7 do. Warren Hastings do. 8 do. Walpole's do. 9 do. Lord Macartney's do. 10 Duplicate Ship Belmonts do. 11 do. List of the Packet ℔ Ship Belmont 12 First Receipt for the Packet ℔ Ship do. 13 Second do. for do. ℔ Ship Halswell 14 do. do. for a small Paper Packet ℔ Ship Ceres 15 do. do. for a do. do. ℔ Ship Talbot 16 Abstract of the Cargoes of Ships Warren Hastings Walpole and Lord Macartney 17 First Bond from Major Wm. Roberts for £500 18 Muster Rolls of the Garrison 19 Effective State of do. 20 Governor & Councils Certificates of 2 Invalid Soldrs. Recommended to be put upon the Military Fund 21 Surgeons Certificates of 12 Invalid Soldiers 22 First Bond from Mr. Geo. Ambler for £500 - 23 Captn. Henry Churchills first Receipt for Two Box Packets - To the Honble. &ca. Honble. Sirs Under Date of the 4 instant we had the Honor of Addressing you last by the Ship Warren Hastings Copies	The packet sent by the *Warren Hastings* had a list of contents dated 4 July 1784. It held the following papers. 1: General letter from the Governor and Council dated 4 July 1784 2: Duplicate of the Governor and Council's general letter dated 19 June 1784 3: Consultations from 21 June to 4 July 1784 4: Duplicate consultation of 19 June 1784 5: Duplicate cash account from 16 to 19 June 1784 6: Account of the ship *Royal Charlotte*. 7: Account of the ship *Warren Hastings*. 8: Account of the ship *Walpole*. 9: Account of the ship *Lord Macartney*. 10: Duplicate account of the ship *Belmont*. 11: Duplicate list of the packet sent by the ship *Belmont*. 12: First receipt for the packet sent by the ship *Belmont*. 13: Second receipt for the packet sent by the ship *Halsewell*. 14: Second receipt for a small paper packet sent by the ship *Ceres*. 15: Second receipt for a small paper packet sent by the ship *Earl Talbot*. 16: Abstract of the cargoes of the ships *Warren Hastings*, *Walpole* and *Lord Macartney*. 17: First bond from Major William Roberts, for £500 0s 0d 18: Muster rolls of the garrison 19: Return of the effective strength of the garrison 20: Governor and Council's certificates for 2 invalid soldiers recommended for the Military Fund 21: Surgeon's certificates for 12 invalid soldiers 22: First bond from Mr George Annable, for £500 0s 0d 23: Captain Henry Churchill's first receipt for two box packets The Council's last letter to the Court, dated 4 July 1784, went by the *Warren Hastings*. The next letter continued on the following page.
225	214	Copies whereof we transmitted by the Walpole and Lord Macartney, which three Ships Sailed from this Place in Company the Day following - On the 12 this Month Arrived the Ship Earl Oxford from Bengal - Captn. White informs Us he left the Pilot 24 March last that your Ships Southampton, Major and - Besborough were then at that place - that the Vansittart had Sailed for Bencoolen and Batavia and the Nassau for Bombay - We have granted the following Sets of Certificates Viz. Two to Captn. Joseph Huddart for the Sum of £800 - One moiety thereof payable at 90 Days and the other at 365 Days Sight, both payable to Messrs. John Watson and John Ross (or Order) and two to Mr. Charles Moore for the Sum of £274 - One moiety thereof payable at 90 Days and the other at 365 Days Sight, both payable to Mr. Robert Moore (or Order) all Dated the 5 instant - Your Ship Royal Admiral - proceeded on her Voyage the 8 instant - We have the pleasure to inform your Honors that your Ship Fox has taken on board the whole of the Salt Petre and Yesterday	Copies of the Council's letter of 4 July 1784 went by the *Walpole* and the *Lord Macartney*. All three ships sailed together on 5 July 1784. On 12 July 1784 the *Earl of Oxford* arrived from Bengal. Captain White said he had dropped his pilot on 24 March 1784. The Company's ships *Southampton*, *Major* and *Besborough* were still in Bengal when he left. The *Vansittart* had sailed for Bencoolen and Batavia, and the *Nassau* for Bombay. The Council issued certificates to two men, all dated 5 July 1784. Captain Joseph Huddart, 2 certificates totalling £800 0s 0d, payable to John Watson and John Ross or their order Half payable at 90 days' sight and half at 365 days' sight Mr Charles Moore, 2 certificates totalling £274 0s 0d, payable to Mr Robert Moore or his order Half payable at 90 days' sight and half at 365 days' sight The Company's ship *Royal Admiral* sailed on 8 July 1784. The Council was glad to report that all the saltpetre had been loaded back into the *Fox*. Loading

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		commenced Shipping the Bale Goods, which we shall expedite as fast as possible - This Letter waits on your Honors ~~To~~ a Dane Ship called the Castle of Dansberg - We are Honble. Sirs Your most Obedt. and St. Helena humble Servants - 14 July 1784 (Signed) Danl. Corneille Hen. Graeme Matt. Bazett Wm. Wrangham Hen. Bazett **Margin Notes:** Last Address Arrival of E. Oxford News Bills of Exchange Sailing of the Rl. Admiral Respecting the Fox	of her cloth bales had begun on 13 July 1784, and the Council would push the work on as fast as it could. A Danish ship, the *Castle of Dansborg*, carried the letter to England. It was dated St Helena, 14 July 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. **Interpretations** The Council sent this letter by a Danish ship bound for Copenhagen. Its news was short and its papers were few. The *Fox* was nearly loaded again, and the Court would want to know that as soon as possible. No Company ship was due to sail for some weeks. The Council could wait for one, or trust a foreign captain to pass the letter on in Europe. It chose speed. The full papers stayed on the island to go home in the *Fox* herself or the next Company ship. The arrangement worked only because the war was over. A year earlier the Council would not have trusted its letters to a neutral captain who might be stopped and searched.
226	215	To the Honble. &c. Honble. Sirs Par. 1 Our last Address waited on your Honors by a Dane Ship called the Castle of Dansborg under date of the 14 instant Duplicate of which goes enclosed - 2 We have granted the following Sets of Bills of Exchange Viz. One to Danl. Corneille Esqr. Governor for £136. 15. 4 payable to John Caillaud Esqr. Two to William Wrangham Esqr. One for £600 - payable to Matthw. Purling, John Clements and Richd. Pierce Esqrs. or to either of their Order and the other for £50 - payable to Mr. Benjn. Gibson - One to Mr. Bt. Wright for £19. 7. 8 payable to Mr. Thos. Dickson - One to Mr. Jona. Doveton for £60 - payable to Mr. Edward Copuck - One to Mr. Thomas Stroud for £200 - payable to Mrs. Ann Heckford - One to Mr. William Webber Doveton for £30 - payable to Mr. James Slade - One to Mr. David Hay for £110 - payable to Mr. Alexander Mitchell - One to Mr. John Doveton for £333. 3 - payable to Captn. Richard Pierce And one to Lieut. John Leech for £150 - payable to Robert Simpson Esqr. (or Order) all Drawn at ninety Days Sight and dated the 26 instant - 3 We have the pleasure to inform you that We have had a very Good Summer Season but are sorry to observe to your Honors that there has been discovered within these few Years past a very small insect somewhat in appearance like a Wood Louse, which spreads itself over the Trees under the cover of a White Scurf and from its rapid progress of late we are under apprehension that it may prove of very fatal Consequence to **Margin Notes:** Last Address Bills of Exchange A Good Summer Season Respecting the Insect at present found out among the Trees	1: The Council's last letter to the Court, dated 14 July 1784, went by a Danish ship, the *Castle of Dansborg*. A duplicate was enclosed. 2: The Council issued the following sets of bills of exchange, all drawn at 90 days' sight and dated 26 July 1784. Bill issued to Governor Daniel Corneille, payable to John Cailland, £136 15s 4d Bills issued to William Wrangham: 1 set payable to Matthew Purling, John Clements and Richard Pierce, or to the order of any of them, £600 0s 0d 1 set payable to Mr Benjamin Gibson, £50 0s 0d Bill issued to Mr Britannicus Wright, payable to Mr Thomas Dickson, £19 7s 8d Bill issued to Mr Jonathan Doveton, payable to Mr Edward Copsick, £68 0s 0d Bill issued to Mr Thomas Stroud, payable to Mrs Ann Hickford, £200 0s 0d Bill issued to Mr William Webber Doveton, payable to Mr James Slade, £30 0s 0d Bill issued to Mr David Kay, payable to Mr Alexander Mitchell, £110 0s 0d Bill issued to Mr John Doveton, payable to Captain Richard Pierce, £333 3s 0d Bill issued to Lieutenant John Leech, payable to Robert Simpson or his order, £150 0s 0d 3: The Council was pleased to report a very good summer season. It regretted, however, that a tiny insect had appeared on the island in the last few years. It looked rather like a woodlouse and spread over the trees beneath a white, scaly covering. It had spread fast of late, and the Council feared the damage could be very serious. The matter continues on the next page. **Interpretations** The insect was probably a scale insect or mealybug. These small sap-sucking pests hide under a waxy white coating that protects them while they feed on the bark and leaves. Such pests were not native to St Helena and had almost certainly arrived on plants or timber carried by passing ships. Trees mattered greatly to the island. The original forest had been badly cut down, timber for fuel and building was scarce, and the Court had been sending out poplars to replant. A pest that killed what trees remained threatened the island's supply of wood and its efforts to replant. The Council raised the alarm while the outbreak was still spreading, so the Court could send advice or remedies before the damage became permanent.
227	216	to the Island, it having already destroyed a great Number of Peach, Mulberry and Red wood Trees	The insect had already killed many peach, mulberry and redwood trees on the island. It was

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		and is observed to spread itself upon all other Trees Shrubs and Vegitables - This insect is similar to what the Nursery men in the vicinity of London call the Scurvy upon young fruit Trees If any Remedy is known for destroying such insects, desire you will be pleased to advise Us thereof - The Governor requests you will be pleased to send out an experienced Gardener the next Year, as the present one is very inadequate to his Business and such appointed Gardener may receive some information and instruction relative to this destructive Insect 4 The present Draw bridge being old, rotten and almost totally useless - We have sent a No. in the Packet a Plan and Dimensions of Timber necessary for constructing a New one which we request your Honors will be pleased to send out by the earliest opportunity - 5 The Governor requests your Honors will send him out on the Company's Account one Dozen Parlor Chairs and two Card Tables, as he is at present obliged to a Gentleman here for the loan of those things, until he can get them from England, if sent out in pieces, will be more commodious for Package, and be put together when here - 6 Captn. John Blackburn has an Order to receive on Board the Fox towards compleating that Ships Company William Gordon Seaman, who deserted from the Ship Lord Macartney - 7 We beg leave to refer your Honors to our Consultation of the 26 instant wherein is Entered another Address of Vestry, respecting Mr. Adney the Schoolmaster Also **Margin Notes:** Respecting the Insect, Compy. advised thereof A Gardener requested to be sent the next Year A New Draw Bridge wanted, Plan thereof sent Chairs & Card Tables sent for, for use of the Governor Wm. Gordon sent on Board the Fox Compy. referred to Consultation respecting the Address of Vestry	now spreading to every other kind of tree, shrub and vegetable. It resembled the pest that nurserymen around London called "scurvy" on young fruit trees. The Council asked the Court to send word of any known remedy. The Governor also asked for an experienced gardener to be sent out the following year. The present gardener was far from equal to his work. A new man could be briefed in England about this destructive insect before he sailed. 4: The drawbridge was old, rotten and almost useless. The Council enclosed in the packet a plan and a list of the timber needed to build a new one. It asked the Court to send the timber by the first ship possible. 5: The Governor asked the Court to send him, at the Company's expense, 12 parlour chairs and two card tables. Until they came from England, he had to borrow them from a gentleman on the island. He suggested they be sent in pieces, which would pack more easily, and assembled on arrival. 6: Captain John Blackburn was ordered to take William Gordon on board the *Fox* to help make up her crew. Gordon was a seaman who had deserted from the *Lord Macartney*. 7: The Council referred the Court to the consultation of 26 July 1784. It contained a further complaint from the vestry about Mr Abney, the schoolmaster. The matter continues on the next page. **Interpretations** Only weeks before, the Court had criticised the Council for letting the Governor spend Company money on furniture. Both the Council and the Governor had defended themselves at length. Yet in this letter the Governor asked again for furniture at the Company's expense. A man who had just been accused of extravagance might have bought the chairs himself or gone without. The Governor did neither. He gave a reason the Court could check: he was borrowing furniture from a private gentleman for the ordinary entertaining his post required. He asked for plain items in modest numbers and offered to save freight by having them sent in pieces. This put the request in the most economical light he could. It also kept his complaint alive that Government House had been left without proper furniture. The redwood among the dying trees was probably St Helena's own native redwood. It grew nowhere else and was already rare after a century of clearing. The Council's alarm was well founded. A pest that attacked peach, mulberry and redwood alike threatened the island's fruit and silk-growing as well as its remaining native trees. Asking London for a remedy and a skilled gardener was the only course open to an island with no expert of its own.
228	217	Also to his Letter in the subsequent Consultation - And must request to refer you to our Sentiments on that Subject in our General Letter under date of the 17 July 1783 - 8 The Passengers on Board the Fox are Captns. Frazer and Strode and Messrs. Bruce and McIver - And on the Earl Oxford the Revd. Dr. Burn and Messrs. Baillie & Hicks, 9 This Letter waits on your Honors ℔ Ship Fox, Copy whereof is transmitted by the Earl of Oxford - We are Honble. Sirs Your most Obedt. and St. Helena humble Servants 28 July 1784 Signed Danl. Corneille Hen. Graeme Matt. Bazett Hen. Bazett List of the Packet ℔ Ship Fox dated 28 July	The Council also referred the Court to Abney's own letter, entered in the following consultation. It asked the Court to read the views it had already given on the matter in its general letter of 14 July 1783. 8: The *Fox* carried Captain Frazer, Captain Strode, Mr Bruce and Mr McIver. The *Earl of Oxford* carried the Reverend Dr Burn, Mr Baillie and Mr Hicks. 9: The *Fox* carried the letter to England, and a copy went by the *Earl of Oxford*. The letter was dated St Helena, 28 July 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett and Henry Bazett. The packet sent by the *Fox* had a list of contents dated 28 July 1784. It held the following papers. 1: General letter from the Governor and Council dated 28 July 1784 2: Letter from the Governor and Council on legal matters dated 28 July 1784 3: Duplicate of the Governor and Council's general letter dated 14 July 1784

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		1784 No. 1 Governor & Councils General Letter dated 28 July '84 2 do. & do. do. dated 28 do. do. Relating to Law matters 3 Dupt. do. & do. do. dated 14 July 1784 4 Consultations from the 5 to the 28 do. do. 5 Dupt. do. from 21 June to 4 do. do. 6 Cash Account from 20 to 30 June do. 7 do. from 1 to 28 July do. 8 Ship Royal Admirals Account 9 do. Fox's do. 10 do. Earl Oxfords do. 11 Duplicate Ship Royal Charlottes Acct. **Margin Notes:** Concerning Mr. Adney - also Refered to Letter on the same Subject Passengers	4: Consultations from 5 to 28 July 1784 5: Duplicate consultations from 21 June to 4 July 1784 6: Cash account from 20 to 30 June 1784 7: Cash account from 1 to 28 July 1784 8: Account of the ship *Royal Admiral*. 9: Account of the ship *Fox*. 10: Account of the ship *Earl of Oxford*. 11: Duplicate account of the ship *Royal Charlotte*. **Interpretations** The schoolmaster was appointed and paid by the Company, but he taught the island's children under the eye of the parish vestry. The vestry could complain about him but could not dismiss him. Its second complaint, a year after the first, shows that its earlier protest had brought no change. The Council could have removed Abney on its own authority. It chose instead to forward the vestry's complaint and Abney's own reply side by side, and to point back to the opinion it had already given in July 1783. This left the decision with the Court, which had appointed him. It also showed London that the complaints were persistent and that the Council's earlier advice had not been acted on.
229	218	12 Duplicate Ship Warren Hastings Acct. 13 do. do. Walpoles do. 14 do. do. Lord Macartneys do. 15 do. List of the Packet ℔ Warren Hastings 16 First Receipt for do. ℔ do. 17 do. do. for a small Paper Packet ℔ Walpole 18 do. do. for a do. do. ℔ Lord Macartney 19 Second do. for the Packet ℔ Ship Belmont 20 Abstract of the Cargoes of Ships Fox & E. Oxford 21 Time of the Arrival of E. Oxfords Boat at Banks's 22 Second Bond from Major Wm. Roberts for £500 - 23 do. do. from Mr. Geo. Rumbold for £500 - 24 Captn. Henry Churchills Second Receipt for 7 Box Packets 25 Original Proceedings of a General Quarterly Sessions held on the 14 July 1784 - 26 General Court Martial held on the 8 July do. 27 Effective State of the Garrison 28 Plan & Dimensions of a New Draw Bridge for which Materials are wanted 29 Acct. of Expence carryg. on a Fence in Long wood to 30 June 1784 To the Honble. &ca. Honble. Sirs Para. 1 By the Ship Fox which Sailed from hence the 28 July last We had the honor of Addressing you, Copy whereof was transmitted by the Earl of Oxford - 2 On the 9 instant Arrived your Ship General Goddard from Bombay, which place she left the 26 April and your Honors Ships Resolution Latham, Hinchenbrooke, Alfred and Hawke there the two former of which were in Dock And the Resolution will be Dispatched for Europe in the Course **Margin Notes:** Last Address Arrival of the Genl. Goddard News	12: Duplicate account of the ship *Warren Hastings*. 13: Duplicate account of the ship *Walpole*. 14: Duplicate account of the ship *Lord Macartney*. 15: Duplicate list of the packet sent by the ship *Warren Hastings*. 16: First receipt for the packet sent by the ship *Warren Hastings*. 17: First receipt for a small paper packet sent by the ship *Walpole*. 18: First receipt for a small paper packet sent by the ship *Lord Macartney*. 19: Second receipt for the packet sent by the ship *Belmont*. 20: Abstract of the cargoes of the ships *Fox* and *Earl of Oxford*. 21: Record of the time the boat from the *Earl of Oxford* reached Banks's. 22: Second bond from Major William Roberts, for £500 0s 0d 23: Second bond from Mr George Rumbold, for £500 0s 0d 24: Captain Henry Churchill's second receipt for 2 box packets 25: Original proceedings of the General Quarterly Sessions held on 14 July 1784 26: Proceedings of the general court martial held on 8 July 1784 27: Return of the effective strength of the garrison 28: Plan and dimensions of the new drawbridge, for which materials were needed 29: Account of the cost of building the fence at Longwood up to 30 June 1784 1: The Council's last letter to the Court went by the *Fox*, which sailed on 28 July 1784. A copy followed by the *Earl of Oxford*. 2: On 9 August 1784 the Company's ship *General Goddard* arrived from Bombay, which she had left on 26 April 1784. The Company's ships *Resolution*, *Latham*, *Hinchinbrooke*, *Alfred* and *Hawke* were still at Bombay when she sailed. The *Resolution* and the *Latham* were in dock. The *Resolution* was to be sent to Europe in the weeks that followed.
230	219	Course of this Season - 3 We are happy to learn the agreeable News of Peace being concluded with Tippoo Sahib, and congratulate your Honors upon the Event - 4 Yesterday Arrived a Prussian Ship last from Mauritius called the Der President Captn.	3: The Council was glad to hear that peace with Tipu Sultan had been concluded, and it congratulated the Court on the news. 4: A Prussian ship, the *Der Präsident*, had arrived from Mauritius on the day before the letter was

Film No	Page No.	OCR Transcription	Modern Interpretation and analysis
		Jean Mulder Burthen 350 Tons, carrying 14 Guns and 40 Men - 5 Having by Letter from the Presidency of Bengal received information of the Death of James Goudy one of the Heirs of Captn. John Burnham decd. late of Fort Marlbro'. We have paid unto Miss Mary Goudy the only surviving Child of said Goudy the Sum of £24. 3 being his Dividend of Captn. Burnham's Estate, as mentioned upon Consultation of 5 Febry. '81, 21 July '83 and 16 instant, to which we beg leave to refer you - 6 We have Granted the following Sets of Bills of Exchange viz. One to Mr. Robert Leech for the Sum of £45 - payable to John Atkinson Blanshard Esqr. And one to the Attorney's of Mrs. Margaret Greentree for £79 - payable to herself (or Order) both drawn at ninety Days Sight and dated this Day - 7 The Passengers on Board the General Goddard are Captns. Tait, Henniborne and Cummyns, and Messrs. Scott, Mills, Unthank Bovary and Fraley - 8 Captn. Thomas Foxall has an Order to receive on board the General Goddard - William Higginson a Discharged Soldier and carry him to England, the Payment for whose Passage we leave to be settled between your Honors and Owners of that Ship - 9 This Letter waits on your Honors **Margin Notes:** The Compy. congratulated on Peace being concluded with Tippoo Arrival of a Prussian Ship Respecting a Dividend of the Estate of Capt. Jn. Burnham paid to Miss Mary Goudy Bills of Exchange Passengers Wm. Higginson sent on Board the G. Goddard	written. Her captain was Jean Mulder. She was of 350 tons, with 14 guns and a crew of 40. 5: A letter from the Bengal Presidency told the Council that James Goody had died. He had been one of the heirs of Captain John Burnham, formerly of Fort Marlborough. The Council therefore paid £214 3s 0d to Miss Mary Goody, his only surviving child, as her father's share of Burnham's estate. The background was set out in the consultations of 5 February 1781, 21 July 1783 and 11 August 1784, to which the Council referred the Court. 6: The Council issued two sets of bills of exchange, both drawn at 90 days' sight and dated the same day as the letter. Bill issued to Mr Robert Leech, payable to John Atkinson Blanshard, £45 0s 0d Bill issued to the attorneys of Mrs Margaret Greentree, payable to her or her order, £79 0s 0d 7: The *General Goddard* carried Captains Tait, Hennebourne and Cumyns, and Mr Scott, Mr Mills, Mr Unthank, Mr Bovery and Mr Fraley. 8: Captain Thomas Foxall was ordered to take William Higginson, a discharged soldier, to England in the *General Goddard*. The Court and the ship's owners were left to settle his passage money. 9: The closing lines of the letter follow on the next page. **Interpretations** The Council had held James Goody's share of the Burnham estate for more than three years. When the other heirs were paid, Goody's portion was kept back because no one could safely receive it on his behalf. As the island's probate authority, the Council could not simply pay the money to whoever asked. It needed proof of who was entitled. The Bengal Presidency's letter supplied that proof. With Goody confirmed dead and Mary named as his only surviving child, the Council paid the share to her. The three consultations it cited, from 1781 to 1784, gave the Court the full record of how a small estate had been divided, step by step.
231	220	Honors by the Ship General Goddard - We are Honble. Sirs St. Helena Your most Obedt. 21 August '84 and humble Servants Signed Danl. Corneille Hen. Graeme Matt. Bazett Wm. Wrangham Hen. Bazett List of the Packet ℔ Genl. Goddard Dated 21 August 1784 - No. 1 Governor & Councils General Letter dated 21 August '84 2 Dupt. do. & do. do. dated 28 July do. relating to Law matters - 3 Consultations from the 2 to 21 August 1784 4 Dupt. do. from the 5 to 28 July do. 5 Cash Account from 29 to 31 do. do. 6 do. do. from the 1 to 21 August do. 7 Dupt. do. do. from 20 to 30 June do. 8 do. do. do. from 1 to 28 July do. 9 Ship General Goddard's Account 10 Duplicate Ship Royal Admirals do. 11 do. do. Fox's do. 12 do. do. E. Oxford's do. 13 do. List of the Packet ℔ Ship Fox 14 First Receipt for the do. ℔ Ship do. 15 do. do. for a small Paper do. ℔ Ship E. Oxford 16 Second do. for a do. do. ℔ Ship Walpole 17 do. do. for a do. do. ℔ Ship Lord Macartney 18 do. do. for the Packet ℔ Ship Warren Hastings	The *General Goddard* carried the letter to England. It was dated St Helena, 21 August 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. The packet sent by the *General Goddard* had a list of contents dated 21 August 1784. It held the following papers. 1: General letter from the Governor and Council dated 21 August 1784 2: Duplicates of the Governor and Council's general letter and letter on legal matters, both dated 28 July 1784 3: Consultations from 2 to 21 August 1784 4: Duplicate consultations from 5 to 28 July 1784 5: Cash account from 29 to 31 July 1784 6: Cash account from 1 to 21 August 1784 7: Duplicate cash account from 20 to 30 June 1784 8: Duplicate cash account from 1 to 28 July 1784 9: Account of the ship *General Goddard*. 10: Duplicate account of the ship *Royal Admiral*. 11: Duplicate account of the ship *Fox*. 12: Duplicate account of the ship *Earl of Oxford*. 13: Duplicate list of the packet sent by the ship *Fox*. 14: First receipt for the packet sent by the ship *Fox*. 15: First receipt for a small paper packet sent by the ship *Earl of Oxford*. 16: Second receipt for a small paper packet sent by the ship *Walpole*. 17: Second receipt for a small paper packet sent by the ship *Lord Macartney*.

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		19 Abstract of the Cargoe of Ship General Goddard	18: Second receipt for the packet sent by the ship *Warren Hastings*. 19: Abstract of the cargo of the ship *General Goddard*.
232	221	20 Time of the Arrival of Ship Genl. Goddards Boat at Banks's 21 Duplicate of Proceedings at a Genl. Quarter Sessions held on the 14 July 1784 22 do. Account of Expence carrying on a Fence in Long Wood to 30 June '84 23 Effective State of the Garrison 24 General Court Martial held on the 27 July '84 To the Honble. &ca. Honble. Sirs - Under date of the 21 Ultimo by the Ship General Goddard which Sailed from hence the Day following, we had the Honor of Addressing you - The Prussian Ship mentioned in 4 Paragraph of our last Letter is bound to Embden and we understand from the Captn. that he belongs to a Company established at that Port under the Protection of His Prussian Majesty - This Letter waits on your Honors by Mr. Mulder Commanding the abovementioned Ship - We are Honble. Sirs St. Helena Your most Obedient 5 Septr. 1784 and humble Servants - Signed Danl. Corneille Matt. Bazett Wm. Wrangham Henry Bazett	20: Record of the time the boat from the *General Goddard* reached Banks's. 21: Duplicate proceedings of the General Quarterly Sessions held on 14 July 1784 22: Duplicate account of the cost of building the fence at Longwood up to 30 June 1784 23: Return of the effective strength of the garrison 24: Proceedings of the general court martial held on 27 July 1784 The Council's last letter to the Court, dated 21 August 1784, went by the *General Goddard*, which sailed the following day. The Prussian ship named in paragraph 4 of that letter was bound for Emden. Her captain told the Council that she belonged to a company based at that port under the protection of the King of Prussia. Mr Mulder, her commander, carried this letter to Europe. It was dated St Helena, 5 September 1784, and signed by Governor Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett. **Interpretations** The Council thought it worth telling the Court who owned the Prussian ship. A trading company at Emden under the Prussian king's protection was one more European rival in the eastern trade. It joined the Danish, Swedish, Imperial and French ventures whose ships the Council had been recording at the island all year. The Court needed to know which flags these rivals sailed under and where their cargoes would be landed. Even so, with no Company ship due to sail, the Council handed this letter to Mulder himself. The letter itself was short and said nothing that needed to be kept secret, so it was a safe risk.
233	222	To the Honble. &ca. Honble. Sirs Para. 1 We had the honor of writing you last by a Prussian Ship called the Der President under date of the 5 instant, Duplicate whereof goes enclosed, together with a Duplicate of our Letter ℔ General Goddard dated 21 August last - 2 On the 28 instant Arrived His Majestys Armed Transport, Tortoise from Madras - Lieut. Sirocold Commander, informs Us he Sailed from thence the 9 June and put into the Cape the 10 August, at which place he left the Ship Ganges from China, and learned from Captn. Dempster that the Kent, Earl Sandwich and London were to be Dispatched from Canton soon after him - Lieut. Sirocold also brings Us the unfortunate intelligence of the loss of your Ship Major, in Ballasore Roads, by Fire, and from Report every Soul perished - 3 Lieut. Sirocold acquainting the Governor that having heard at the Cape this Island was in great Distress for Provisions he thought it incumbent upon him to bring from thence as many Sheep as he could conveni-ently stow - he has accordingly delivered 101 for which he has charged 30/ ℔ Head assuring Us that they, and their fodder, cost him that Price and tho' it appears to Us rather a high Charge thought ourselves bound to receive them - Considering it a polite attention on his part have therefore granted him Bills drawn upon your Honors for the Sum of £151. 10 - payable to himself (or Order) at ninety Days Sight dated this Day -	1: The Council's last letter to the Court, dated 5 September 1784, went by a Prussian ship, the *Der Präsident*. A duplicate was enclosed, together with a duplicate of the letter of 21 August 1784 sent by the *General Goddard*. 2: On 28 September 1784 the armed transport *Tortoise* of the Royal Navy arrived from Madras under Lieutenant Serocold. He said he had sailed from Madras on 9 June and put into the Cape on 10 August. He left the *Ganges*, homeward bound from China, at the Cape. Captain Dempster of the *Ganges* told him that the *Kent*, *Earl of Sandwich* and *London* were to leave Canton soon after her. Serocold also brought the sad news that the Company's ship *Major* had been destroyed by fire in Balasore Roads. By all accounts no one on board survived. 3: At the Cape, Serocold had heard that St Helena was badly short of food. He therefore felt bound to bring as many sheep from the Cape as he could find room for. He delivered 101 and charged £1 10s 0d a head, assuring the Governor that this was what the sheep and their fodder had cost him. The Council thought the price rather high. Even so, it felt obliged to take them, since Serocold had brought them out of courtesy to the island. It paid him in bills on the Court for £151 10s 0d, payable to himself or his order, drawn at 90 days' sight and dated the same day as the letter. 4: The letter continues on the next page. **Interpretations** The Council could have refused the sheep or bargained over the price, and it plainly thought the price too high. It paid in full and said why. Serocold had acted on a report of hardship that turned out to be exaggerated. As a naval officer, he had gone out of his way to help a Company island at his own expense

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		Margin Notes: Last Address News by the Tortoise respecting the Compys. Ships Sheep brought from the Cape by Captn. Sirocold 30/ &c.	and risk. To quibble over his price would have insulted a man whose goodwill the island might need again. The Council also took his word that 30 shillings a head was his own cost, without asking for receipts. It accepted a small loss to keep good relations with the navy, on whose ships St Helena relied for news, convoys and defence. The rumour that St Helena was short of food had reached the Cape. In May 1784 the Council had bought sheep and salt beef from Captain Dodd. In April it had told the Court that ships often left the island without enough fresh provisions. The island's difficulty in feeding passing ships was evidently common knowledge among ships' officers from the Cape to Madras.
234	223	4 This Letter is forwarded to your Honors by the abovementioned Transport Tortoise - We are Honble. Sirs Your most Obedt. St. Helena and humble Servants 30 Septr. 1784 Signed Danl. Corneille Hen. Graeme Matt. Bazett Wm. Wrangham Hen. Bazett To the Honble. &ca. Honble. Sirs Para. 1 On the 30 Ultimo we had the honor of Addressing you last ℔ His Majestys Armed Transport Tortoise - Duplicate whereof goes enclosed - 2 Your Ship Ganges Arrived here on the 7 instant from China last from the Cape of Good Hope - We are informed by Captn. Dempster that having stopt at Anger Point the 11 July '84 he learnt that the True Briton was still at Batavia hove down and expected to Sail soon for China - the above Ship put in at that Port the 1 Decr. '83 and has been there ever since under repair - We are further acquainted by Captn. Dempster that he met a Dutch Ship of War going to Malacca - where the Malays had rose and taken possession of the Town - the Dutch had retired to the Citadel, and that there were six other Dutch Ships of War and Troops likewise going to their assistance - **Margin Notes:** Last Address News by the Ganges Account of the Malays being at War with the Dutch at Malacca	4: The *Tortoise* transport carried the letter to England. It was dated St Helena, 30 September 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. 1: The Council's last letter to the Court, dated 30 September 1784, went by the Royal Navy's armed transport *Tortoise*. A duplicate was enclosed. 2: On 7 October 1784 the Company's ship *Ganges* arrived from China, having called last at the Cape of Good Hope. Captain Dempster said he had stopped at Anjer Point on 11 July 1784. There he learned that the *True Briton* was still at Batavia, hauled over on her side for repair, and expected to leave for China soon. She had put into Batavia on 1 December 1783 and had been under repair ever since. Dempster also reported meeting a Dutch warship on her way to Malacca. The Malays had risen there and seized the town, and the Dutch had fallen back into the citadel. Six more Dutch warships, carrying troops, were also on their way to relieve them. **Interpretations** The rising at Malacca mattered to the Company even though the town was Dutch. Malacca commanded the strait through which the Company's ships passed to and from China. Any disorder there could close that route or make it dangerous for merchant ships. The Dutch had just come out of a losing war with Britain, and the rising showed how weak their hold in the region had become. Sending seven warships showed that they meant to restore it by force. The Council passed the news on because the Court's China ships for the next season would sail through those waters.
235	224	3 We have granted the two following Sets of Bills of Exchange Viz. One to William Wrangham Esqr. for £1500 - payable to Matthew Purling, Richard Pierce and John Clements Esqrs. (or to either of their Order) - The other to Major Henry Bazett for £400 - payable to Matthew Purling Esqr. (or Order) at ninety Days Sight & dated the 16 instant - 4 The last Quarters Accounts being only laid before Us this Day renders the Consultation too long to be transmitted by this opportunity - neither can we transmit a Cash Account of a later Date than to the 31 August '84 - 5 Captn. Dempster has our permission to receive on Board the Ganges Thos. Cole, Thomas Browne, William Purdey and Robert Knight four Discharged Soldiers of this Garrison and carry them to England, the Honble. Company being at no Expence on their account - 6 The Passengers on Board the Ganges are Captn. Dewar, Lieut. Sutherland and	3: The Council issued two sets of bills of exchange, both drawn at 90 days' sight and dated 18 October 1784. Bill issued to William Wrangham, payable to Matthew Purling, Richard Pierce and John Clements, or to the order of any of them, £1,500 0s 0d Bill issued to Major Henry Bazett, payable to Matthew Purling or his order, £400 0s 0d 4: The accounts for the last quarter had been laid before the Council only that day. This made the consultation too long to copy in time for this ship. For the same reason, the Council could send no cash account later than 31 August 1784. 5: Captain Dempster was given leave to take four discharged soldiers of the garrison to England in the *Ganges*: Thomas Cole, Thomas Browne, William Purday and Robert Knight. The Company was to bear no cost for their passage. 6: The *Ganges* also carried Captain Dewar, Lieutenant Sutherland and Mr Hutchins.

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		Mr. Hutchins 7 This Letter waits on your Honors by the abovementioned Ship Ganges - We are Honble. Sirs Your most Obedient St. Helena and humble Servants 16 October 1784 Signed Danl. Corneille Hen. Graeme Matt. Bazett Willm. Wrangham Hen. Bazett **Margin Notes:** Bills of Exchange - Reasons why the last Consultation & Cash Acct. not sent Four discharged Soldiers sent on Board the Ganges Passengers	7: The *Ganges* carried the letter to England. It was dated St Helena, 18 October 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. **Interpretations** Wrangham's bill for £1,500 0s 0d was the largest single sum he had sent home in the letters of this volume. Since September 1783 he had remitted £1,375 0s 0d, then £500 0s 0d in December, £400 0s 0d in February, £150 0s 0d in May and £650 0s 0d in July. Together with this bill, the total came to well over £4,000 0s 0d in about 13 months. Even for a senior councillor that was a great deal of money. It probably included proceeds from trading with passing ships and money he was moving for others through his own name. Most of it went to the same London agents, Purling and Clements. The steady flow suggests Wrangham was building up capital in England, perhaps with a view to going home himself. The Company's treasury on the island gained cash with each bill, but the Court would have to pay out an equal amount in London.
236	225	List of the Packet ℔ Ganges Dated 16 October 1784 No. 1 Governor & Councils General Letter dated 16 October '84 2 do. & do. do. dated 16 do. do. relating to Law matters 3 Dupt. do. & do. do. dated 30 Septr. '84 4 Consultations from 23 August to 16 October do. 5 Dupt. do. from 2 to 21 August do. 6 Cash Account from 22 to 31 do. do. 7 Dupt. do. from 29 to 31 July do. 8 do. do. from 1 to 21 August do. 9 Ship Ganges Account 10 Duplicate Ship Genl. Goddard's Account 11 do. List of the Packet ℔ Ship Genl. Goddard 12 List of four Discharged Soldiers 13 Second Receipt for the Packet ℔ Ship Fox 14 do. do. for a small Paper do. ℔ do. E. Oxford 15 Abstract of the Cargoe of Ship Ganges 16 Time of the Arrival of do. do. Boat at Banks's 17 Proceedings of a Genl. Quarter Sessions held the 6 Octr. '84 18 List of Familys Lands & Cattle taken 30 Septr. do. 19 do. of Rents & Revenues do. 30 do. do. 20 do. of the Honble. Company Slaves do. 30 do. do. 21 do. of Marriages Births Christenings & Burials 22 do. of Servants Civil & Military taken 16 October do. 23 Muster Rolls of the Garrison 24 Effective State of do. 25 Duplicate Plan & Dimensions of a New Draw Bridge, for which Materials are wanted - To the Honble. &ca. Honble. Sirs Para. 1 Under date of the 16 last Month We had the Honor of Addressing You by the Ship Ganges, Duplicate of	The packet sent by the *Ganges* had a list of contents dated 18 October 1784. It held the following papers. 1: General letter from the Governor and Council dated 18 October 1784 2: Letter from the Governor and Council on legal matters dated 18 October 1784 3: Duplicate of the Governor and Council's general letter dated 30 September 1784 4: Consultations from 23 August to 18 October 1784 5: Duplicate consultations from 2 to 21 August 1784 6: Cash account from 22 to 31 August 1784 7: Duplicate cash account from 29 to 31 July 1784 8: Duplicate cash account from 1 to 21 August 1784 9: Account of the ship *Ganges*. 10: Duplicate account of the ship *General Goddard*. 11: Duplicate list of the packet sent by the ship *General Goddard*. 12: List of 4 discharged soldiers 13: Second receipt for the packet sent by the ship *Fox*. 14: Second receipt for a small paper packet sent by the ship *Earl of Oxford*. 15: Abstract of the cargo of the ship *Ganges*. 16: Record of the time the boat from the *Ganges* reached Banks's. 17: Proceedings of the General Quarterly Sessions held on 6 October 1784 18: List of families, land and cattle, taken 30 September 1784 19: List of rents and revenues, taken 30 September 1784 20: List of the Company's slaves, taken 30 September 1784 21: List of marriages, births, christenings and burials 22: List of the Company's civil and military servants, taken 18 October 1784 23: Muster rolls of the garrison 24: Return of the effective strength of the garrison 25: Duplicate plan and dimensions of the new drawbridge, for which materials were needed 1: The Council's last letter to the Court, dated 18 October 1784, went by the *Ganges*. A duplicate was enclosed, as the next page records.

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237	226	of which we herewith transmit - 2 On the 2 instant Arrived your Ship Earl Sandwich and the 12 the London and Kent all from China - the latter Ship left Macao the 19 April last and the Earl Sandwich the Day following - We learn from Captn. Wordsworth that on the 18 July he spoke the Hawk in the Straits of Malacca, bound for China and was informed that the True Briton had left Batavia the 6 January '84 - that she was heard of on the Malabar Coast and intended going the Southern Passage to Bombay in order to repair being in a very leaky Condition, which intelligence is very different from that given by Captn. Dempster - Captn. Wordsworth likewise tells Us he stopt at Malacca where he learnt that the Dutch had entirely got the better of the Malays, and several of their Ships of War were Dispatched in order to Reduce Rhio and Tringanno - We are also acquainted by Captn. Eastabrook that the latter end of July in the Straits of Banca he spoke the Calcutta bound for China, from Batavia all well - - The Vansittart Sailed from Batavia with the Calcutta and was destined to Madras with a Cargoe of Rice - Captn. Wordsworth confirms the unfortunate intelligence of the loss of the Major, but with this Difference that, the Accident happened at Kedgree, instead of Ballasore Roads - - a small part of her Cargoe was only on board at the time and that all the Crew were happily - saved - 3 It is with Concern we acquaint you with the Death of Lieut. Jno. Leech on the 2 instant, more particularly as we have lost a very experienced and Good Military Officer in him, and have not any on this Establishment qualified to fill his Station - We therefore request your Honors will send Us out an Officer Qualified for that **Margin Notes:** Arrival of Ships News by the E. Sandwich Kent London &c. Loss of the Major confirmed Death of Lieut. Jno. Leech	The Council enclosed a duplicate of its letter of 18 October 1784. 2: The Company's ship *Earl of Sandwich* arrived from China on 2 November 1784. The *London* and the *Kent* followed on 12 November. These two had left Macao on 19 April 1784, and the *Earl of Sandwich* the day after. Captain Wordsworth reported that on 18 July he had spoken with the *Hawke* in the Straits of Malacca, bound for China. Her people told him the *True Briton* had left Batavia on 6 January 1784. She had since been reported on the Malabar coast, leaking badly and making for Bombay by the southern route for repairs. This news differed a good deal from Captain Dempster's. Wordsworth had also stopped at Malacca. There he learned that the Dutch had completely defeated the Malays and had sent several warships to subdue Riau and Trengganu. Captain Eastabrooke reported that late in July he had spoken with the *Calcutta* in the Bangka Strait, bound from Batavia for China, and all was well. The *Vansittart* had left Batavia with the *Calcutta* and was taking a cargo of rice to Madras. Wordsworth confirmed that the *Major* had been lost, but his account differed from the earlier one. The fire had happened at Kedgeree, not in Balasore Roads. Only a small part of her cargo was on board, and her whole crew had been saved. 3: The Council was sorry to report that Lieutenant John Leech had died on 2 November 1784. His death cost the island an experienced and able artillery officer. No one left in the garrison was qualified to take his place. The Council asked the Court to send out an officer fit for that post, as the next page explains. **Interpretations** Leech's death was the loss the Council had been working to avoid. For more than a year it had kept him at the head of the artillery. It paid him an extra 3s a day when the captain was absent. It named him commissary of stores. In June 1784 it persuaded him to stay with the guns when the Court had given him leave to return to the infantry. The Council had warned then that it could not spare so experienced an officer. Now he was gone, and the island had no one trained to replace him. Gunnery could not be taught quickly, so the Council's only choice was to ask London for a qualified man. Until one arrived, many months later, the island's batteries would have no proper commander. The two reports about the *Major* show how news changed as it travelled. Lieutenant Serocold had said that everyone on board died. Captain Wordsworth, with fresher information, said the ship burned at a different anchorage, almost empty of cargo, and with all her crew saved. The Council passed both reports to the Court exactly as it received them. By putting the later account beside the earlier one, it set right a report of heavy loss of life that had already gone to London.
238	227	that Line, as the Defence of this Island must almost chiefly depend upon our Artillery and without an experienced Officer whose Education has been to that Professional Branch, must labor under great inconveniency in properly training the Non Commissioned Officers and Men of that Company to a perfect knowledge of their Duty - 4 We have given Captn. Wordsworth an Order to receive on Board the Earl Sandwich to complete that Ships Company Willm. Bushell, Henry Fink, George Thomas and John Stone, four Discharged Soldiers of this Garrison. Also Willm. Barrett whom he has promised to carry to	An officer trained in artillery was essential. The island's defence depended above all on its guns. Without an experienced officer schooled in that branch, the garrison would struggle to train the artillery company's non-commissioned officers and men properly in their duties. 4: Captain Wordsworth was ordered to take four discharged soldiers of the garrison on board the *Earl of Sandwich* to help make up her crew: William Bushell, Henry Fink, George Thomas and John Stone. He had also agreed to carry William Barrett to England at no cost to the Company. 5: Lieutenant Godfrey was the only passenger in the *Earl of Sandwich*.

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		England without any Expence to the Company for his Passage thither - 5 Lieut. Godfrey is the only Passenger on board the Ship Earl Sandwich - 6 We have Granted a Set of Bills of Exchange to Willm. Wrangham Esqr. for the Sum of £500 - payable to Matt. Purling Richd. Pierce and John Clements Esqrs. (or Order) drawn at ninety Days Sight and dated this Day - 7 This Letter waits on your Honors ℔ Ship Earl Sandwich - We are Honble. Sirs St. Helena Your most Obedient 24 Novr. '84 and humble Servants Signed Danl. Corneille Hen. Graeme Matt. Bazett Wm. Wrangham Henry Bazett **Margin Notes:** Discharged Soldiers sent on board the E. Sandwich Passenger Bills of Exchange	6: The Council issued a set of bills of exchange for £500 0s 0d to William Wrangham, payable to Matthew Purling, Richard Pierce and John Clements or their order. The bills were drawn at 90 days' sight and dated the same day as the letter. 7: The *Earl of Sandwich* carried the letter to England. It was dated St Helena, 24 November 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett.
239	228	List of the Honble. Companys Packet ℔ Ship E. Sandwich Dated 24 November 1784 No. 1 Governor and Councils General Letter Dated 24 Novr. '84 2 Dupt. do. & do. do. dated 16 Octr. do. 3 do. do. & do. do. dated 16 do. do. relating to Law matters - 4 Consultations from 18 October to 24 November do. 5 Dupt. do. from 23 August to 16 October do. 6 Cash Account for the Month September do. 7 do. for the do. October do. 8 do. from the 1 to 24 November do. 9 Dupt. do. from the 22 to 31 August do. 10 Ship E. Sandwich's Account 11 Dupt. Ship Ganges do. 12 do. List of the Packet ℔ Ganges 13 First Receipt for the Packet ℔ Ship Ganges 14 Abstract of the Cargoes of Ships E. Sandwich London and Kent 15 Time of the Arrival of Ships Boats at Banks's 16 Dupt. Proceedings of a Genl. Qr. Sessions held on the 6 Octr. '84 17 Effective State of the Garrison 18 Account of Expence carrying on a Fence round Long Wood To the Honble. &ca. Honble. Sirs By your Ship Earl of Sandwich which Sailed from hence the 25 last Month, we had the honor of writing you - Duplicate of which we transmit enclosed - We have granted a Set of Bills of Exchange to Matthw. Bazett Esqr. for the Sum of £430 - payable to Matthw. Purling Esqr. (or Order) drawn at ninety days Sight, and dated the 29 Ultimo -	The packet sent by the *Earl of Sandwich* had a list of contents dated 24 November 1784. It held the following papers. 1: General letter from the Governor and Council dated 24 November 1784 2: Duplicate of the Governor and Council's general letter dated 18 October 1784 3: Duplicate of the Governor and Council's letter on legal matters dated 18 October 1784 4: Consultations from 18 October to 24 November 1784 5: Duplicate consultations from 23 August to 18 October 1784 6: Cash account for September 1784 7: Cash account for October 1784 8: Cash account from 1 to 24 November 1784 9: Duplicate cash account from 22 to 31 August 1784 10: Account of the ship *Earl of Sandwich*. 11: Duplicate account of the ship *Ganges*. 12: Duplicate list of the packet sent by the ship *Ganges*. 13: First receipt for the packet sent by the ship *Ganges*. 14: Abstract of the cargoes of the ships *Earl of Sandwich*, *London* and *Kent*. 15: Record of the times the ships' boats reached Banks's 16: Duplicate proceedings of the General Quarterly Sessions held on 6 October 1784 17: Return of the effective strength of the garrison 18: Account of the cost of building the fence round Longwood The Council's last letter to the Court went by the Company's ship *Earl of Sandwich*, which sailed on 25 November 1784. A duplicate was enclosed. The Council issued a set of bills of exchange for £430 0s 0d to Matthew Bazett, payable to Matthew Purling or his order. The bills were drawn at 90 days' sight and dated 29 November 1784.
240	229	Your Honors will receive this Letter ℔ Ship London, and the Kent we judge will be ready to Sail in a Week or ten Days, as that Ship's Company (which were sickly) are getting better - We are Honble. Sirs Your most Obedient	The *London* carried the letter to England. The Council expected the *Kent* to be ready to sail in a week or 10 days, as her crew had been sick and were now recovering. The letter was dated St Helena, 2 December 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett.

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		and humble Servants Signed St. Helena Danl. Corneille 2 December Hen. Graeme 1784 Matt. Bazett Wm. Wrangham Hen. Bazett List of the Packet ℔ London dated 2 December 1784 - No. 1 Governor & Councils General Letter Dated 2 Decemr. '84 2 Dupt. do. & do. do. dated 24 do. do. 3 Consultation of the 29 November do. 4 Dupt. do. from the 18 Octor. to 24 Novr. do. 5 Cash Account from the 25 to the 30 do. do. 6 Dupt. do. for the Month of Septr. do. 7 do. do. for the do. of Octr. do. 8 do. do. from the 22 to the 31 Augst. do. 9 Ship London's Account 10 Dupt. Ship E. Sandwich's do. 11 do. List of the Packet ℔ Ship E. Sandwich 12 First Receipt for the do. ℔ do. 13 Second do. for the do. ℔ Ship Ganges 14 Effective State of the Garrison 15 Dupt. Account of Expence carryg. on a Fence round Long Wood 16 do. List of Familys taken 30 Septr. '84 17 do. do. of Rents & Revenues taken 30 do. do. 18 do. do. of the Honble. Companys Slaves taken 30 Septr. '84	The packet sent by the *London* had a list of contents dated 2 December 1784. It held the following papers. 1: General letter from the Governor and Council dated 2 December 1784 2: Duplicate of the Governor and Council's general letter dated 24 November 1784 3: Consultation of 29 November 1784 4: Duplicate consultations from 18 October to 24 November 1784 5: Cash account from 25 to 30 November 1784 6: Duplicate cash account for September 1784 7: Duplicate cash account for October 1784 8: Duplicate cash account from 22 to 31 August 1784 9: Account of the ship *London*. 10: Duplicate account of the ship *Earl of Sandwich*. 11: Duplicate list of the packet sent by the ship *Earl of Sandwich*. 12: First receipt for the packet sent by the ship *Earl of Sandwich*. 13: Second receipt for the packet sent by the ship *Ganges*. 14: Return of the effective strength of the garrison 15: Duplicate account of the cost of building the fence round Longwood 16: Duplicate list of families, taken 30 September 1784 17: Duplicate list of rents and revenues, taken 30 September 1784 18: Duplicate list of the Company's slaves, taken 30 September 1784
241	230	To the Honble. &ca. Honble. Sirs Para. 1 We addressed you last by your Honors Ship London under Date of the 2 instant - Duplicate whereof is herewith enclosed - 2 Captn. John Fox has an Order to receive on board the Kent Jno. Beagle, Jno. Smith Richard Wiggen Jno. Jackson, Willm. Hines and Gibbins Younger, Six Discharged Soldiers of this Garrison, whom he has promised to carry to England without any expence to the Honble. Company, being in want of Europeans - 3 By this Conveyance we transmit your Honors General Books of Accounts, Balanced to the 30 Septr. last - 4 We beg leave to refer your Honors to our Consultation of the 6 instant, wherein is entered several particulars relative to the desertion of John Smith Matross on board the Ship Kent from which circumstances we have the strongest reason to suppose him still secreted on board said Ship altho' repeated Searches have been made to discover him - 5 This Letter waits on your Honors by the abovementioned Ship Kent - We are Honble. Sirs Your most Obedient and humble Servants - Signed St. Helena Danl. Corneille 13 December 1784 Hen. Graeme Matt. Bazett Wm. Wrangham Henry Bazett	1: The Council's last letter to the Court, dated 2 December 1784, went by the Company's ship *London*. A duplicate was enclosed. 2: Captain John Fox was ordered to take six discharged soldiers of the garrison on board the *Kent*: John Beagle, John Smith, Richard Wiggen, John Jackson, William Kemp and Libbeus Younger. He was short of European seamen and had agreed to carry them to England at no cost to the Company. 3: The Council sent the Company's general account books, balanced to 30 September 1784, by the same ship. 4: The consultation of 6 December 1784 recorded the details of the desertion of John Smith, a matross, to the *Kent*. Everything pointed to his still being hidden on board, although the ship had been searched several times. 5: The *Kent* carried the letter to England. It was dated St Helena, 13 December 1784, and signed by Governor Daniel Corneille, Henry Graeme, Matthew Bazett, William Wrangham and Henry Bazett. **Interpretations** The *Kent* had arrived with a sick crew and needed men to work her home. Captain Fox's shortage of Europeans gave everyone on board a reason to welcome a deserter and keep him out of sight. An able-bodied artilleryman was a useful extra hand, and the crew had little reason to give him up. Repeated searches failed to find him. The Council had no power to hold a Company ship indefinitely for one man, and it could not prove where he was. It recorded the circumstances in full so that the Court could hold the commander to account when the ship reached England. This was not new. In earlier years soldiers had slipped away in the ships' boats, and the Council had blamed the commanders for letting them. The Council could take a man's discharge papers away, but it could not stop a crew that wanted to hide him.

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242	231	List of the Packet Ꝧ Ship Kent Dated 13 December 1784 No. 1 Governor & Councils General Letter Dated 13 Decr. '84 2 Dupt. do. & do. do. Dated 2 do. do. 3 Consultations from the 6 to 13 do. do. 4 Dupt. do. of 29 November do. 5 Cash Account from the 1 to 13 Decr. do. 6 Dupt. do. from the 25 to 30 Novr. do. 7 Ship Kents Account 8 Dupt. Ship London's do. 9 do. List of the Packet Ꝧ Ship London 10 First Receipt for the Packet Ꝧ do. 11 Second do. for the do. Ꝧ E. Sandwich 12 Effective State of the Garrison 13 General Books of Accounts Balanced to 30 Septr. '84 To the Honble. &ca. Honble. Sirs We had the honor of writing you by the Ship Kent under Date of 13 instant - Yesterday Arrived His Majesty's Frigate Juno from Madras which Place she left the 21 Septr. last - Your Honors Ship Royal Charlotte which Sailed from hence the 23 June was Arrived at that Place - The probability of the Juno's Arriving in England before any of the last Dispatched Ships from this Place, we beg leave to mention that the Earl Sandwich Sailed the 25 November last London 2 & Kent 13 instant -	The packet sent by the *Kent* had a list of contents dated 13 December 1784. It held the following papers. 1: General letter from the Governor and Council dated 13 December 1784 2: Duplicate of the Governor and Council's general letter dated 2 December 1784 3: Consultations from 6 to 13 December 1784 4: Duplicate consultation of 29 November 1784 5: Cash account from 1 to 13 December 1784 6: Duplicate cash account from 25 to 30 November 1784 7: Account of the ship *Kent*. 8: Duplicate account of the ship *London*. 9: Duplicate list of the packet sent by the ship *London*. 10: First receipt for the packet sent by the ship *London*. 11: Second receipt for the packet sent by the ship *Earl of Sandwich*. 12: Return of the effective strength of the garrison 13: General account books, balanced to 30 September 1784 The Council's last letter to the Court, dated 13 December 1784, went by the *Kent*. The day before the next letter was written, the Royal Navy frigate *Juno* arrived from Madras, which she had left on 25 September 1784. She reported that the Company's ship *Royal Charlotte* had reached Madras. The *Royal Charlotte* had sailed from St Helena on 23 June 1784. The *Juno* might well reach England before the ships most recently sent from the island. The Council therefore gave the Court their sailing dates. The *Earl of Sandwich* had left on 25 November 1784, the *London* on 2 December and the *Kent* on 13 December. **Interpretations** A frigate travelled much faster than a loaded Indiaman. A letter sent by the *Juno* could reach London weeks before the ships that had already left. The Council used her to tell the Court which ships were on their way and when each had sailed. With those dates, the directors could work out roughly when each ship ought to arrive. They could plan their sales, and they would know when a ship was overdue. The news that the *Royal Charlotte* had reached Madras also mattered. It meant the soldiers sent from St Helena had arrived safely, and that the island's part of the order to send troops to India had been carried out.
243	232	Enclosed is a Duplicate of our Letter Ꝧ Kent which, owing to the sudden Sailing of the Juno, is only Signed by Honble. Sirs Your most Obedient and humble Servants St. Helena Signed 16 December 1784 Danl. Corneille Hen. Graeme To the Honble. &ca. Honble. Sirs Par. 1 By His Majesty's Frigate Juno which Sailed from hence the 16 December 1784 We had the Honor of writing you last - Duplicate whereof goes enclosed - 2 We are concerned to inform you of the Death of Major Henry Graeme Lieut. Governor on the 25 December last, after a lingering illness of several Weeks - You will please to observe upon Consultation of the 14 Ultimo is Entered an Account Sales and Account Current of his Effects, the Balance (which will not be received into your Cash until next Month) we shall write off to Account Current London that the same may be repaid his Heirs at Law - 3 On the 21 Ultimo Arrived His Majesty's Ships Sultan and Eurydice Frigate	The Council enclosed a duplicate of its letter sent by the *Kent*. The *Juno* sailed so suddenly that only two councillors had time to sign it. The note was dated St Helena, 16 December 1784, and signed by Governor Daniel Corneille and Henry Graeme. 1: The Council's last letter to the Court went by the Royal Navy frigate *Juno*, which sailed on 16 December 1784. A duplicate was enclosed. 2: The Council regretted to report that Major Henry Graeme, the Lieutenant Governor, had died on 25 December 1784 after an illness of several weeks. The consultation of 14 January 1785 recorded the sale of his belongings and the account of his estate. The balance would not reach the Company's treasury until the following month. The Council would then transfer it to the Company's account in London, so that it could be paid there to his legal heirs. 3: On 25 January 1785 the Royal Navy ship *Sultan* and the frigate *Eurydice* arrived. Where they came from is given on the next page. **Interpretations** The Council had a simple way of getting a dead man's estate home. It sold Graeme's goods, settled his debts and paid the balance into the island treasury. It then credited the same sum to the Company's London account and arranged for the

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		from **Margin Notes:** Last Address Respecting the Death of Major Hen. Graeme Lt. Govr.	Court to pay his heirs in England. No coin had to cross the ocean, and the heirs did not need an agent on the island. The method was the same as the councillors' own bills of exchange, but here it was used to settle an estate rather than to send home savings. Graeme's death left the Council without its second member. He had been Lieutenant Governor throughout this volume. In June 1784 he had put his own views on reducing the garrison into the record. A month before he died, he was one of only two councillors who signed the duplicate in the rush to catch the *Juno*. On an island with so few senior men, his post could not be filled from the island. The Court would have to appoint a successor and send him out, which would take many months.
244	233	from Bombay last from the Cape of Good Hope. We are informed by Admiral Sir Edward Hughes that he left Bombay the 1 December '84 Arrived at the Cape the 11 January and Sailed from thence the 11 February '85 Your Honors Ship Resolution was at that Place and expected to leave it in a fortnight after the Admiral - The Royal Admiral Arrived at Bombay the 19 September last and had Sailed with the Alfred to Anjengo for Troops - We also learn that Sir Edward Hughes left at Bombay your Honors Ships Europa and Neptune, the former was to Sail for Europe in December and the latter in January following - 4 Your Honors will please to observe upon Consultation of the 21 February a Report from Mr. Jona. Doveton Storekeeper respecting the deficiency of weight in the Salt Pork received ℔ Royal Charlotte the same being 50 lb. in each Cask short of the Invoice - the weight of that recd. by the Royal Admiral is not Invoiced but equally as light the charged 11/ less ℔ Tierce than that brought by the first Ship, which we suppose makes good the deficiency - We have given the Storekeeper Orders to take an exact Account of that received by the Royal Charlotte which we shall transmit you by a future opportunity, that should there be any mistake you may be able to rectify the same - 5 Upon the same Consultation your Honors will please to observe a Petition entered from Mrs. Theresa Leech Relict of Lieut. John Leech Decd. setting forth a true State of her distressed Circumstances and praying to be put upon the Military Fund - which we have complied with. A Certificate of her Marriage and Affidavit goes enclosed - 6 We have the pleasure to acquaint you that since the unhappy Affair of the Mutiny of Xmas last was twelvemonth, Our Garrison has **Margin Notes:** News by Adml. Sir Edw. Hughes Company informed of the short weight in Casks of Provision &c. Mrs. Leeches Petition to be put upon the Military Fund The Garrison obedient to Orders &c.	The *Sultan* and the *Eurydice* had sailed from Bombay and called last at the Cape of Good Hope. Admiral Sir Edward Hughes reported that he left Bombay on 1 December 1784, reached the Cape on 11 January 1785 and sailed from there on 11 February. The Company's ship *Resolution* was at the Cape and expected to leave about a fortnight after him. The *Royal Admiral* had reached Bombay on 19 September 1784 and then sailed with the *Alfred* to Anjengo to collect troops. The Company's ships *Europa* and *Neptune* were at Bombay when Hughes left. The *Europa* was due to sail for Europe in December and the *Neptune* in January. 4: The consultation of 21 February 1785 recorded a report from Mr Jonathan Doveton, the storekeeper, on the salt pork received by the *Royal Charlotte*. Every cask weighed 50 pounds less than the invoice stated. The weight of the pork brought by the *Royal Admiral* had not been given on her invoice, but it was just as light. Her pork, however, was charged 11s less per tierce than the first ship's, and the Council supposed this made up for the shortfall. It ordered the storekeeper to weigh the pork from the *Royal Charlotte* exactly. The figures would be sent by a later ship so that the Court could correct any error. 5: The same consultation recorded a petition from Mrs Priscilla Leech, widow of Lieutenant John Leech. She described how badly off she was and asked to be placed on the Military Fund. The Council granted her request. A certificate of her marriage and a sworn statement were enclosed. 6: The Council was glad to report on the garrison's conduct since the unhappy mutiny at Christmas 1783. The report continues on the next page. **Interpretations** A tierce was a standard cask for salt meat, holding about 300 pounds of pork packed in brine. A shortfall of 50 pounds in every cask meant the island received about a sixth less meat than the Company had paid for. The pork came from contractors in England. Short weight was a common fraud, since the casks were sealed and few people opened them to weigh the contents. The Council could not recover the money itself. What it could do was record the shortfall exactly, so the Court could take it up with the supplier. It noticed that the *Royal Admiral*'s pork was priced lower and so did not complain about her casks. Its order to reweigh the *Royal Charlotte*'s pork aimed to give the Court figures it could use against the contractor. Leech's widow was given a pension from the Military Fund, which also supported soldiers' widows left without means. The Council recommended her at once and sent proof of her marriage and her circumstances. The Court had recently criticised the island for recommending unsuitable people. In this case the Council made sure the papers would satisfy it. Leech had served the island loyally and was badly

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			missed, and the Council's quick support for his widow reflected that.
245	234	has been perfectly Obedient to all Orders, regular in their Conduct and very steady in their Military Discipline - 7 It is with satisfaction we inform you We have had very seasonable Rains for this twelvemonth past - The Island in a very flourishing situation and the Stocks of Cattle much improved - 8 We have granted a Set of Bills of Exchange to Willm. Wrangham Esqr. for the Sum of £500 - payable to Matthw. Purling, John Clements and Richd. Pierce Esqrs. (or to either of their Order) Drawn on your Honors at ninety Days Sight and Dated the 7 instant - 9 We beg leave to refer your Honors to a Minute of the Governors entered on Consultation of the 7 Febry. with the Boards Opinion thereon in consequence of a General Court Martial held on the 31 January last, which is herewith transmitted - 10 Since writing the foregoing your Honors Ship Resolution has Arrived from the Cape and we learn that the Royal Bishop was at that place, having Arrived the 7 last Month, all well, and intended Sailing again in the course of a Week - 11 In our Letter received ℔ Resolution from the Governor General & Supreme Council of Bengal dated 18 March '83, mention is made of a Packet forwarded by that Ship - brought out by the Trial from the Honble. Committee of Secrecy - No Packet of the kind has been delivered and the Commander of the Resolution informs Us he knows nothing of it - 12 This Letter waits on your Honors ℔ His Majesty's Ship Sultan Vice Admiral Sir Edwd. Hughes K.B. - We are Honble. Sirs St. Helena Your most Obed. & Humble Servts. 10 March 1785 Signed Danl. Corneille Wm. Wrangham Matt. Bazett Henry Bazett **Margin Notes:** Flourishing State of the Island Bills of Exchange Reference to a Minute of the Govr. relative to a General Court Martial Arrival of the Resolution Respecting a Packet from the Honble. Secret Committee not received	The garrison had obeyed every order since the mutiny. The soldiers had behaved well and kept to their military discipline steadily. 7: The Council was pleased to report that the past 12 months had brought rain at the right times. The island was flourishing, and its herds of cattle had greatly improved. 8: The Council issued a set of bills of exchange for £500 0s 0d to William Wrangham, payable to Matthew Purling, John Clements and Richard Pierce or to the order of any of them. The bills were drawn on the Court at 90 days' sight and dated 7 March 1785. 9: The Council referred the Court to a minute by the Governor, entered in the consultation of 7 February 1785, together with the Council's own opinion on it. The minute arose from a general court martial held on 31 January 1785. The proceedings were enclosed. 10: After the letter had been drafted, the Company's ship *Resolution* arrived from the Cape. The Council learned that the *Royal Bishop* had reached the Cape on 7 February 1785 with all well, and planned to sail again within a week. 11: The *Resolution* brought a letter from the Governor General and Supreme Council of Bengal, dated 18 March 1783. It mentioned a packet from the Committee of Secrecy that the *Trial* had brought out and that was to be forwarded by the *Resolution*. No such packet had reached the Council. The *Resolution*'s commander said he knew nothing about it. 12: The Royal Navy ship *Sultan*, flying the flag of Vice Admiral Sir Edward Hughes KB, carried the letter to England. It was dated St Helena, 10 March 1785, and signed by Governor Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett. **Interpretations** The Council's report on the garrison closed the story of the mutiny. Over 14 months it had sent away the ringleaders, executed Jervis, expelled Joyce, denied pensions to men who had taken part and rewarded those who stayed loyal. It could now tell the Court that discipline had held for more than a year. The good news about the season also carried weight. In September 1784 a naval officer had heard at the Cape that St Helena was short of food and brought sheep to help. Six months later the Council could report rain, flourishing farms and growing herds. With order restored and food secure, the island's position was stronger than at any time recorded in this volume. The missing packet from the Committee of Secrecy was a serious matter. That committee's papers carried confidential orders on war and shipping. Every packet travelled with a receipt, so that each hand it passed through could be traced. The Council said plainly that no such packet had reached it and that the *Resolution*'s commander knew nothing of it. That put on record that the loss had happened before the packet reached St Helena, in Bengal or on board the *Resolution*. It was then up to the Court to trace it back along the chain of receipts.
246	235	List of the Packet ℔ His Majesty's Ship Sultan Dated 10 March 1785 No. 1 Governor & Councils General Letter Dated 10 March 1785 2 do. & do. do. Dated 10 do. do. Relating to Law matters 3 Dupt. do. & do. do. Dated 16 Decr. 1784 4 Consultations from the 20 Decr. 1784 to 7 March '85 5 Dupt. do. from 6 to 13 do. do.	The packet sent by the Royal Navy ship *Sultan* had a list of contents dated 10 March 1785. It held the following papers. 1: General letter from the Governor and Council dated 10 March 1785 2: Letter from the Governor and Council on legal matters dated 10 March 1785 3: Duplicate of the Governor and Council's general letter dated 16 December 1784

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		6 Cash Account from 14 to 31 December '84 7 do. for the Month January '85 8 do. for the do. February do. 9 do. from the 1 to 10 March do. 10 Dupt. do. from the 1 to 13 Decr. '84 11 do. Ship Kents Account 12 do. List of the Packet ℔ Ship Kent 13 First Receipt for the Packet ℔ do. 14 Second do. for do. ℔ Ship London 15 Affidavit of the Widow Leech & Certificate of her Marriage 16 Proceedings of a General Quarter Sessions held the 12 Jany. '85 17 Account of Cash paid the Widows Pensioners upon the Military Fund 18 do. of Expence carrying on the Fence round Long Wood to 31 Decr. '84 19 General Court Martial held the 31 Jany. '85 20 Garrison do. do. from 16 January to 31 Decr. '84 21 Muster Rolls of the Garrison 22 Effective State of do. To the Honble. &ca. Honble. Sirs Par. 1 We had the Honor of Addressing you on the 10 instant ℔ favor of Vice Admiral Sir Edward Hughes who Sailed from hence the same Day in His Majesty's Ship Sultan **Margin Notes:** Last address	4: Consultations from 20 December 1784 to 7 March 1785 5: Duplicate consultations from 6 to 13 December 1784 6: Cash account from 14 to 31 December 1784 7: Cash account for January 1785 8: Cash account for February 1785 9: Cash account from 1 to 10 March 1785 10: Duplicate cash account from 1 to 13 December 1784 11: Duplicate account of the ship *Kent*. 12: Duplicate list of the packet sent by the ship *Kent*. 13: First receipt for the packet sent by the ship *Kent*. 14: Second receipt for the packet sent by the ship *London*. 15: Sworn statement of the widow Leech, with the certificate of her marriage 16: Proceedings of the General Quarterly Sessions held on 12 January 1785 17: Account of cash paid to widows receiving pensions from the Military Fund 18: Account of the cost of building the fence round Longwood up to 31 December 1784 19: Proceedings of the general court martial held on 31 January 1785 20: Proceedings of garrison courts martial from 1 January to 31 December 1784 21: Muster rolls of the garrison 22: Return of the effective strength of the garrison The Council's last letter to the Court, dated 10 March 1785, was carried by Vice Admiral Sir Edward Hughes, who sailed the same day in the Royal Navy ship *Sultan*.
247	236	Sultan accompanied by the Eurydice Frigate - 2 On the 12 instant Arrived your Ship Raymond from England by which Conveyance we received your Honors Letter Dated 10 December 1784 - the Governor likewise received a Letter from the Secret Committee - 3 We are happy to find the several Ships of last Season Arrived safe, and flatter ourselves the same good fortune will attend those of the present - 4 All due Attention shall be paid to the Orders and instructions received from the Honble. Secret Committee, or any three of the Gentlemen who compose the same - 5 We shall strictly observe the discretionary Power you have allowed Us in permitting the homeward bound Ships to touch at the Island of Ascension, and use the same only, where there appears an absolute necessity - 6 Agreeable to the method you now mean to pursue, since the Restoration of Peace in taking up the Ships for the Company's Service according to their Arrival in the Downs - We shall not fail to give your Honors particular information, should it happen at any time, that they are detained here, by Us - 7 The Reverend Mr. Sewell, whom you have thought proper to appoint Schoolmaster and Judge Advocate in the Room of Mr. James Adney, has been made acquainted with your Honors pleasure towards him - the allowances attending those posts, shall accordingly be paid - 8 We have received the Bottle of Grass Seed together with the Cuttings of Willow, Lombardy and Carolina Poplars, from Captn. Smedley - the same will be disposed of in the best manner, for the improvement of the Pasture Lands and Island in general -	The *Eurydice* frigate sailed in company with the *Sultan*. 2: On 12 March 1785 the Company's ship *Raymond* arrived from England. She brought the Court's letter of 10 December 1784. The Governor also received a letter from the Secret Committee. 3: The Council was glad to hear that all the ships of the previous season had reached England safely. It hoped the present season's ships would be equally fortunate. 4: The Council would pay close attention to the orders and instructions of the Secret Committee, or of any three of its members. 5: The Court had given the Council discretion to allow homeward ships to call at Ascension. The Council promised to use this power strictly, and only when there was real necessity. 6: Now that peace had returned, the Court planned to hire ships for the Company's service in the order in which they arrived in the Downs. If the Council ever had to hold a ship at St Helena, it would report the details to the Court. 7: The Court had appointed the Reverend Mr Sewell schoolmaster and judge advocate in place of Mr James Abney. The Council told Sewell of the Court's decision and would pay him the allowances that went with both posts. 8: The Council had received a bottle of grass seed and cuttings of willow, Lombardy poplar and Carolina poplar from Captain Smedley. It would plant them as well as it could to improve the pastures and the island in general. 9: Captain Solomon St Maurice made a further request, set out on the next page. **Interpretations** The Council had asked for the power to let ships call at Ascension in its letter of March 1784. The Court had now granted it, about a year later. Leaving the decision to the men on the spot was a real

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		9 Captn. Solomon Fitzmaurice begs leave to **Margin Notes:** Letters recd. from England p̄ Raymond Congratulation on the Receipt of the Shipping Orders of the Secret Committee to be obeyed Concerning Ships touching at Ascension Taking up Ships according to their Arrival in the Downs Revd. Mr. Sewell appointed Schoolmaster & Judge Advocate Grass Seed & Cuttings of Willow Poplar &c.	concession. The 1774 ban had been strict, and the Court must have had its reasons. The Council's promise to use the power only when truly necessary was meant to reassure the Court that the trust would not be abused. A ship stopping at Ascension cost time on the homeward voyage. The Council would allow it only when a crew's health truly required fresh food that St Helena could not supply. The Court's new rule meant ships would be chartered for the next voyage in the order they reached the Downs, the anchorage off Kent where homeward ships arrived. A ship's place in that queue now affected her owners' earnings. Any delay at St Helena could cost a ship her turn and her next charter. The Council's promise to report every ship it held back meant the owners could not later blame the island without the facts being on record. Abney's removal settled the vestry's complaints, which the Council had forwarded without acting on them itself. The Court resolved the matter by appointing a clergyman to both posts. The grass seed and cuttings answered the Council's earlier request. In October 1783 it had asked for seed as well as plants, after the Court's poplar saplings died on the voyage. The new cuttings were a hardier choice, and the grass seed served the island's chief need, which was pasture for its cattle.
248	237	to return your Honors his sincere thanks for allowing him to become a Pensioner upon the Military Fund - The Deed mentioned as No. 9 in the List of Packet, was not enclosed, but having some of those Documents upon the Island We shall follow the Directions therein contained, which we suppose is what you mean - 10 Willm. Frank your Honors Slave mentioned in the 11 Para. of your General Letter as intending to be returned by the first Ship for this Place, we find is not come upon the Raymond, and assure you when he Arrives, he shall not be punished for his Offence - 11 It gives Us pleasure to find you approve of our Conduct in the Case of Captn. David Pryce - as a strict attention to your Orders and Instructions has ever been our wish - We shall not fail upon every opportunity of paying due obedience to them - 12 On the 12 instant Arrived your Honors Ship Royal Bishop from Bencoolen last from the Cape - She Sailed from Fort Marlbro' the 22 Novr. and from the 12 December '84, put into the Cape the 11 February and Sailed from thence the 16 following - Your Ship Royal Charlotte Arrived at Marlbro' the 20 November last, all well - A Portuguese Brig also imported here the 10 instant from the Bay of all Saints, called the Santa Flor Damar, Captn. Joze Anto. De Lamay - She is bound to the Coast of Guinea and put in here after being four Months on her Voyage and greatly distressed for Water - 13 We have granted the two following Sets of Bills of Exchange drawn upon the Honble. Court of Directors viz. One to Major Henry Bazett for the Sum of Eight hundred Pounds, payable to Matthew Purling Esqr. (or Order) and the other to the Attorney's of Mrs. Margaret Greentree for the Sum of One hundred Pounds payable to herself (or Order) both drawn at ninety Days Sight and Dated this Day - **Margin Notes:** Captn. Fitzmaurice permitted to become a Pensioner upon the Military Fund Wm. Frank a Slave who deserted - Respecting the Case of Captn. David Pryce Arrival of Ships and News by them Bills of Exchange	Captain Solomon St Maurice asked the Council to thank the Court sincerely for allowing him to become a pensioner on the Military Fund. The deed listed as number 9 in the Court's packet had not been enclosed. The Council had some of these documents on the island, however, and would follow the directions they contained, which it supposed was what the Court intended. 10: Paragraph 11 of the Court's general letter said that William Frank, one of the Company's slaves, would be sent back to the island by the first ship. He had not come in the *Raymond*. The Council promised the Court that when he did arrive he would not be punished for running away. 11: The Council was glad that the Court approved of its handling of Captain David Pryce's case. It had always tried to follow the Court's orders closely and would continue to obey them at every opportunity. 12: On 12 March 1785 the Company's ship *Royal Bishop* arrived from Bencoolen, calling last at the Cape. She had left Fort Marlborough on 22 November 1784 and Croe on 12 December. She put into the Cape on 11 February 1785 and sailed again on 16 February. Her people said the Company's ship *Royal Charlotte* had reached Fort Marlborough on 20 November 1784, all well. On 10 March 1785 a Portuguese brig, the *Santa Flor d'Amor*, put in from the Bay of All Saints under Captain José António de Lemay. She was bound for the coast of Guinea. After four months at sea she had called at the island badly short of water. 13: The Council issued two sets of bills of exchange on the Court of Directors, both drawn at 90 days' sight and dated the same day as the letter. Bill issued to Major Henry Bazett, payable to Matthew Purling or his order, £800 0s 0d Bill issued to the attorneys of Mrs Margaret Greentree, payable to her or her order, £100 0s 0d 14: A further matter concerning a captain is set out on the next page. **Interpretations** William Frank was one of the slaves who had escaped from the island in homeward ships. The Council had asked in May 1784 for such runaways to be sent back. The Court had found Frank in England and agreed to return him, but apparently on the condition that he would not be punished. The

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			Council's promise made that condition plain. The Court was willing to treat a runaway slave as Company property to be returned. It was not willing to send him back to a flogging, perhaps because doing so would have looked bad in England. Frank's escape had won him nothing, since he was going back to slavery. Still, he would not suffer further for having tried. St Maurice's pension showed that the Council's second request had worked. In July 1784 it had pressed his case again after two years of silence, arguing from his 26 years of service, his age of 74 and the burden on the other officers. The Court now granted the pension. The old officer could at last retire and live out his remaining years among his friends, as he had wished. The Portuguese brig was probably a slaver. The Bay of All Saints was the harbour of Salvador in Bahia, Brazil, and ships from there sailed to the Guinea coast to buy slaves with Brazilian tobacco and rum. Most made the crossing straight over the South Atlantic. After four months at sea she was far off her course when she reached St Helena, and the Council supplied the water she desperately needed.
249	238	14 Captn. Mears being in Distress for want of a Cable, We have supplyd him with the one received ꝑ Raymond, and request your Honors will replace the same by the next opportunity - 15 Captn. Tolme has an Order to receive on Board the Resolution John Grove Matross and Joseph Middleton Private two Invalid Soldiers, the latter of which We recommend as a proper Object to be put upon the Military Fund, he having Contracted his infirmity on actual Service, as specified in the Certificates herewith transmitted, We have also given Captn. Tolme an Order to receive on Board the Resolution Ann Wake, who came here upon the Ship Royal Admiral, under the Denomination of Wife to George Wake Soldier (but since proved to be only his Mistress) she being a Woman of Notorious Character - - The payment of their respective Passages we leave to be Settled between your Honors and the Owners of the Ship Resolution - 16 The Passengers on Board the Resolution are Mrs. Seaton and Miss Vanderpoole, Colonel Morgan James Morley Esqr. Captn. Curtis and Messrs. Place, Patrick Murray, Spencer and Mackay - and on Board the Royal Bishop Mrs. Nicholl and Mrs. Nevin, Major Oldham and Messrs. Nunn and Turner - 17 This Letter waits on your Honors ꝑ Ship Resolution and Enclosed is a Duplicate of that ꝑ His Majesty's Ship Sultan - We are Honble. Sirs Your most Obedient and humble Servants St. Helena (Signed) 21 March 1785 Danl. Corneille Matt. Bazett Willm. Wrangham Henry Bazett **Margin Notes:** Captn. Mears supplyd with a Cable Invalid Soldrs. put on board the Resolution Respecting Ann Wake &c. Passengers	14: Captain Meares was in serious trouble for want of a cable. The Council let him have the one that had just come out in the *Raymond*. It asked the Court to send a replacement by the next ship. 15: Captain Tolme was ordered to take two invalid soldiers on board the *Resolution*: John Goose, a matross, and Joseph Middleton, a private. The Council recommended Middleton for the Military Fund, since his illness had been caused by active service, as the enclosed certificates showed. It also ordered Tolme to take Ann Wake on board. She had come out in the *Royal Admiral*, describing herself as the wife of George Wake, a soldier. It had since turned out that she was only his mistress, and she was a woman of bad reputation. The Court and the *Resolution*'s owners were left to settle the passage money for all three. 16: The *Resolution* carried Mrs Seaton, Miss Vanderpoole, Colonel Morgan, James Morley, Captain Curtis, Mr Place, Mr Patrick Murray, Mr Spencer and Mr Mackay. The *Royal Bishop* carried Mrs Nicholl, Mrs Nevin, Major Oldham, Mr Mann and Mr Turner. 17: The *Resolution* carried the letter to England, with a duplicate of the one sent by the Royal Navy ship *Sultan*. The letter was dated St Helena, 25 March 1785, and signed by Governor Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett. **Interpretations** Ann Wake had reached the island by claiming to be a soldier's wife. A wife was entitled to a passage and, on the island, to a share of the provisions and lodging allowed to married soldiers. A mistress had no such claim. Once the lie came out, the Council treated her presence as unauthorised and sent her home. Her bad reputation gave it another reason. The garrison had only lately settled down after the mutiny, and the Council would not allow anything that might disturb discipline again. The Company paid for her outward passage on the strength of a false claim, and it was left to the Court and the shipowners to settle who would pay for her return. The Court had criticised the surgeon's certificates for the Military Fund the year before. Middleton's recommendation shows the stricter test the Council now applied. It stated that his illness came from active service and backed this with certificates. Goose, who could not meet that test, went home without a recommendation.

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			Meares's need for a cable came only weeks after the new supply arrived. The Council had asked for a reserve in June 1784. The first cable to arrive went at once to a ship in trouble. Keeping a spare on the island was proving almost impossible, since every new cable was handed to the next ship in need.
250	239	List of the Honble. Company's Packet from St. Helena ℔ Ship Resolution Dated 21 March 1785 No. 1 Governor & Councils General Letter Dated 21 March 1785 2 Dupt. do. & do. do. Dated 10 do. do. 3 do. do. & do. do. Dated 10 do. do. Relating to Law matters 4 Consultations from the 14 to the 21 March do. 5 Dupt. do. from the 20 December '84 to the 7 March do. 6 Cash Account from the 11 to 21 March do. 7 Dupt. do. from the 14 to 31 December '84 8 do. do. for the Month of January '85 9 do. do. for the do. of February do. 10 do. do. from the 1 to 10 March do. 11 Ship Resolutions Account 12 Second Receipt for the Packet ℔ Ship Kent 13 Dupt. Affidavit of the Widow Leech and Certificate of her Marriage 14 do. Account of Cash paid the Widows Pensioners upon the Military Fund 15 do. Account of Expence carryg. on the Fence round Long Wood 16 do. Proceedings of a Genl. Quarterly Sessions held on the 12 July 1785 17 List of Births Christgs. Marriages & Burials from the 19 October 1784 to 28 Febry. '85 18 do. of Servants Civil & Military taken 21 March '85 19 Register of Goods & Merchandize from the 22 March '84 to 21 Febry. '85 20 Abstract of the Cargoes of Ships Resolution & Rl. Bishop 21 Time of the Arrival of Ships Boats at Banks's 22 Governor & Councils Certificate of Joseph Middleton an Invalid Soldier recommended to be put upon the Military Fund 23 Surgeons Certificate of John Grove an Invalid Soldier 24 Effective State of the Garrison 25 Dupt. List of the Packet ℔ His Majesty's Ship Sultan Memorandum Governors Letter to the Secret Committee to be Received of Captn. David Tolme	The packet sent by the *Resolution* had a list of contents dated 25 March 1785. It held the following papers. 1: General letter from the Governor and Council dated 25 March 1785 2: Duplicate of the Governor and Council's general letter dated 10 March 1785 3: Duplicate of the Governor and Council's letter on legal matters dated 10 March 1785 4: Consultations from 14 to 25 March 1785 5: Duplicate consultations from 20 December 1784 to 7 March 1785 6: Cash account from 11 to 25 March 1785 7: Duplicate cash account from 14 to 31 December 1784 8: Duplicate cash account for January 1785 9: Duplicate cash account for February 1785 10: Duplicate cash account from 1 to 10 March 1785 11: Account of the ship *Resolution*. 12: Second receipt for the packet sent by the ship *Kent*. 13: Duplicate sworn statement of the widow Leech, with the certificate of her marriage 14: Duplicate account of cash paid to widows receiving pensions from the Military Fund 15: Duplicate account of the cost of building the fence round Longwood 16: Duplicate proceedings of the General Quarterly Sessions held on 12 January 1785 17: List of births, christenings, marriages and burials from 1 October 1784 to 28 February 1785 18: List of the Company's civil and military servants, taken 21 March 1785 19: Register of goods and merchandise from 22 March 1784 to 21 February 1785 20: Abstract of the cargoes of the ships *Resolution* and *Royal Bishop*. 21: Record of the times the ships' boats reached Banks's 22: Governor and Council's certificate for Joseph Middleton, an invalid soldier recommended for the Military Fund 23: Surgeon's certificate for John Goose, an invalid soldier 24: Return of the effective strength of the garrison 25: Duplicate list of the packet sent by the Royal Navy ship *Sultan*. A note at the foot of the list recorded one more item. The Governor's letter to the Secret Committee did not go in the packet. Captain David Tolme carried it himself, to deliver by hand.
251	240	To the Honble. &ca. Honble. Sirs Para. 1 By the Ship Resolution that left this Place the 22 instant we had the honor of Addressing you Duplicate whereof goes enclosed - 2 The 24 of this Month Arrived your Ships Ponsborne and Sulivan from China and Southampton from Bengal and the 25 the Hawke from China - We are informed the Sulivan left Macao the 12 December '84 and the Hawke and Ponsborne the 11 January following - Captn.	1: The Council's last letter to the Court went by the *Resolution*, which left the island on 27 March 1785. A duplicate was enclosed. 2: On 24 April 1785 the Company's ships *Ponsborne* and *Sullivan* arrived from China and the *Southampton* from Bengal. The *Hawke* followed from China on 25 April. The *Sullivan* had left Macao on 12 December 1784, and the *Hawke* and *Ponsborne* on 11 January 1785. Captain Williams said he had seen a list of shipping that the Dutch brought from Anjer Point. It showed that the *True Briton* had passed through the Sunda Strait on her way to China with all well. The Council also learned which ships had been at China that season. Besides the three just arrived, the Company had the *Calcutta*, *Foulis*, *Latham*,

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		Williams tells Us by a Letter brought off from Anger Point, by the Dutch, he observed the True Briton had passed the Straits of Sunda all well, bound to China - We are further acquainted there were at China this Season besides the three abovementioned Ships, the Calcutta, Foulis, Latham Earl Middlesex, Contractor and Nassau 4 Danes, 4 Dutch 6 French, 1 American and 8 English Country Ships - Captn. Lenox acquaints Us he left the Pilot the 7 January last in Company with the Besborough which Ship was to touch at Madapollam, that there were at Bengal when he Sailed the Vansittart, Berrington, Earl Mansfield, Hillsborough, Earl Cornwallis, Glatton, Lord Camden and Hinchenbroke, the Vansittart he tells Us was to be Dispatched for Europe in a few Days after him - 3 We have given Captn. Mears an Order to receive on Board his Ship John Lambeth a Discharged Soldier from Bombay and James Woodlow Seaman, both left here out of the Ship Resolution, the Owners of that Ship paying for their Passage home - Captn. Mears likewise has an Order to take on board the Royal Bishop, Robert Green a Discharged Serjeant from this Garrison, he satisfying him for his Passage to England - at the request of Captn. Smedley We have also put on board the Royal Bishop Michael Lyons, who has **Margin Notes:** Last Address Arrival of Ships News &c. Order to Captn. Mears to receive Men on board	*Middlesex*, *Contractor* and *Nassau* there. Foreign ships included 4 Danish, 4 Dutch, 6 French and 1 American. There were also 8 British country ships. Captain Lennox said he had dropped his pilot on 7 January 1785, sailing in company with the *Besborough*, which was to call at Masulipatam. When he left Bengal, the *Vansittart*, *Berrington*, *Earl of Mansfield*, *Hillsborough*, *Earl Cornwallis*, *Glatton*, *Lord Camden* and *Hinchinbrooke* were still there. He said the *Vansittart* was to sail for Europe a few days after him. 3: The Council ordered Captain Meares to take two men on board the *Royal Bishop*. They were John Lambeth, a soldier discharged at Bombay, and James Woodlow, a seaman. Both had been left at the island by the *Resolution*, whose owners would pay their passage home. Meares was also ordered to take Robert Green, a sergeant discharged from the garrison, on board the *Royal Bishop*, with Green paying his own fare to England. At Captain Smedley's request the Council also put Michael Lyons on board the *Royal Bishop*. His case is explained on the next page. **Interpretations** The American ship at Canton was new to the China trade. Before independence, American colonists could buy tea only through British channels. Now ships from the United States could sail to China under their own flag. This was the first season in which the Council recorded one there. It was probably the *Empress of China*, which sailed from New York in 1784. In May 1784 the Council had made a formal record of an American vessel calling at St Helena. A year later Americans were trading directly at Canton. To the Company, already facing Danish, Dutch and French rivals, this was the first sign of a competitor that would grow quickly.
252	241	has behaved in a very mutinous manner on board the Raymond, the owners of which Ship are to pay for his Passage to England - 4 Captn. Willm. Mears likewise has an Order to receive on Board the Ship Royal Bishop Mr. James Adney the late Schoolmaster, his Wife, and three Children and carry them to England, who being in the utmost Distress, insomuch, that there has been a Subscription raised for the Relief of him and Family - We have put them on Board as Charterparty Passengers, therefore request your Honors will be pleased to satisfy the Owners of the Royal Bishop for their Passage thither - 5 We have Granted a Set of Bills of Exchange to Mr. James Adney for the Sum of £160 - (being the Amount of the Subscription raised) payable to himself (or Order) drawn on your Honors at ninety Days Sight, dated this Day - 6 The President and Council of Fort Marlbro' having drawn upon Us for the Sum of £300 - in favor of Mr. George Alexander for the like Sum paid into your Treasury there by Mr. John Alexander; We have duly honored their Draught - 7 We beg leave to refer your Honors to this Days Consultation, wherein is Entered a Minute from the Governor, with an Address to him, from the Honble. Company's Servants and Inhabitants of this Island, together with a Minutes from Messrs. Matthew Bazett Willm. Wrangham and Major Henry Bazett in Answer thereto, which the Governor hopes	Michael Lyons had behaved very mutinously on board the *Raymond*. The *Raymond*'s owners were to pay his passage to England. 4: Captain William Meares was also ordered to take Mr James Abney, the former schoolmaster, with his wife and three children, to England in the *Royal Bishop*. The family was so badly off that the islanders had raised a collection to help them. The Council put them on board as charter-party passengers and asked the Court to pay the *Royal Bishop*'s owners for their passage. 5: The Council issued a set of bills of exchange for £160 0s 0d to Mr James Abney, the sum raised by the collection. The bills were payable to himself or his order, drawn on the Court at 90 days' sight and dated the same day as the letter. 6: The President and Council of Fort Marlborough had drawn a bill on St Helena for £300 0s 0d in favour of Mr George Alexander. The money had been paid into the Company's treasury at Fort Marlborough by Mr John Alexander. The Council honoured the bill. 7: The Council referred the Court to that day's consultation. It contained a minute from the Governor and an address presented to him by the Company's servants and the inhabitants of the island. It also contained a minute in reply by Matthew Bazett, William Wrangham and Major Henry Bazett. The Governor hoped these papers would fully clear his name of the slander printed against him in the newspapers. That slander was the reason he had laid his minute and the address before the Council, and the reason for their replies. 8: The Council gave Captain Meares leave to call at Ascension for turtle. His reasons, set out in a letter

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		will be to your Honors a full vindication of his Character from the aspersion thrown upon it in the Public Papers, and which called forward his Minute and Address laid before the Board and their Answers thereto - 8 Captain Mears has our permission to touch at the Island of Ascension to get Turtle, he representing to Us, (as ℔ Letter entered on Consultation of this Day **Margin Notes:** Order to receive Mr. Jas. Adney late Schoolmaster on board as Charter Party Passenger &c. Bills of Exchange Granted to Mr. Adney Draft from Marlborough honored Company referred to the Minutes of the Govr. & Messrs. Bazett Wrangham and Major Bazett Captn. Mears permitted to touch at Ascension	entered in that day's consultation, appear on the next page. **Interpretations** Abney was the schoolmaster the vestry had complained about for two years and whom the Court had replaced with the Reverend Mr Sewell. Once dismissed he had no income and no means of getting home. His neighbours raised £160 0s 0d for him, a large sum for so small a community. The Council turned the money into a bill payable in London, so the family would arrive with funds. It also sent them home as charter-party passengers at the Company's expense, rather than leaving them to pay. The Council could have simply let the matter rest once Abney was dismissed. Instead it made sure a family who had lost their living through the Company's decision were not stranded. The Governor's character had been attacked in the London newspapers. Such attacks reached the Court of Directors, and the Governor could not answer them from the island in time. His defence was a written address of support from the island's Company servants and inhabitants, entered in the official record together with the three senior councillors' replies. These papers went to the Court as testimony from the people who knew his conduct at first hand. This came only months after the Court itself had criticised him over the furniture at Government House. The newspapers could only add to his worry about his standing with the directors. Meares was the first commander to call at Ascension under the Council's new discretion. Only weeks before, the Council had promised the Court to use the power only in real necessity. It therefore entered Meares's own letter giving his reasons. This set a pattern for future cases: a written request, a stated need and a record the Court could check.
253	242	Day) that having been several Years in India and the Constitutions of his Ships Company much impaired, such refreshment is absolutely necessary - 9 This Letter waits on your Honors ℔ Ship Royal Bishop - We are Honble. Sirs Your most Obedient and humble Servants St. Helena Signed 28 March 1785 Danl. Corneille Matt. Bazett Willm. Wrangham Henry Bazett List of the Packet ℔ Ship Royal Bishop Dated 28 March 1785 - No. 1 Governor & Councils General Letter Dated 28 March '85 2 Dupt. do. & do. do. Dated 21 do. do. 3 Consultations of the 28 do. do. 4 Dupt. do. from the 14 to 21 do. do. 5 Cash Account from the 22 to 28 do. do. 6 Dupt. do. from 11 to 21 do. do. 7 Ship Royal Bishops Account 8 Dupt. Ship Resolutions do. 9 First Receipt for the Packet ℔ Ship Resolution 10 Dupt. List of the Packet ℔ Ship do. 11 do. List of Marriages, Births Christenings &ca. from 19 Octr. '84 to 28 Febry. '85 12 Abstract of the Cargoes of Ships Hawke Sulivan Ponsborne & Southampton 13 Duplicate Register of Goods & Merchandize from 22 March '84 to 21 Febry. '85 14 Effective State of the Garrison	Meares explained in his letter that his ship had spent several years in India. His crew's health was badly run down, and fresh food of that kind was essential. 9: The *Royal Bishop* carried the letter to England. It was dated St Helena, 28 March 1785, and signed by Governor Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett. The packet sent by the *Royal Bishop* had a list of contents dated 28 March 1785. It held the following papers. 1: General letter from the Governor and Council dated 28 March 1785 2: Duplicate of the Governor and Council's general letter dated 25 March 1785 3: Consultation of 28 March 1785 4: Duplicate consultations from 14 to 25 March 1785 5: Cash account from 26 to 28 March 1785 6: Duplicate cash account from 11 to 25 March 1785 7: Account of the ship *Royal Bishop.* 8: Duplicate account of the ship *Resolution.* 9: First receipt for the packet sent by the ship *Resolution.* 10: Duplicate list of the packet sent by the ship *Resolution.* 11: Duplicate list of marriages, births, christenings and other entries from 1 October 1784 to 28 February 1785 12: Abstract of the cargoes of the ships *Hawke*, *Sullivan*, *Ponsborne* and *Southampton.* 13: Duplicate register of goods and merchandise from 22 March 1784 to 21 February 1785 14: Return of the effective strength of the garrison

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254	243	To the Honble. &ca. Honble. Sirs Para. 1 Under Date of the 28 Ultimo We had the honor of writing you by the Ship Royal Bishop which left this Place the 30 - Duplicate whereof is herewith transmitted - 2 Your Honors will please to observe by our Consultation of the 28 last Month is Entered a Letter from Captn. Henry Smedley Commander of the Ship Raymond acquainting Us he had been greatly impeded in Landing the Honble. Company's Cargoe from the Violence of the Surf &c. - that having referred to the Storekeepers Diary and finding upon a Calculation, he could only work six Days, We on account of such unavoidable Delays allowed him, four more, which expiring Yesterday, We gave Captn. Smedley his Dispatches - 3 We have granted a Set of Bills to the Attorney of Mrs. Ann Barclay for the Sum of £25. 15 - payable to Mr. Thomas Cairns (or Order) drawn on your Honors at ninety Days Sight and dated the 28 Ultimo - 4 The Passengers on Board the Ponsborne are Captns. Campbell and Seward and Mrs. Seward And on the Southampton Mrs. Goucher, Captns. Arthur and Lucas, Lieut. Rawstorne and Mr. Dundas, Captns. Napier and Cowan, Lieuts. Black Tennan, Urquhart, McKenzie Senr. and McKenzie Junr. and Ensign Crosbie, Kings Officers - 5 Captn. John Lennox has an order to receive on board the Southampton Samuel Harrat a Discharged Soldier to complete that Ships Company and William Robinson another Discharged Soldier as a Charter Party Passenger, the Payment for whose Passage we have left to be settled in England by Your **Margin Notes:** Last Address Respecting the Dispatch of the Raymond Storeship Bills of Exchange Passengers Order to receive Discharged Soldrs. on board Southampton	1: The Council's last letter to the Court, dated 28 March 1785, went by the *Royal Bishop*, which sailed on 3 April 1785. A duplicate was enclosed. 2: The consultation of 25 March 1785 recorded a letter from Captain Henry Smedley, commander of the store ship *Raymond*. He wrote that heavy surf and other difficulties had greatly hindered the landing of the Company's cargo. The Council checked the storekeeper's daily record. It worked out that the surf had left Smedley only six days on which unloading was possible. Because the delays were beyond his control, the Council gave him four extra days. These ran out the day before the letter was written, and the Council then gave Smedley his papers to sail. 3: The Council issued a set of bills of exchange for £25 15s 0d to the attorney of Mrs Ann Barclay, payable to Mr Thomas Cairns or his order. The bills were drawn on the Court at 90 days' sight and dated 28 March 1785. 4: The *Ponsborne* carried Captain Campbell, Captain Seward and Mrs Seward. The *Southampton* carried Mrs Goucher, Captain Arthur, Captain Lucas, Lieutenant Rawstorne and Mr Dundas. She also carried a party of King's officers: Captain Napier, Captain Cowan, Lieutenant Black, Lieutenant Fennan, Lieutenant Urquhart, the elder and younger Lieutenants McKenzie and Ensign Cunliffe. 5: Captain John Lennox was ordered to take two discharged soldiers on board the *Southampton*. Samuel Hassart was to help make up her crew. William Robinson was to travel as a charter-party passenger, and his passage was to be settled in England, as the next page explains. **Interpretations** Store ships were allowed a fixed number of working days at the island to unload. If the Company kept them longer, it owed the owners demurrage. At Jamestown everything had to be landed through the surf in small boats. In heavy weather no boat could safely reach the shore. The Council could have held strictly to the ten days and blamed the weather on the ship. Instead it used the storekeeper's daily record to count only the days when unloading had really been possible, and extended the *Raymond*'s time to match. This treated the owners fairly and protected the Company against a later claim for demurrage. It was the same method the Council had used for the *Royal Admiral* the year before. A daily written record had become the standard way to settle such disputes before they arose.
255	244	your Honors and the Owners of that Ship - 6 At the request of Captn. Henry Smedley We have also put on board the Southampton Thomas Berry Seaman, and the Ponsborne, Peter Wilkie another Seaman, both belonging to the Raymond, who have behaved in a very riotous and irregular manner on Board that Ship - the Payment for their Passage will be settled by the Owners of the Raymond - 7 As the last Quarters Accounts will not be laid before Us until the 18 instant, We cannot transmit you a Cash Account to a later - Date than the Duplicate of our last - 8 This Letter is forwarded you by the Ship Southampton, Copy's of which are transmitted ℔ Sulivan, Hawke and Ponsborne - We are Honble. Sirs Your most Obedient and humble Servants St. Helena Signed 4 April 1785 Danl. Corneille Matt. Bazett	The Court and the *Southampton*'s owners were left to settle Robinson's passage money in England. 6: At Captain Henry Smedley's request, the Council also put two seamen from the *Raymond* into other ships. Thomas Berry went in the *Southampton* and Peter Wilkie in the *Ponsborne*. Both had been rowdy and disorderly on board the *Raymond*. The *Raymond*'s owners would pay their passage. 7: The last quarter's accounts were not due before the Council until 18 April 1785. Until then it could send no cash account later than the one already sent in duplicate with its last letter. 8: The *Southampton* carried the letter to England, and copies went by the *Sullivan*, *Hawke* and *Ponsborne*. The letter was dated St Helena, 8 April 1785, and signed by Governor Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett. A postscript added that Captain Lennox had been given leave to call at Ascension for turtle. In a letter of 7 April 1785, entered in the consultation, he had said that more fresh food was essential. His ship had spent a long time in India, and his crew's health was badly run down. **Interpretations**

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		Willm. Wrangham Hen. Bazett P.S. Captn. Lennox has our permission to touch at the Island of Ascension to get Turtle, he representing to Us, as ℔ Letter of Yesterday entered upon Consultation, that such further refreshment is absolutely necessary, having been a long time in India and the Constitutions of his Ships Company greatly impaired. **Margin Notes:** Two Seamen put on Board the Southampton &c. No Cash Acct. sent	Within about two weeks the Council allowed two ships to call at Ascension, the *Royal Bishop* and the *Southampton*. It had only just promised the Court to use the new power sparingly. Both captains gave the same reason in almost the same words: years in India and crews in poor health. Each request was put in writing and entered in the record. Two permissions so close together might look like the start of a routine. But the record showed the Court that each case had been asked for formally, backed by the captain's own statement and approved by the Council. This was the kind of record the Court would need if it ever wished to check how the power was being used. Smedley used the island to get rid of three troublemakers. Lyons, Berry and Wilkie were each moved into a different homeward ship. Splitting them up stopped them encouraging one another on the voyage. Their passage was charged to the *Raymond*'s owners. They lost nothing by it, since the men were no use to them. It gave Smedley a quieter crew for his outward voyage and kept the men off the island, where they could have caused trouble.
256	245	List of the Packet ℔ Ship Southampton Dated 1 April 1785 - No. 1 Governor & Councils General Letter Dated 1 April '85 2 Dupt. do. & do. do. Dated 28 March do. 3 Consultation of the 31 March do. 4 Dupt. do. of the 28 do. do. 5 do. Cash Account from the 22 to 28 March do. 6 Ship Southampton's Account 7 do. Sulivan's do. 8 do. Ponsborne's do. 9 do. Hawke's do. 10 Duplicate Ship Royal Bishops Account 11 do. List of the Packet ℔ do. 12 First Receipt for the do. ℔ do. 13 Second do. for the do. ℔ Resolution To the Honble. &ca. Honble. Sirs Para. 1 Our last Address waited on your Honors by the Ship Southampton, Copys whereof were transmitted by the Sulivan, Hawke and Ponsborne 2 The 6 of this Month Arrived a Dane Ship from China called the Juliana Maria Captn. Hughes Burthen 1200 Tons, carrying 28 Guns and 150 Men, Laden with Tea and China Ware, which Ship Sailed the 13 for Copenhagen - Also Arrived the 6 instant the Europa from Bombay, the 8 the Foulis and 12 the Middlesex from China - The 15 the Berrington, 16 the Vansittart from Bengal and 17 the Besborough from Bengal (the latter last from the Cape) - Captn. Montgomery informs Us he put into the Cape 23 last Month and that the Calcutta homeward bound, Britannia and Fox Packet outward bound, were there all well - The Fox Packet Sailed **Margin Notes:** Last Address Arrival of Ships and News by them	The packet sent by the *Southampton* had a list of contents dated 1 April 1785. It held the following papers. 1: General letter from the Governor and Council dated 1 April 1785 2: Duplicate of the Governor and Council's general letter dated 28 March 1785 3: Consultation of 31 March 1785 4: Duplicate consultation of 28 March 1785 5: Duplicate cash account from 26 to 28 March 1785 6: Account of the ship *Southampton*. 7: Account of the ship *Sullivan*. 8: Account of the ship *Ponsborne*. 9: Account of the ship *Hawke*. 10: Duplicate account of the ship *Royal Bishop*. 11: Duplicate list of the packet sent by the ship *Royal Bishop*. 12: First receipt for the packet sent by the ship *Royal Bishop*. 13: Second receipt for the packet sent by the ship *Resolution*. 1: The Council's last letter to the Court went by the *Southampton*, and copies followed by the *Sullivan*, *Hawke* and *Ponsborne*. 2: On 6 April 1785 a Danish ship, the *Juliana Maria*, arrived from China under Captain Hughes. She was of 1,200 tons, with 28 guns and a crew of 150, and carried tea and porcelain. She sailed for Copenhagen on 13 April. Several Company ships also came in. The *Europa* arrived from Bombay on 6 April 1785. The *Foulis* followed from China on 8 April and the *Middlesex* on 12 April. The *Berrington* arrived from Bengal on 15 April and the *Vansittart* on 16 April. The *Besborough* came in from Bengal on 17 April, having called last at the Cape. Captain Montgomery said he had put into the Cape on 23 March. The *Calcutta*, homeward bound, and the outward-bound *Britannia* and *Fox* packet were there, all well. The *Fox* packet's movements are given on the next page.
257	246	Sailed from thence the 27 Ultimo, the Britannia the 1 instant and the Calcutta was to leave that Place the 5 - Captn. Rogers acquaints Us, he left China the 22 January last, that the Latham Sailed from thence the Day before he did, and that he met the True Briton going up the River to Canton as he came down - he further mentions that an Express had Arrived at the Swedish Factory, acquainting the Supra Cargoes of two of their Ships having Arrived at Hainam and that	The *Fox* packet had sailed from the Cape on 27 March 1785 and the *Britannia* on 2 April. The *Calcutta* was due to leave on 5 April. Captain Rogers said he left China on 22 January 1785. The *Latham* had sailed the day before him. On his way down the river he met the *True Briton* heading up to Canton. He added that an express had reached the Swedish factory with news that two Swedish ships had arrived at Hainan. A large ship under British colours had been seen off

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		a large Ship under English Colors, was seen off that Island, and was supposed to be the Earl of Chesterfield - 3 At the request of Captn. Henry Smedley we have Entered upon Consultation of the 11 instant a Letter from him, representing that the Surf continuing so very high it had rendered it dangerous for Boats to lay under the Crane, which prevented his landing the Stores Consigned to this Place and getting off Ballast - therefore requested permission to remain here until he was able to deliver the same and Ballast his Ship, we have complied therewith, which business being now nearly completed, the Raymond will proceed on her Voyage in a few Days - 4 The last Quarters Accounts and several other Letters coming in Consultation of the 18 instant, renders it too long to be Copied to go by this opportunity - 5 Richard Fears a Seaman being left here out of the Ship Sulivan we gave Captn. Jno. Lennox an Order to take him on board the Southampton. The Owners of the Sulivan paying for his Passage to England - 6 Captn. Rogers has an Order to receive on board the Middlesex Benjamin Ward and Saml. McSally two Seamen belonging to the Raymond at the request of Captn. Smedley, the bad State of their Health preventing their proceeding the Voyage, the Owners of that Ship paying for their Passage Home - 7 Your Honors having been pleased by your Letter of 10 December '84 to admit Captn. Solomon Fitzmaurice **Margin Notes:** News respecting the Company's Ships Letter from Captn. Smedley respecting his detention on Account of the Violence of the Surf Consultns. &c. not sent Rd. Fears a Seaman sent on board the Southampton Two Men put on board the Middlesex	that island, and people thought she was the *Earl of Chesterfield*. 3: At Captain Henry Smedley's request, the Council entered his letter in the consultation of 11 April 1785. He wrote that the surf was still so high that boats could not safely lie under the crane. As a result he could neither land the stores meant for the island nor take on ballast. He asked leave to stay until he could do both. The Council agreed. The work was now almost finished, and the *Raymond* would sail within a few days. 4: The last quarter's accounts and several other letters had come before the Council at its meeting of 18 April 1785. The consultation was too long to copy in time for this ship. 5: Richard Fears, a seaman, had been left at the island by the *Sullivan*. The Council ordered Captain John Lennox to take him on board the *Southampton*. The *Sullivan*'s owners would pay his passage to England. 6: At Captain Smedley's request, Captain Rogers was ordered to take two of the *Raymond*'s seamen, Benjamin Ward and Samuel McSully, on board the *Middlesex*. They were too ill to continue the voyage. The *Raymond*'s owners would pay their passage home. 7: The Court's letter of 10 December 1784 had admitted Captain St Maurice to the Military Fund. The Council's further remarks on this are on the next page.
258	247	Fitzmaurice a Pensioner upon the Military Fund, and he resigning your Service the 31 Ultimo We have in consequence of the same appointed Samuel Desfountain Captn. Lieut. to succeed to that Vacancy as full Captain James Greentree Captn. Lieut. by Brevet, Captn. Lieut. in the Room of Captn. Desfountain, Lieut. Chas. Ross Stewart Eldest Lieut. Captn. by Brevet in the stead of Mr. James Greentree and Mr. Andrew D'Esse Cadet a Second Lieut. which appointments we hope will meet with your approbation and Confirmation - Captn. Solomon Fitz Maurice's Certificates are transmitted in this Packet - 8 We have the Honor to inform you that the Honble. Warren Hastings Esqr. Governor General is a Passenger on the Ship Berrington and have the pleasure to acquaint you that he has expressed himself to Us that, he left India in a perfect State of tranquility not likely in his opinion to be soon disturbed - We have further to observe that Captn. Johnston having received Orders from the Supreme Council to follow such Directions as he should receive from the late Governor General during the Voyage to England we have confirmed the same in our Sailing Orders to him - 9 Received on the 18 instant into your Treasury here the Sum of £728. 12. 10 the	The Court's letter of 10 December 1784 had admitted Captain St Maurice as a pensioner on the Military Fund. He resigned from the Company's service on 31 March 1785. His departure set off a chain of promotions. Captain-Lieutenant Samuel Desfontain was made full captain in his place. Captain-Lieutenant James Greentree, who had held that rank by brevet, now held it substantively in Desfontain's place. Lieutenant Ross Stewart, the senior lieutenant, became captain-lieutenant by brevet in place of Greentree. Cadet Andrew Duffe was made a second lieutenant. The Council hoped the Court would approve and confirm these appointments. St Maurice's certificates went in the packet. 8: The Council was honoured to report that Warren Hastings, the Governor General, was a passenger in the *Berrington*. He told the Council, to its pleasure, that he had left India completely at peace and did not expect it to be disturbed for some time. The Supreme Council had ordered Captain Johnston to follow Hastings's directions during the voyage to England. The Council repeated that order in its own sailing instructions to him. 9: On 18 April 1785 the treasury received £728 12s 10d from the public auction of the belongings of the late Major Henry Graeme, the former Lieutenant Governor. The Council transferred the sum to the Company's account in London. 10: The consultation of 11 April 1785 recorded a letter from Mr Thomas Stroud, the surgeon. He asked leave to go to England, since his health had been very poor for a long time. A sworn statement by

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		produce of the Effects of Major Henry Graeme Decd. late Lieut. Governor Sold by Public Auction which we have wrote off to Account Current London - 10 Upon Consultation of the 11 instant your Honors will please to observe is Entered a Letter from Mr. Thomas Stroud Surgeon, requesting leave to proceed to England, having been for a long time past in a very bad state of Health - that being certain of the necessity of the measure as will appear by the Affidavit of Mr. David Hay Surgeons Assistant herewith transmitted - We have given him permission to retire for one Year, for the re-establishment **Margin Notes:** Military preferments in consequence of the Resignation of Captn. Solomon Fitzmaurice The Honble. Warren Hastings Passenger on Board the Berrington £728. 12. 10 belong to the Decd. Henry Graeme wrote off to Acct. Current London Company referred to a Letter from Mr. Stroud respecting his leave of absence	Mr David Kay, the surgeon's assistant, confirmed that the voyage was necessary and was enclosed. The Council gave Stroud leave of absence for one year to recover his health, as the next page explains. **Interpretations** St Maurice's retirement opened the way for promotions all down the line. In a small garrison an officer could rise only when someone above him left or died. The old captain's long stay had held back everyone below him. This was part of the case the Council had made in July 1784 when it pressed for his pension. A brevet gave an officer a higher rank without the pay or post that normally went with it, as a holding position until a vacancy opened. Greentree had been a captain-lieutenant by brevet. He now held the rank properly, and Stewart in turn moved up to a brevet. The Council made the promotions at once but asked the Court to confirm them, since only London could make them permanent. Hastings had passed through St Helena at the end of 13 years as head of the Company's government in Bengal. A year earlier his wife had gone home in the *Atlas*. The Council did more than list him as a passenger. It confirmed in its own sailing orders the Supreme Council's instruction that the *Berrington*'s commander should take Hastings's directions. This placed the ship under a passenger's command for the voyage, an extraordinary mark of standing. His remark that India was at peace was recorded as reassurance for the Court. It was also, in effect, his own verdict on his time in office, written into the Company's records before he reached London. There his conduct in India was already under attack in Parliament.
259	248	re-establishment of the same, and as this Gentleman has Conducted himself during his residence of nearly thirteen Years upon this Island entirely to our satisfaction, hope your Honors will permit him to return to his Station as soon as his health will allow - 11 In consequence of Mr. Strouds leave of Absence We have Ordered Mr. Hay Surgns. Assist. to Act as Surgeon of the Island at the usual Salary and allowance until your pleasure is known, And have further to add that he having given Us great satisfaction in his Station and being well convinced of his Capacity and Abilitys, hope that should Mr. Strouds health not permit him to return to his Station that you will - Confirm the above Gentleman as Surgeon of the Island - 12 We have Granted the two following Sets of Bills of Exchange Viz. One to Captn. George Blackford for the Sum of £42 - payable to himself (or Order) And the other to Mr. Thomas Stroud for the Sum of £470 - payable to himself (or Order) drawn on your Honors at ninety Days Sight and Dated the 18 instant - 13 The Passengers on Board the Berrington are David Anderson and John Shore Esqrs. Lieut. Coronel Toone Major Sands, Captn. Scott, and Mr. Francis - On the Europa Charles Bourchier William Freeman and Samuel Gambier Esqrs. Major Briggs, Captns. Burney, Campbell, Sweetman Bennet and Hall, Lieuts. Boardes, Fenning, Blackman and Richardson Doctor Robert Sprawl and Mr. Pouncy And on the Middlesex Mr. Edward - Macklew - 14 This Letter waits on your Honors ℔ Ship Berrington, Copy's whereof are **Margin Notes:**	The Council noted that Stroud had served on the island for nearly 13 years and that it had been entirely satisfied with his conduct. It asked the Court to let him return to his post as soon as his health allowed. 11: With Stroud away, the Council appointed Mr Kay, the surgeon's assistant, to act as island surgeon on the usual salary and allowances until the Court decided. Kay had served very well and the Council was confident of his skill. If Stroud's health did not allow him to return, the Council asked the Court to confirm Kay as the island's surgeon. 12: The Council issued two sets of bills of exchange on the Court, both drawn at 90 days' sight and dated 16 April 1785. Bill issued to Captain George Blackford, payable to himself or his order, £42 0s 0d Bill issued to Mr Thomas Stroud, payable to himself or his order, £470 0s 0d 13: Passengers went home in three ships. The *Berrington* carried David Anderson, John Shore, Lieutenant Colonel Toone, Major Sands, Captain Scott and Mr Francis. The *Europa* carried Charles Bourchier, William Freeman and Samuel Gambier, Major Briggs, Captains Burney, Campbell, Sweetman, Bennet and Hall, Lieutenants Boardes, Fenning, Blackman and Richardson, Dr Robert Sprout and Mr Pouncy. The *Middlesex* carried Mr Edward Macklew. 14: The *Berrington* carried the letter to England. Copies went by the ships named on the next page. **Interpretations** The Council handled the surgeon's absence the way it had handled Lieutenant Shepherd's a year before. It asked the Court in advance to keep Stroud's post open for his return, backing the request with praise for his long service. It also made sure the island would not be left without a surgeon. Kay was given the post as acting surgeon and recommended to take it permanently if Stroud did not come back. This covered both outcomes. The Court could confirm either man without delay, and the island kept

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		Company requested to permit Mr. Stroud to return in case his health is reestablished Mr. Hay Assist. Surgeon until Mr. Strouds return and recommended to succeed in case he should not Bills of Exchange Granted Passengers	a qualified medical officer on duty while the question was settled. David Anderson and John Shore, sailing in the *Berrington* with Hastings, were two of his closest colleagues in the Bengal government. Shore had served on the Calcutta revenue board, and Anderson as Hastings's envoy to the Marathas. Their travelling home in the same ship as the Governor General suggests they left India together with him. Shore later returned to India as Governor General himself.
260	249	are transmitted by the Foulis and Middlesex - We are Honble. Sirs Your most Obedient and humble Servants - St. Helena Signed 20 April 1785 Danl. Corneille Matt. Bazett Willm. Wrangham Henry Bazett List of the Packet ℔ Ship Berrington Dated 20 April 1785 No. 1 Governor & Councils General Letter Dated 20 April 1785 2 do. & do. do. do. 20 do. do. relating to Law matters 3 Consultations from 4 to the 11 of April do. 4 Dupt. do. of the 31 March do. 5 Cash Account from the 29 to the 31 March do. 6 do. do. from the 1 to the 20 April do. 7 Ship Berrington's Account 8 do. Foulis do. 9 do. Middlesex do. 10 Duplicate Ship Southampton's Account 11 do. do. Sulivan's do. 12 do. do. Ponsborne's do. 13 do. do. Hawke's do. 14 Abstract of the Cargoes of Ships Berrington, Besborough Europa, Foulis and Middlesex 15 Duplicate List of the Packet ℔ Ship Southampton 16 First Receipt for the do. ℔ do. do. 17 do. do. for a small Paper do. ℔ do. Sulivan 18 do. do. for a do. do. do. ℔ do. Hawke 19 do. do. for a do. do. do. ℔ do. Ponsborne	Copies of the letter went by the *Foulis* and the *Middlesex*. It was dated St Helena, 20 April 1785, and signed by Governor Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett. The packet sent by the *Berrington* had a list of contents dated 20 April 1785. It held the following papers. 1: General letter from the Governor and Council dated 20 April 1785 2: Letter from the Governor and Council on legal matters dated 20 April 1785 3: Consultations from 4 to 11 April 1785 4: Duplicate consultation of 31 March 1785 5: Cash account from 29 to 31 March 1785 6: Cash account from 1 to 20 April 1785 7: Account of the ship *Berrington*. 8: Account of the ship *Foulis*. 9: Account of the ship *Middlesex*. 10: Duplicate account of the ship *Southampton*. 11: Duplicate account of the ship *Sullivan*. 12: Duplicate account of the ship *Ponsborne*. 13: Duplicate account of the ship *Hawke*. 14: Abstract of the cargoes of the ships *Berrington*, *Besborough*, *Europa*, *Foulis* and *Middlesex*. 15: Duplicate list of the packet sent by the ship *Southampton*. 16: First receipt for the packet sent by the ship *Southampton*. 17: First receipt for a small paper packet sent by the ship *Sullivan*. 18: First receipt for a small paper packet sent by the ship *Hawke*. 19: First receipt for a small paper packet sent by the ship *Ponsborne*.
261	250	20 Second Receipt for the Packet ℔ Ship Royal Bishop 21 Original Proceedings at a Genl. Quarter Sessions held on the 6 Day of April 1785 22 First Certificate and Affidavit of Captn. Solomon Fitzmaurice recommended to be put upon the Military Fund 23 Certificate and Affidavit respecting Mr. Thomas Stroud Surgeon 24 Muster Rolls of the Garrison 25 Effective State of the Garrison To the Honble. &ca. Honble. Sirs Para. 1 We had the honor of writing You last on the 20 instant ℔ Ship Berrington, Copys whereof went by the Foulis and Middlesex - 2 We are sorry to inform your Honors that Captn. Willm. Applegarth Commanding Ship Europa Died here on the 22 instant - In consequence of whose Death we have Sworn Mr. Charles Gartyne Chief Officer, into the Command of that Ship until your pleasure be known, as will - further appear by reference to our Consultations of Yesterday - 3 The absence of Mr. Thomas Stroud late Surgeon of this Island leaving Us only with one Surgeon (Mr. Hay) We have thought it necessary, and for the good of the Service to	20: Second receipt for the packet sent by the ship *Royal Bishop*. 21: Original proceedings of the General Quarterly Sessions held on 6 April 1785 22: First certificate and sworn statement of Captain Solomon St Maurice, recommended for the Military Fund 23: Certificate and sworn statement concerning Mr Thomas Stroud, surgeon 24: Muster rolls of the garrison 25: Return of the effective strength of the garrison 1: The Council's last letter to the Court, dated 20 April 1785, went by the *Berrington*. Copies followed by the *Foulis* and the *Middlesex*. 2: The Council regretted to report that Captain William Applegarth, commander of the *Europa*, had died at the island on 22 April 1785. The Council swore in Mr Charles Gartyne, the chief officer, to command the ship until the Court made its own decision. The details were recorded in the consultations held the day before the letter. 3: With Mr Thomas Stroud away, the island had only one surgeon, Mr Kay. For the good of the service, the Council decided to employ Mr Dunn, the surgeon's assistant from the *Raymond*, as assistant surgeon until Stroud returned. He came well recommended, both for his medical skill and in other

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		employ Mr. Dunn Surgeons Assistant of the Raymond as Assist. Surgeon until Mr. Strouds return, more particularly as this Gentleman has been well recommended both with respect to Professional ability as otherwise, and his Stay being entirely consonant to his own wishes, and Captn. Smedley agreeing **Margin Notes:** Last Address The Death of Captn. Applegarth Command of the Europa given to Mr. Gartyne appointed Mr. Dunn appointed as a Temporary Assist. Surgeon	respects. He wanted to stay, and Captain Smedley agreed to release him, as the next page explains. **Interpretations** When a commander died at St Helena, the Council could put someone else in charge of his ship. The chief officer was the obvious choice, but he could not simply take over. The Council swore him in formally, so that his command rested on the Company's authority and not just on his rank aboard. It also made the appointment temporary, until the Court decided. Commands of Company ships were valuable and were in the gift of the owners and the Court. Gartyne could take the *Europa* home, but whether he kept her afterwards was for London to decide. Dunn's appointment shows the island drawing on passing ships for skilled men. A ship's surgeon's assistant was trained and often wanted a settled post ashore. With Stroud gone and Kay promoted to acting surgeon, the island needed a second medical man. Hiring Dunn with his own and his captain's agreement filled the gap at once, rather than waiting a year for someone from England.
262	251	agreeing thereto at our request - 4 We have Granted the following Sets of Certificates Viz. Two to Captn. Henry Smedley for the Sum of £300 - payable to the Reverend Mr. Edward Smedley (or Order) - Two to Mr. Ebenezer Roebuck for £500 - payable to Mr. Lever Legg (or Order) - Two to Mr. Wm. Bampton for £400 - payable to Mr. John Bampton (or Order) Two to Mr. Robert Mangles Junr. for £200 - payable to Mr. Robert Mangles Senr. (or Order) Two to Mr. Jno. Hale for £93 - payable to Mr. Timothy Williamson (or Order) And Two to Mr. John Watson for £300 - payable to Mr. Lever Legg (or Order) One Moiety of the respective Sums payable at ninety Days, the other at 365 Days Sight, all Dated the 25 instant - 5 The Passengers on Board the Besboro' are Mrs. Stephenson Mr. & Mrs. Bell, Major Dickson Mr. Hill, Captn. Wheeler, Lieuts. Wood Burton Petrickson Irvin & Marwin and Mr. Girdleston - 6 Captn. Gardyne has our permission to touch at the Island of Ascension to get Turtle for the further refreshment of his Ships Company, many of them being Afflicted with Scorbutic Complaints &ca. beg leave to refer you to his Letter Dated 25 instant, Entered upon Consultation of same Date - 7 This Letter is forwarded to your Honors p̄ Ship Besboro', Copy whereof We transmit by the Europa - We are Honble. Sirs Your most Obedient and humble Servants St. Helena Signed 26 April 1785 Danl. Corneille Matt. Bazett Wm. Wrangham Hen. Bazett **Margin Notes:** Certificates on indulgence Granted Passengers Captn. Gardyne permitted to go to Ascension	The Council had asked Captain Smedley to release Dunn, and he had agreed. 4: The Council issued the following certificates, all dated 25 April 1785. Each man received two certificates, half of his sum payable at 90 days' sight and half at 365 days' sight. Captain Henry Smedley, payable to the Reverend Edward Smedley or his order, £300 0s 0d Mr Ebenezer Roebuck, payable to Mr Lever Legg or his order, £500 0s 0d Mr William Bampton, payable to Mr John Bampton or his order, £400 0s 0d Mr Robert Mangles junior, payable to Mr Robert Mangles senior or his order, £200 0s 0d Mr John Hale, payable to Mr Timothy Williamson or his order, £93 0s 0d Mr John Watson, payable to Mr Lever Legg or his order, £300 0s 0d 5: The *Besborough* carried Mrs Stephenson, Mr and Mrs Bell, Major Dickson, Mr Hill, Captain Wheeler, Lieutenants Wood, Barton, Patrickson, Irvin and Marwin, and Mr Gedleston. 6: The Council gave Captain Gartyne leave to call at Ascension for turtle to restore his crew's health, since many of them were suffering from scurvy and other complaints. His letter of 25 April 1785, entered in the consultation of that date, set out his reasons. 7: The *Besborough* carried the letter to England, and a copy went by the *Europa*. The letter was dated St Helena, 26 April 1785, and signed by Governor Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett. **Interpretations** These certificates went to men from a single ship, the store ship *Raymond*. Smedley was her commander, and the others were probably her officers. Together they paid in £1,793 0s 0d. A store ship bound outwards carried private goods in her officers' allowances as well as the Company's stores. The island, with almost nothing of its own, was a ready market for those goods. The officers sold them on shore and then paid the proceeds into the island treasury. The certificates they received, payable in London at 90 and 365 days, carried their earnings home without the risk of shipping cash. Several were made out to relatives in England. Mangles's went to his father, and Smedley's to a clergyman of the same name. Gartyne's permission was the third call at Ascension the Council had allowed in a month. This time the reason was named: scurvy. Scurvy was the

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			great disease of long voyages. Its cause was not understood, but fresh food was known to relieve it. The Council could not refuse a crew suffering from scurvy without putting the ship's safe arrival at risk. Each permission was backed by the captain's own letter in the record, so the Court could see that the discretion it had granted was being used for the purpose intended.
263	252	List of the Packet Ꝺ Ship Besboro' Dated 26 April 1785 No. 1 Governor & Councils General Letter Dated 26 Apl. '85 2 Dupt. do. & do. do. Dated 20 do. do. relating to Law matters 3 Consultations from 18 to 25 April 1785 4 Dupt. do. from 4 to the 11 do. do. 5 Cash Account from the 21 to the 26 Apl. do. 6 Dupt. do. from 29 to the 31 March do. 7 do. do. from 1 to the 20 April do. 8 Ship Besboro's Account 9 do. Europa's do. 10 Dupt. do. Berrington's do. 11 do. do. Foulis do. 12 do. do. Middlesex do. 13 Abstract of the Cargoe of Ship Vansittart 14 Dupt. List of the Packet Ꝺ Ship Berrington 15 First Receipt for the do. Ꝺ do. do. 16 do. do. for a small Paper do. Ꝺ do. Foulis 17 do. do. for a do. do. Ꝺ do. Middlesex 18 Second do. for the Packet Ꝺ Ship Southampton 19 do. do. for a small Paper do. Ꝺ do. Sulivan 20 do. do. for a do. do. Ꝺ do. Hawke 21 do. do. for a do. do. Ꝺ do. Ponsborne 22 Duplicate Proceedings at a Genl. Quarter Sessions held on the 6 Day of April 1785 23 Second Certificate and Affidavit of Captn. Solomon Fitzmaurice recommended to be put upon the Military Fund 24 Account of Expence carrying on a Fence round Long wood to the 31 March '85 25 Effective State of the Garrison 26 Ship Raymonds Account	The packet sent by the *Besborough* had a list of contents dated 26 April 1785. It held the following papers. 1: General letter from the Governor and Council dated 26 April 1785 2: Duplicates of the Governor and Council's general letter and letter on legal matters, both dated 20 April 1785 3: Consultations from 18 to 25 April 1785 4: Duplicate consultations from 4 to 11 April 1785 5: Cash account from 21 to 26 April 1785 6: Duplicate cash account from 29 to 31 March 1785 7: Duplicate cash account from 1 to 20 April 1785 8: Account of the ship *Besborough*. 9: Account of the ship *Europa*. 10: Duplicate account of the ship *Berrington*. 11: Duplicate account of the ship *Foulis*. 12: Duplicate account of the ship *Middlesex*. 13: Abstract of the cargo of the ship *Vansittart*. 14: Duplicate list of the packet sent by the ship *Berrington*. 15: First receipt for the packet sent by the ship *Berrington*. 16: First receipt for a small paper packet sent by the ship *Foulis*. 17: First receipt for a small paper packet sent by the ship *Middlesex*. 18: Second receipt for the packet sent by the ship *Southampton*. 19: Second receipt for a small paper packet sent by the ship *Sullivan*. 20: Second receipt for a small paper packet sent by the ship *Hawke*. 21: Second receipt for a small paper packet sent by the ship *Ponsborne*. 22: Duplicate proceedings of the General Quarterly Sessions held on 6 April 1785 23: Second certificate and sworn statement of Captain Solomon St Maurice, recommended for the Military Fund 24: Account of the cost of building the fence round Longwood up to 31 March 1785 25: Return of the effective strength of the garrison 26: Account of the ship *Raymond*.
264	253	To the Honble. &ca. Honble. Sirs It gives Us much concern to inform you that since the close of our Letter of this Date an unfortunate accident has happened in the Laboratory leading to the Stores and near the Castle, by a Rocket taking fire while driving, which immediately communicated itself to about Eight or ten pounds of Powder, a Cask of Musket Cartridges a Loaded Shell and other Combustables. The explosion of which was so great as to destroy the House entirely, by the falling of the Roof one Man was killed, four others were much wounded and burnt, but supposed not dangerously - By this unlucky Event some useful Artillery Stores are lost and totally destroy'd, the amount of which, at present, it is impossible to inform you, but certainly shall by the first opportunity - We are	A second letter of the same date gave bad news. After the Council's letter of 26 April 1785 was closed, an accident had happened at the laboratory. This building stood near the castle, on the way to the stores. A rocket caught fire while it was being filled and set off about 8 or 10 pounds of gunpowder, a cask of musket cartridges, a loaded shell and other explosives. The blast destroyed the building completely. One man was killed when the roof fell. Four others were badly wounded and burned, though their injuries were not thought to be dangerous. Some useful artillery stores had been lost entirely. The Council could not yet say what they were worth, but promised to report it by the first chance. The letter was dated St Helena, 26 April 1785, and signed by Governor Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett.

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		Honble. Sirs Your most Obedient and humble Servants - St. Helena (Signed) 26 April 1785 Danl. Corneille Matt. Bazett Wm. Wrangham Hen. Bazett To the Honble. &ca. Honble. Sirs Para. 1 Under Date of 26 Ultimo We had the Honor to Address you Ῐ̄ Ship Besboro' - Copy thereof was forwarded by the Europa 2 On the 27 last Month Arrived a Dutch Frigate **Margin Notes:** The Company informed of the unfortunate accident of the Laboratory taking fire by which one Man lost his life & four others much wounded	1: The Council's last letter to the Court, dated 26 April 1785, went by the *Besborough*. A copy followed by the *Europa*. 2: On 27 April 1785 a Dutch frigate arrived. Her details are given on the next page. **Interpretations** The laboratory was the artillery's workshop. There gunners made up cartridges, filled shells and packed rockets. To fill a rocket, the powder mixture was rammed hard into its case. Any spark or friction could set it alight, so the work required great care and experienced men in charge. Five months earlier, after Lieutenant Leech died, the Council had warned the Court that it had no trained artillery officer left to instruct the gunners. Whether that lack of supervision played a part in the explosion, the Council did not say. Still, the accident happened while the artillery was without an experienced commander, just as the Council had feared. The Council wrote at once, the same day, rather than wait for the next regular letter, because it needed the Court to replace the lost stores and to see how urgently the island needed a proper artillery officer.
265	254	Frigate from the Cape of Good Hope called the Waakzaamheid Captn. Willinck carrying twenty four Guns and 250 Men, she Sailed hence the 29 - the Day before which, a Dutch Fleet of Seven Ships passed the Island and we have been informed said Frigate was Ordered to Convoy them to Holland - On the 30 Arrived your Honors Ship Calcutta from China (last from the Cape) - Captn. Thompson informs Us that he left China the 12 January last, put into the Cape 24 March and Sailed the 12 April following - He further informs Us that the Cygnet Sloop of War had been at the Cape (in her way to India) and Sailed before his Arrival - On the 1 instant Arrived an American Ship, also from the Cape of Good Hope called the Grand Turk, Jona. Ingersoll Mastr. carrying 2 Guns and 18 Men, which Ship Sailed on the 5 - Destined for the West Indies, and came here only for the purposes of getting Ballast - 3 We have to acquaint your Honors that Captn. Alexander Montgomerie of the Besboro' after receiving his Dispatches on the 26 Ultimo - had - information from the Commanding Officer, of his having discovered a New Leak in that Ship, which rendering it unsafe to proceed without further enquiry - repaired on board the Day following - accompanied by Captns. Agnew and Smedley with the Carpenters of their respective Ships, to inspect into her situation and Report the same - the result was, that they deemed it hazardous, her proceeding alone to Europe, and we have in consequence given Captn. Agnew of the Vansittart, positive Orders to keep Company with the Besboro' during the Voyage - Captn. Montgomerie's Letter, Report &c. together with our Answer, are Entered upon Consultation of the 2 instant, to which We beg leave to refer you - 4 We have also to refer you to same Consultation wherein is Entered a Letter from Mr. Charles Bourchier, enclosing a Demand upon the Estate of Lieut. **Margin Notes:** Arrival of Ships and News by them Respecting the Leak discovered in the Besboro'	The Dutch frigate *Haaksbergen* had come from the Cape of Good Hope under Captain Willinck, with 24 guns and a crew of 250. She sailed again on 29 April 1785. The day before, a Dutch fleet of seven ships had passed the island. The Council was told that the frigate had orders to escort them to Holland. On 30 April 1785 the Company's ship *Calcutta* arrived from China, having called last at the Cape. Captain Thompson said he left China on 12 January 1785, put into the Cape on 24 March and sailed on 12 April. He added that the sloop *Cygnet* had called at the Cape on her way to India and had left before he arrived. On 1 May 1785 an American ship, the *Grand Turk*, arrived from the Cape of Good Hope under Jonathan Ingersoll, her master. She had 2 guns and a crew of 18. She had called only to take on ballast and sailed for the West Indies on 5 May. 3: Captain Alexander Montgomerie of the *Besborough* received his sailing orders on 26 April 1785. His officer of the watch then reported a new leak in the ship, which made it unsafe to sail until it had been examined. The next day Montgomerie went on board with Captains Agnew and Smedley and the carpenters of their ships to inspect her and report. They judged it dangerous for her to sail to Europe on her own. The Council therefore gave Captain Agnew of the *Vansittart* firm orders to stay with the *Besborough* for the whole voyage. Montgomerie's letter, the inspectors' report and the Council's reply were entered in the consultation of 2 May 1785. 4: The same consultation recorded a letter from Mr Charles Bourchier. It enclosed a claim against the estate of a lieutenant, named on the next page. **Interpretations** The *Grand Turk* came from Salem in Massachusetts. Her voyage to the Cape was one of the first by a New England merchant to reach for the trade of the Indian Ocean. The Council noted her plainly as an American ship calling for ballast. The record shows, though, that American traders were now testing the routes to the east from more than one direction. In May 1784 the Council had made a formal record of an American ship. In April 1785 it reported one at Canton. Now a third had appeared at St Helena itself. The Council handled the *Besborough*'s leak differently from the *Fox*'s grounding the year before. Then it had unloaded and repaired the ship in the roads. This time the inspectors judged the leak manageable if she did not sail alone. Unloading her would have meant weeks of delay and expense. The

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		Demand of Mr. Chas. Bourchier on the Estate of	Council ordered the *Vansittart* to keep her company, so that if the leak worsened at sea her crew and cargo could be saved. The decision rested on the same kind of survey by fellow commanders and carpenters, entered in the record.
266	255	Lieut. James Richardson (late of Bombay) who Died here on the 24 last Month, intestate - said Demand we have not complied with, for reasons specified in the Answer to his Letter - Entered upon Consultation as above - The Effects of Lieut. Richardson were sold by Public Auction, the Balance of which amounting to £102. 16. 1 we have received into your Treasury and wrote off to Account Curt. London - 5 Captn. George Robt. Steel late of Bengal also Died here on the 27 March last, his Effects were sold by Auction and the Balance being £290. 6. 11 was received into the Treasury and wrote off to Account Curt. London - Some Bonds, a third Bill of Exchange and other Papers together with a Diamond Ring (the value of which being unknown was not sold) are Deposited with the Governor - 6 Captn. Agnew requesting leave to touch at the Island of Ascension to get Turtle for the further refreshment of his Ships Company, we have complied therewith in consideration of the many Passengers and Kings Troops he has on Board, and the probability of his Passage to England being lengthened by keeping Company with the Besboro' - 7 We are sorry to inform you that by the unfortunate accident of the Laboratory taking fire two of the Men who were so much wounded and burnt namely John Lemon and Thos. Collester (are since Dead) - 8 Captn. Agnew has an Order to receive on Board the Vansittart Thos. Pipes Frs. Madagascar and Jno. Camming, three Lascars left here out of the Raymond the Owners of that Ship, paying for their Passage to England - 9 The Passengers on Board the Vansittart are Mrs. Jackson and Mr. McKennon - Colo. Muir, Majors Gilbert and Lumsdane, Captn. Hylleard and Messrs. Urquhart Armstrong and Johnson, together with Captn. Armstrong, Lieuts. Armstrong, Thomas, Stanley and Armstrong and Ensigns Forbes and Kerr Kings Officers - **Margin Notes:** of Lieut. Jas. Richardson Sale of the Effects of Capt. Steele Captn. Agnew permitted to touch at Ascension Lemon & Collester Dead Returned Lascars Passengers	Bourchier's claim was against the estate of Lieutenant James Richardson, formerly of Bombay. Richardson had died at the island on 24 April 1785 without leaving a will. The Council refused the claim and gave its reasons in its reply to Bourchier, entered in the same consultation. Richardson's belongings were sold at public auction. The balance of £102 16s 1d was paid into the treasury and transferred to the Company's account in London. 5: Captain George Robert Steel, formerly of Bengal, had also died at the island, on 27 March 1785. His belongings were sold at auction, and the balance of £290 6s 11d was paid into the treasury and transferred to the London account. Some bonds, a third copy of a bill of exchange and other papers were left with the Governor for safekeeping. So was a diamond ring, which had not been sold because no one knew its value. 6: Captain Agnew asked leave to call at Ascension for turtle to give his crew more fresh food. The Council agreed. It took into account the large number of passengers and King's troops on board. It also expected his voyage to England to take longer because he had to stay with the *Besborough*. 7: The Council regretted to report that two of the men badly burned in the laboratory fire, John Lemon and Thomas Collister, had since died. 8: Captain Agnew was ordered to take three lascars on board the *Vansittart*: Thomas Pipes, Francis Madagascar and John Ramming. The *Raymond* had left them at the island, and her owners would pay their passage to England. 9: The *Vansittart* carried Mrs Jackson, Mrs McKinnon, Colonel Muir, Major Gilchrist, Major Lumsdaine, Captain Hylliard, Mr Urquhart, Mr Armstrong and Mr Johnson. She also carried a party of King's officers: Captain Armstrong, Lieutenants Armstrong, Thomas, Stanley and a second Armstrong, and Ensigns Forbes and Kerr. 10: A further matter is set out on the next page. **Interpretations** Richardson died without a will. That left the Council in charge of his estate on behalf of whoever turned out to be his heirs. Bourchier claimed money from it. The easy course would have been to pay a respected passenger's claim from a dead stranger's goods. The Council refused and put its reasons in writing. Once a debt was paid out, it could not be recovered if the heirs later challenged it. By holding the money and sending it to London, the Council left Bourchier to prove his claim there, where the heirs could answer it. Steel's diamond ring was handled with the same care. It was kept unsold rather than sold cheaply on an island where no one could value it. Agnew's call at Ascension was the fourth the Council had allowed in about six weeks. This time the reason was partly of the Council's own making. It had ordered the *Vansittart* to stay with the leaking *Besborough*. Keeping pace with a damaged ship would slow her down, so her soldiers and passengers would spend longer at sea. The Council recognised that its order carried this cost, and it allowed the stop at Ascension to make up for it. Lascars were seamen recruited in India and the Indian Ocean, and they made up much of a ship's crew on the long eastern voyages. Francis Madagascar's surname points to his origin on that island. Left behind by the *Raymond*, the three men had no way home from St Helena. Sending them on to

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			England put them where ships to India could be found, and the *Raymond*'s owners were made to pay, since they had left them.
267	256	10 We have to acquaint you that the Ship Raymond proceeded on her Voyage to Fort Marlbro' the 2 last Month - 11 Yesterday Arrived a Dane Ship from Bengal called the Kusser Captn. McIntosh, carrying twenty eight Guns and eighty Men Laden with Bengal Goods bound to Copenhagen - This Day a French Ship from China called the Sagetaire Captn. Morain, of the Burthen of a 64 Gun Ship Laden with China Goods, Bound to Port L'Orient, which Ship we learn parted Company with your Honors Ship Contractor at North Island - 12 In consequence of our having given Captn. Agnew leave to touch at Ascension, We have also permitted Captn. Montgomerie to do the same - 13 We have Granted the two following Sets of Bills of Exchange viz. One to Willm. Wrangham Esqr. for the Sum of £600 - Sterling payable to Matthew Purling, John Clements and Richd. Pierce Esqrs. (or to either of their Order) And the other to Mr. Jona. Doveton for One thousand Pounds Sterling payable to John Bell Esqr. (or Order) drawn upon your Honors at ninety Days Sight, Dated this Day - 14 This Letter waits on your Honors Ꝧ Ship Vansittart, Copy whereof goes by the Besboro' - We are Honble. Sirs Your most Obedt. and humble Servants - St. Helena (Signed) 9 May 1785 Danl. Corneille Matt. Bazett Wm. Wrangham Hen. Bazett **Margin Notes:** Sailing of the Raymond Arrival of Ships Captn. Montgomerie allowed to touch at Ascension Bills of Exchange	10: The *Raymond* sailed for Fort Marlborough on 28 April 1785. 11: On 8 May 1785 a Danish ship, the *Hussar*, arrived from Bengal under Captain McIntosh. She had 28 guns and a crew of 80 and was carrying Bengal goods to Copenhagen. The next day a French ship, the *Sagittaire*, arrived from China under Captain Morain. She was the size of a 64-gun warship and was carrying Chinese goods to Lorient. The Council learned that she had parted company with the Company's ship *Contractor* at North Island. 12: Since Captain Agnew had been allowed to call at Ascension, the Council gave Captain Montgomerie the same leave. 13: The Council issued two sets of bills of exchange on the Court, both drawn at 90 days' sight and dated 9 May 1785. Bill issued to William Wrangham, payable to Matthew Purling, John Clements and Richard Pierce, or to the order of any of them, £600 0s 0d Bill issued to Mr Jonathan Doveton, payable to John Bell or his order, £1,000 0s 0d 14: The *Vansittart* carried the letter to England, and a copy went by the *Besborough*. The letter was dated St Helena, 9 May 1785, and signed by Governor Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett. **Interpretations** The Council had ordered the *Vansittart* to stay with the leaking *Besborough*. Once Agnew had leave to stop at Ascension, Montgomerie had to have it too. The Council was not judging his crew's health on its own merits. If one ship stopped and the other did not, they would be separated and the escort order would mean nothing. The permission followed from the earlier order. This time the Council did not need a separate letter from the captain. The *Sagittaire* was built on the scale of a 64-gun ship of the line, very large for a merchant voyage. She was probably one of the warships the French crown lent to the St Malo company that held the exclusive right to the China trade. The Governor had learned about that arrangement in his conversation with the Marquis de St Félix early in 1784. The St Malo firm used royal ships so that it did not have to hire its own. The *Sagittaire*'s arrival from China showed that the French venture the Council had warned about was now actually trading.
268	257	List of the Packet from St. Helena Ꝧ Ship Vansittart Dated 9 May 1785 - No. 1 Governor & Councils General Letter Dated 9 May '85 2 Dupt. do. & do. do. do. 26 Apl. do. 3 Consultations from the 2 to 9 May do. 4 Dupt. do. from the 18 to 25 April do. 5 Cash Account from 27 to 30 do. do. 6 do. do. from 1 to 9 May do. 7 Dupt. do. from 21 to 26 April do. 8 Ship Vansittarts Account 9 Dupt. Ship Besboro's do. 10 do. Ship Europa's do. 11 do. Ship Raymonds do. 12 do. List of the Packet Ꝧ Ship Besboro' 13 First Receipt for do. Ꝧ Ship do. 14 do. do. for a small Paper Packet Ꝧ Ship Europa 15 Second do. for the Packet Ꝧ Ship Berrington 16 do. do. for a small Paper do. Ꝧ Ship Foulis 17 do. do. for a do. do. Ꝧ do. Middlesex 18 Duplicate Expence carrying on the Fence round Long wood	The packet sent by the *Vansittart* had a list of contents dated 9 May 1785. It held the following papers. 1: General letter from the Governor and Council dated 9 May 1785 2: Duplicate of the Governor and Council's general letter dated 26 April 1785 3: Consultations from 2 to 9 May 1785 4: Duplicate consultations from 18 to 25 April 1785 5: Cash account from 27 to 30 April 1785 6: Cash account from 1 to 9 May 1785 7: Duplicate cash account from 21 to 26 April 1785 8: Account of the ship *Vansittart*. 9: Duplicate account of the ship *Besborough*. 10: Duplicate account of the ship *Europa*. 11: Duplicate account of the ship *Raymond*. 12: Duplicate list of the packet sent by the ship *Besborough*. 13: First receipt for the packet sent by the ship *Besborough*.

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		to the 31 March 1785 19 Effective State of the Garrison 20 First Receipt for a small Paper Packet ℔ Ship Besboro' To the Honble. &ca. Honble. Sirs By the Ships Besboro' and Vansittart that left this Place the 9 instant We addressed your Honors and now take the opportunity by the Danish Ship Kusser of transmitting a Duplicate of that by the Vansittart - The 12 of this Month Arrived two French Ships from China, One called the Triton Captn. Bordelin	14: First receipt for a small paper packet sent by the ship *Europa*. 15: Second receipt for the packet sent by the ship *Berrington*. 16: Second receipt for a small paper packet sent by the ship *Foulis*. 17: Second receipt for a small paper packet sent by the ship *Middlesex*. 18: Duplicate account of the cost of building the fence round Longwood up to 31 March 1785 19: Return of the effective strength of the garrison 20: First receipt for a small paper packet sent by the ship *Besborough*. The Council's last letter to the Court went by the *Besborough* and the *Vansittart*, which sailed on 9 May 1785. The Council now used the Danish ship *Hussar* to send a duplicate of the letter carried by the *Vansittart*. On 12 May 1785 two French ships arrived from China. One was the *Triton*, under Captain Bordelin. The other is named on the next page.
269	258	Bordelin, the other, the Provence Captn. Marcel, both of the Burthen of 74 Gun Ships Laden with China Goods bound to Port L'Orient - Yesterday your Honors Ship Valentine from Bengal (last from the Cape) Captn. Lewis informs Us there were no English Ships in at that place when he Sailed - We are Honble. Sirs Your most Obedient and humble Servants St. Helena Signed 17 May 1785 Danl. Corneille Matt. Bazett Willm. Wrangham Hen. Bazett To the Honble. &ca. Honble. Sirs Para. 1 Our last Address to you was Dated 17 instt. ℔ Danish Ship Kusser, Duplicate of which goes herewith - 2 The 18 instt. Arrived your Honors Ship General Coote from England, by which we received a Copy of your Letter Dated 10 December '84 Also a Letter from your Secretary of 8 January '85 - The Governor likewise recd. a Copy of the Letter, (℔ Raymond) from the Honble. Secret Committee, by same opportunity 3 Your Orders relative to the Drawing Bills of Exchange and Certificates on the Paper sent out for that purpose, shall be Complied with in every particular, the same is given in Charge to Mr. Willm. Webber Doveton Sub. Accountt., who will **Margin Notes:** Last Address Arrival of Genl. Coote from Engd. Relative to Drawing Bills of Exchange on Paper sent	The second French ship was the *Provence*, under Captain Mancel. Both ships were the size of 74-gun warships and were carrying Chinese goods to Lorient. On 16 May 1785 the Company's ship *Valentine* arrived from Bengal, having called last at the Cape. Captain Lewis said no British ships were at the Cape when he left. The letter was dated St Helena, 17 May 1785, and signed by Governor Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett. 1: The Council's last letter to the Court, dated 17 May 1785, went by the Danish ship *Hussar*. A duplicate was enclosed. 2: On 18 May 1785 the Company's ship *General Coote* arrived from England. She brought a copy of the Court's letter of 10 December 1784 and a letter from the Company's Secretary dated 8 January 1785. The Governor also received by her a copy of the Secret Committee's letter, which had first come out in the *Raymond*. 3: The Court had sent special paper on which all bills of exchange and certificates were in future to be drawn. The Council promised to follow these orders in every detail. It put the paper in the charge of Mr William Webber Doveton, the sub-accountant, as the next page explains. **Interpretations** The Court's special paper was a safeguard against forgery. The Council issued bills and certificates on the Court every week. Each was an order to pay money in London, often hundreds of pounds, and passed from hand to hand before it was cashed. A forged bill on ordinary paper could be hard to spot. Paper supplied from London, probably watermarked or printed, could be checked against the Court's own stock when a bill was presented. Putting it in the care of one named officer meant every sheet could be accounted for, and no bill could be drawn except through him. Three large French ships had now arrived from China in eight days: the *Sagittaire*, *Triton* and *Provence*, each the size of a ship of the line. Big ships carried big cargoes, and their combined tonnage was a serious challenge to the Company's own China fleet. This was the St Malo company's venture, carried in royal ships. Whatever jealousy it had stirred among the merchants of Rochefort, it was plainly bringing large quantities of tea and Chinese goods into the French market.
270	259	will be accountable to the Governor for its expenditure - The	Doveton would answer to the Governor for every sheet of the paper he used. All the papers listed in the *General Coote*'s packet had arrived except

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		several Papers mentioned in the List of Packet ℔ Genl. Coote have been recd., except No. 19 said to be "Copies of an Act of Parliament in the twenty fourth Year of His present Majesty's Reign for the better management of the Affairs of the East India Company" - By the Raymond We recd. Acts at large of twenty fourth George 3 - but no separate Copies of the particular Act above specified have ever come to Hand - 4 We cannot avoid expressing our - disappointment at the Non Arrival of Captn. Pierce this Year who fills the Department of Engineer and Captn. Artillery, more particularly on Account of the latter, as the smallness of this Establishment, confined to only four Officers when compleat renders the absence of the Commanding Officer of the utmost consequence to the Service, and at this time, still more so, having lost the 1 Lieut. of that Corps, Lieut. Leech, a most valuable Officer - When we permitted that Gentleman (Captn. Pierce) to return to England to settle his Private Concerns, it was from a promise on his part to return the following Year, with your permission, the first period elapsing we looked forward to his return to his Duty, the second Year, disappointed again his absence must now unavoidably continue the third, and as during that period your Honors have not thought proper to take the least Notice of said Gentleman to Us nor even mention whether it is with your approbation that he thus absents himself from his Duty, We have to request your Consideration of the above and either please to Order Captn. Pierce to return to this Island or appoint some other professional Officer to fill his Station - We have further to request you will send out a Second Lieut. of Artillery in the Room of Lieut. Leech, as the Military Line of that Service requires a very different Education than what may be necessary for other Officers of Marching **Margin Notes:** Respecting a particular Act of Parliament not recd. &c. Disappt. at the Non Arrival of Captn. Pierce Engineer A Second Lieut. of Artillery sent for	number 19. That was described as copies of the Act of Parliament passed in the 24th year of George III's reign for the better management of the East India Company's affairs. The *Raymond* had brought the full printed Acts of that year, but no separate copies of this particular Act had ever reached the island. 4: The Council could not hide its disappointment that Captain Pierce had not returned that year. He was the island's engineer and also captain of the artillery. His absence from the artillery mattered most. Even at full strength the artillery had only four officers, so losing its commander did great harm. Matters were worse now that Lieutenant Leech, the senior lieutenant and a most valuable officer, had died. The Council had let Pierce go to England to settle his private affairs only because he promised to return the following year, if the Court agreed. That year passed, and the Council expected him in the second. It was disappointed again. His absence would now stretch into a third year. Throughout that time the Court had not mentioned him once, or said whether it approved of his staying away. The Council asked the Court to consider the matter. It should either order Pierce back to the island or appoint another trained officer in his place. The Council also asked for a second lieutenant of artillery to replace Leech. An artillery officer needed a very different training from an infantry officer, as the next page explains. **Interpretations** The Act listed as number 19 was Pitt's India Act of 1784. It set up a Board of Control in London to oversee the Company's government of its territories. It was the most important change to the Company's constitution in a generation, and it affected every settlement, St Helena included. The Court evidently meant to send out separate copies for the Council's guidance. The Council received only the bulky volume of all the year's Acts. Its note made sure the Court knew that the specific copies had never arrived. The Council's complaint about Pierce had been building for nearly two years. He had sailed for England in the *Asia* in July 1783. In October 1783 the Council reported that the absent captain's duties had fallen on Lieutenant Leech, for whom it asked an extra allowance. Since then Leech had died and the laboratory had blown up. Through all of this the Court had said nothing about Pierce. The Council's tone was unusually sharp. It said plainly that the Court had not taken the least notice of him and asked for a decision either way. Waiting politely had left the island without its two most important artillery officers.
271	260	Marching Corps, for we apprehend in time of Peace, such an Officer may be easily Engaged in your Service, and highly necessary to the proper Discipline of that Company in particular, as well as our Establishment at large - The Governor begs leave to add to the above Observations relative to Captn. Pierce that as an Officer belonging to the Garrison he has the honor to Command, he never has had the least information from him, why or wherefore, he has thus long, absents himself from his Duty and Station - 5 By the Cash Account herewith transmitted made up to the present time, your Honors will please to observe that the Amount of your Treasury is rather high, and request to know whether it would be agreeable to you, to send part thereof to the Presidency of Fort Marlbro' by the next	Officers for marching infantry were a different matter. In peacetime, the Council believed, a trained artillery officer could easily be found for the Company's service. Such an officer was badly needed to keep the artillery company properly disciplined, and the garrison as a whole would benefit too. The Governor added a remark of his own about Pierce. Pierce was an officer of the garrison under the Governor's command. Yet in all this time he had never once told the Governor why he had stayed away from his post so long. 5: The cash account enclosed, made up to the date of the letter, showed that the treasury held a rather large sum. The Council asked whether the Court would like part of it sent to the Presidency at Fort Marlborough by the next ship. 6: The Governor said he was very disappointed that no gardener had been sent out that season. The small items he had asked for in paragraph 5 of the general letter of 28 July 1784 had not been sent either. He would now have to buy them from the

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		Conveyance - 6 The Governor cannot help expressing himself greatly disappointed at a Gardener not being sent out this Season - also the trifling requisitions contained in 5 Para. Genl. Letter Dated 28 July '84 not being Complied with, and must now purchase such Articles from the Storeship, some of those in the Government House being borrowed - 7 We have Granted the following Sets of Bills of Exchange Viz. One Set to Willm. Wrangham Esqr. for the Sum of £773. 4 - payable to Messrs. Young, Dawson, Lloyd and Harris (or Order) One to Captn. John Howard for £100 - payable to Matthew Purling Esqr. (or Order) One to Lieut. Frans. Seale for £110 - payable to Mr. Lever Legg (or Order) And One to Miss Elizabeth Doveton for £500 - payable to herself (or Order) all Drawn on your Honors at ninety Days Sight and Dated the 23 instant - 8 On the 19 instt. Arrived a Portuguese Snow from Rio de Janeiro called the N. Sra. Do Cabo Captn. Joas Franco. Foulis Burthen 150 Tons carrying 12 Men, bound to Angola - On the 20 Your Honors Ship Latham from China And on the 24 another Portuguese **Margin Notes:** Treasury being high a proposal made to send part thereof to Fort Marlbro' Non Compliance with requisitions again mentioned to the Company Bills of Exchange Arrival of a Portuguese	store ship. Meanwhile some of the furniture in Government House was still on loan. 7: The Council issued the following sets of bills of exchange, all drawn on the Court at 90 days' sight and dated 23 May 1785. Bill issued to William Wrangham, payable to Young, Dawson, Lloyd and Harris or their order, £773 4s 0d Bill issued to Captain John Howard, payable to Matthew Purling or his order, £100 0s 0d Bill issued to Lieutenant Francis Seale, payable to Mr Lever Legg or his order, £110 0s 0d Bill issued to Miss Elizabeth Doveton, payable to herself or her order, £500 0s 0d 8: On 19 May 1785 a Portuguese snow, the *Nossa Senhora do Cabo*, arrived from Rio de Janeiro under Captain João Francisco Fonles. She was of 150 tons with a crew of 12 and was bound for Angola. The Company's ship *Latham* arrived from China on 20 May. Another Portuguese ship arrived on 24 May, as described on the next page. **Interpretations** The treasury was full because of the bills of exchange. Every bill the Council issued brought cash into the island's treasury, while the payment fell due in London. Over the past two years the councillors, officers and passing captains had paid in many thousands of pounds this way. The island's own spending could not use it all, so silver piled up in the treasury. Fort Marlborough, by contrast, needed coin to buy pepper from Sumatran growers. Sending St Helena's surplus there would put idle money to work and save the Company shipping silver out from England. The Council asked permission first, because moving treasure between settlements was a decision for the Court. The Governor raised his request for furniture and a gardener for the second time, now with clear impatience. In July 1784 he had asked for a dozen chairs, two card tables and an experienced gardener. A year later none had arrived. He now had to buy the furniture from a store ship, probably at higher prices than the Company would have paid in London. This came after the Court had criticised him over furniture, and his remark that some items were still borrowed was a pointed reminder that he was still waiting.
272	261	Portuguese Ship from China called the Infante Mariana Victoria Captn. Wilson Burthen 900 Tons, carrying 100 Men and 14 Guns Laden with China Goods, bound to Lisbon - Captn. Robinson of the Latham acquaints Us he left China the 21 January last and that passing the Streights of Sunda he recd. a Packet from Captn. Boswell of the Earl of Chesterfield directed to the care of any English East India Commander, containing Letters to your Secretary and Owners of that Ship, by which opportunity he was informed the Chesterfield having lost her Passage to China and being very Leaky was obliged to put back to Batavia to be repaired - he further tells Us he spoke the King George off the Cape the 1 May, all well, and that they had parted Company with the Francis a few Days before - 9 Upon Consultation of the 23 instt. your Honors will please to observe is Entered a Letter from Captn. Lewis of Ship Valentine relative to some Piece Goods being registered at Bengal which were not recd. on board his Ship - 10 The Passengers on Board the Calcutta are Colonel Hemmings and Mr. Stonehouse - And on the Valentine Mrs. Wheler, Mrs. Prinsep, Mr. and Mrs. Sulivan, Colonel Elliot, Major Lane Captns. Wedderburne and Bruce and John Perring	The second Portuguese ship was the *Infanta Mariana*, arriving from China under Captain Wilson. She was of 900 tons, with 14 guns and a crew of 100, and was carrying Chinese goods to Lisbon. Captain Robinson of the *Latham* said he had left China on 2 January 1785. In the Sunda Strait he received a packet from Captain Boswell of the *Earl of Chesterfield*, addressed to the care of any British East India commander. It held letters for the Company's Secretary and for the *Chesterfield*'s owners. From it Robinson learned that the *Chesterfield* had missed her season for the voyage to China. She was also leaking badly and had been forced to turn back to Batavia for repairs. Robinson added that he had spoken with the *King George* off the Cape on 1 May 1785, all well, and that she had parted from the *Francis* a few days earlier. 9: The consultation of 23 May 1785 recorded a letter from Captain Lewis of the *Valentine*. It concerned some cloth registered at Bengal as cargo for his ship that had never actually been put on board. 10: The *Calcutta* carried Colonel Hemmings and Mr Stonhouse. The *Valentine* carried Mrs Wheler, Mrs Prinsep, Mr and Mrs Sullivan, Colonel Elliot, Major Lane, Captain Wedderburne, Captain Bruce and John Pering.

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		Esqr. 11 This Letter waits on your Honors ℔ Ship Calcutta, Copy of which is transmitted by the Valentine - We are Honble. Sirs Your most Obedient and humble Servants St. Helena (Signed) 25 May 1785 Danl. Corneille Matt. Bazett Willm. Wrangham Hen. Bazett **Margin Notes:** Arrival of Ships and News by them Company referred to Letter in Consultn. Passengers	11: The *Calcutta* carried the letter to England, and a copy went by the *Valentine*. The letter was dated St Helena, 25 May 1785, and signed by Governor Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett. **Interpretations** To miss her passage meant that a ship reached the China Sea too late for the monsoon wind that carried ships north to Canton. She then had to wait months for the next season. The *Earl of Chesterfield* had missed it and was also leaking, so she turned back to Batavia. This explained a puzzle from the Council's letter of April 1785. Swedish ships had then reported a large British ship off Hainan, which people supposed was the *Chesterfield*. The packet showed she had never got that far. Captain Boswell addressed it to the care of any British commander, trusting it to be passed from ship to ship until it reached London. The Council recorded it because the Court and her owners would want to know why one of the season's China ships would be a year late. Captain Lewis's letter protected him against a charge he could not otherwise answer. Goods entered in the Bengal register as loaded on his ship would be expected in London. If they did not arrive, the shortfall would be blamed on the commander, perhaps as theft or private trading. By stating at St Helena, before reaching England, that the goods had never come on board, Lewis put the blame back on Bengal. Entering his letter in the consultation gave his statement official standing.
273	262	List of the Packet ℔ Ship Calcutta Dated 25 May 1785 - No. 1 Governor & Councils General Letter Dated 25 May '85 2 Dupt. do. & do. do. do. 17 do. do. 3 Consultations from the 16 to 23 do. do. 4 Dupt. do. from the 2 to 9 do. do. 5 Cash Account from the 10 to 25 do. do. 6 Dupt. do. from the 1 to 9 do. do. 7 do. do. from the 27 to 30 April do. 8 Ship Calcutta's Account 9 do. Valentine's do. 10 Dupt. Ship Vansittart's do. 11 First Receipt for the Packet ℔ Ship Vansittart 12 do. do. for a small Paper Packt. ℔ Ship Besboro' 13 Second do. for a do. do. do. ℔ Ship do. 14 do. do. for the Packet ℔ Ship do. 15 do. do. for a small Paper Packt. ℔ do. Europa 16 Duplicate List of the Packet ℔ Ship Vansittart 17 Abstract of the Cargoes of Ships Calcutta Valentine and Latham 18 Effective State of the Garrison To the Honble. &ca. Honble. Sirs Since the close of our Dispatches of this Date ℔ Calcutta and Valentine, We have the pleasure to acquaint you that by a Boat from the Nassau we have Accounts of the safe Arrival of that Ship off the Island all in good health - We are Honble. Sirs Your most Obedt. and humble Servants Signed St. Helena Danl. Corneille 25 May 1785 Wm. Wrangham Matt. Bazett	The packet sent by the *Calcutta* had a list of contents dated 25 May 1785. It held the following papers. 1: General letter from the Governor and Council dated 25 May 1785 2: Duplicate of the Governor and Council's general letter dated 17 May 1785 3: Consultations from 16 to 23 May 1785 4: Duplicate consultations from 2 to 9 May 1785 5: Cash account from 10 to 25 May 1785 6: Duplicate cash account from 1 to 9 May 1785 7: Duplicate cash account from 27 to 30 April 1785 8: Account of the ship *Calcutta*. 9: Account of the ship *Valentine*. 10: Duplicate account of the ship *Vansittart*. 11: First receipt for the packet sent by the ship *Vansittart*. 12: First receipt for a small paper packet sent by the ship *Besborough*. 13: Second receipt for a small paper packet sent by the ship *Besborough*. 14: Second receipt for the packet sent by the ship *Besborough*. 15: Second receipt for a small paper packet sent by the ship *Europa*. 16: Duplicate list of the packet sent by the ship *Vansittart*. 17: Abstract of the cargoes of the ships *Calcutta*, *Valentine* and *Latham*. 18: Return of the effective strength of the garrison After its letters of that day had been closed and handed to the *Calcutta* and the *Valentine*, the Council added a short note. A boat from the *Nassau* had come in with news that she had arrived safely off the island, with everyone on board in good health. The note was dated St Helena, 25 May 1785, and signed by Governor Daniel Corneille, Matthew Bazett and William Wrangham.
274	263	To the Honble. &ca. Honble. Sirs Para. 1 Under Date of the 25 Ultimo We	1: The Council's last letter to the Court, dated 25 May 1785, went by the *Calcutta* and the *Valentine*.

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		had the honor of Addressing you by the Calcutta and Valentine - 2 Your Ships Hillsboro' from Bengal Contractor from China and Royal Charlotte from Bencoolen Arrived here the 5 instt. (the Hillsboro' last from the Cape) - Captn. Hardcastle acquaints Us he Sailed thence the 18 last Month and left your Ship Francis there - We are also told by Captn. Pryce that he spoke the Lascelles off the Cape, all well - A Portuguese Ship also Imported here the 5 instant called the Princess Holstein Captn. Nicolao Delgado Figeira de Cunha Dessa Burthen 700 Tons, carrying 30 Guns and 133 Men Laden with Coarse Goods Bound to Lisbon - 3 We transmit you herewith an Indent of Stores wanted for the Service of the Year 1786, likewise Lists of Stores remaining in the Honble. Company's Ware Houses the 30 April last and have to request your Honors will fully comply with our Demands of Salt Provision and Flour as we find upon a Calculation, our present receipts of those Articles with the remains, will only serve eighteen Months, and on consideration We think it absolutely necessary, to have six Months remaining in Store on the Arrival of our Annual Supplies, to Provide against any Contingencies - Your Honors will likewise please to observe by said Indent, that we have sent for Two Cables of eighteen Inches, Two Anchors of 37 cwt. each and Six Anchor Stocks, there being none of those Articles remaining - We also hope you will Order Us to be furnished with the **Margin Notes:** Last Address Arrival of Ships and News by them Indents transmitted Salt Provn. & Flour particularly requested to be complied with Cables & Anchors sent for	2: On 5 June 1785 three Company ships arrived: the *Hillsborough* from Bengal, the *Contractor* from China and the *Royal Charlotte* from Bencoolen. The *Hillsborough* had called last at the Cape. Captain Hardcastle said he left the Cape on 18 May, where the Company's ship *Francis* was still lying. Captain Pryce said he had spoken with the *Lascelles* off the Cape, all well. A Portuguese ship, the *Princeza Holstein*, also came in on 5 June under Captain Nicolau Delgado Figueira da Cunha de Sá. She was of 700 tons, with 30 guns and a crew of 133, and was carrying coarse cloth to Lisbon. 3: The Council enclosed its list of stores needed for 1786, with lists of the stores left in the Company's warehouses on 30 April 1785. It asked the Court to send the full amount of salt provisions and flour requested. By its calculation, the supplies already received, together with what was left in store, would last only 18 months. The Council thought it essential to have six months' stock still in hand when each year's supplies arrived, as a safeguard against accidents. The order list also asked for two 18-inch cables, two anchors of 37 hundredweight each and six anchor stocks. None of these was left on the island. The Council's further requests are set out on the next page. **Interpretations** The Council's request for six months' reserve was a sum about risk. The island depended almost entirely on the yearly store ships for salt meat and flour. If one was lost, delayed or arrived with spoiled cargo, there was no other source. Supplies sent each year to last exactly a year would leave the island one accident from hunger. The Council worked out what it had and what was coming, and found the margin too thin. It asked for enough to keep half a year's food always in reserve. Only months earlier the Council had found the salt pork 50 pounds short in every cask. That showed how a shortfall could come about without any shipwreck at all. The order for cables and anchors marked the end of a long run of handing out ground tackle. Over two years the Council had passed every spare cable to ships in trouble: the *Queen* in November 1783, the *Earl Talbot* in June 1784 and the *Royal Bishop* in March 1785. The island now had no cables or anchors at all. The Council asked for heavy gear: 18-inch cables and anchors of nearly two tons each, big enough to hold an Indiaman. Without them it could not help the next ship that lost her anchor in the roads.
275	264	the large Kitchen Dial mentioned in the Indent, for the use of the Main Guard, to answer a Town Clock the present One being entirely worn out and unserviceable - 4 We have Granted a Set of Bills of Exchange to Mrs. Mary Price for the Sum of £60 - Sterlg. payable to Mr. Jno. Mackenzie and Co. (or Order) drawn on your Honors at ninety Days Sight and Dated the 6 instant - 5 The Passengers on Board the Nassau are Mrs. Gore and Two Daughters and Messrs. Blunden Desmenlins and Gibbons - 6 This Letter waits on your Honors ℔ Ship Nassau, Copy whereof is transmitted by the Latham - We are Honble. Sirs Your most Obedt. and humble Servants - St. Helena Signed 8 June 1785 Danl. Corneille Matt. Bazett Wm. Wrangham Hen. Bazett	The Council also hoped the Court would send the large kitchen clock named in the order list. It was for the Main Guard, to serve as a town clock, since the old one was completely worn out and no longer worked. 4: The Council issued a set of bills of exchange for £60 0s 0d to Mrs Mary Price, payable to Mr John Mackenzie and Company or their order. The bills were drawn on the Court at 90 days' sight and dated 6 June 1785. 5: The *Nassau* carried Mrs Gore and her two daughters, Mr Blunden, Mr Desmoulins and Mr Gibbons. 6: The *Nassau* carried the letter to England, and a copy went by the *Latham*. The letter was dated St Helena, 8 June 1785, and signed by Governor Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett. The packet sent by the *Nassau* had a list of contents dated 8 June 1785. It opened with the following papers. 1: General letter from the Governor and Council dated 8 June 1785 2: Duplicate of the Governor and Council's general letter dated 25 May 1785

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		List of the Packet ℔ Nassau Dated 8 June '85 No. 1 Governor & Councils Genl. Letter Dated 8 June '85 2 Dupt. do. & do. do. do. 25 May do. 3 Consultations from the 30 May to 6 June do. 4 Dupt. do. from the 16 to 23 May do. 5 Cash Account from the 26 to 31 do. do. 6 do. do. from the 1 to 8 June do. 7 Dupt. do. from the 10 to 25 May do. **Margin Notes:** A Dial requested to be sent Bills of Exchange Passengers	3: Consultations from 30 May to 6 June 1785 4: Duplicate consultations from 16 to 23 May 1785 5: Cash account from 26 to 31 May 1785 6: Cash account from 1 to 8 June 1785 7: Duplicate cash account from 10 to 25 May 1785 **Interpretations** A kitchen dial was a plain wall clock with a large face, the kind hung in big households where servants needed to read the time across a room. At the Main Guard it would do the work of a town clock. The garrison's day ran by the clock: changing the guard, sounding the drum calls and keeping the times of the gates and batteries. On an island this small, the guard's clock was also everyone's clock. Without it the town had no shared time, and the soldiers had nothing to keep their duties to.
276	265	No. 8 Ship Nassau's Account 9 do. Latham's do. 10 Dupt. Ship Calcutta's do. 11 do. Ship Valentine's do. 12 First Receipt for the Packet ℔ Ship Calcutta 13 do. do. for a small Paper do. ℔ do. 14 do. do. for a do. do. do. ℔ Valentine 15 Second do. for a do. do. do. ℔ Besboro' 16 do. do. for the Packet ℔ Vansittart 17 Duplicate List of the Packet ℔ Ship Calcutta 18 Abstract of the Cargoes of Ships Contractor, Royl. Charlotte and Hillsboro' 19 Indent of Stores wanted for the Service of the Year 1786 20 List of Stores remaining in the Honble. Company's Ware Houses 30 Apl. '85 21 do. of Garrison Stores remaing. 30 do. do. 22 General Return of Ordnance & Ordnance Stores &ca. 23 Effective State of the Garrison To the Honble. &ca. Honble. Sirs Para. 1 Our last Address waited on your Honors by the Ship Nassau under Date of the 8 instant, Copy whereof was transmitted by the Latham - 2 On the 9 instt. Arrived a French Ship from the Mauritius called the Bon Homme Richard, Captn. Monnett, Burthen 550 Tons, carrying 10 Guns and 60 Men Laden with Coffee, Bound to Port L'Orient - 3 After closing the Packet of 8 instt. We gave Captn. Arthur Gore an Order to receive on Board his Ship James Jordan, late Gardener as a Charter-party Passenger - **Margin Notes:** Last Address Arrival of a French Ship James Jordan Gardener sent Home	8: Account of the ship *Nassau*. 9: Account of the ship *Latham*. 10: Duplicate account of the ship *Calcutta*. 11: Duplicate account of the ship *Valentine*. 12: First receipt for the packet sent by the ship *Calcutta*. 13: First receipt for a small paper packet sent by the ship *Calcutta*. 14: First receipt for a small paper packet sent by the ship *Valentine*. 15: Second receipt for a small paper packet sent by the ship *Besborough*. 16: Second receipt for the packet sent by the ship *Vansittart*. 17: Duplicate list of the packet sent by the ship *Calcutta*. 18: Abstract of the cargoes of the ships *Contractor*, *Royal Charlotte* and *Hillsborough*. 19: Order list of stores needed for 1786 20: List of stores left in the Company's warehouses on 30 April 1785 21: List of garrison stores left on 30 April 1785 22: General return of ordnance, ordnance stores and other items 23: Return of the effective strength of the garrison 1: The Council's last letter to the Court, dated 8 June 1785, went by the *Nassau*. A copy followed by the *Latham*. 2: On 9 June 1785 a French ship, the *Bonhomme Richard*, arrived from Mauritius under Captain Mossett. She was of 550 tons, with 10 guns and a crew of 60, and was carrying coffee to Lorient. 3: After the packet of 8 June 1785 had been closed, the Council ordered Captain Arthur Gore to take James Jordan, the former gardener, on board his ship as a charter-party passenger. **Interpretations** The Governor had described the island's gardener as quite unequal to his work as long ago as July 1784. A year later no replacement had come, and the Governor had complained again. The Council could have kept Jordan on until a successor arrived, since a poor gardener was better than none while the pest was killing the island's trees. It chose instead to send him home at the Company's expense. This left the post empty. It also made the need for a new man more pressing and gave the Court one more reason to send a gardener without further delay.
277	266	4 We beg leave to refer your Honors to our Consultations of the 6 and 13 instt. wherein are entered Letters from Captn. Josiah Pryce, respecting the Purchase of Teas from a Portuguese Ship in this Road and Manifesting them here, together with our Answers in consequence - 5 Our Indent for Medicines and	4: The Council referred the Court to its consultations of 6 and 13 June 1785. They recorded letters from Captain Josiah Pryce about tea he had bought from a Portuguese ship in the roads and had declared at the island. The Council's replies were entered with them.

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		Utensils being omitted to be sent by the last Dispatch We now take the opportunity of forwarding the same and have to observe that, We have Indented for a new Set of Amputating Instruments, in consequence of a representation from the Surgeon that those in present use are old and much worn, which we shall send to England, as soon as the new ones are received, but cannot, agreeable to your Orders return them now, as the Island would then be left destitute of those necessarys - 6 Captn. Josiah Pryce has an Order to receive on Board the Royal Charlotte Fredk. William Beard John Jones and Arthur Jennings three Discharged Soldiers of this Garrison towards compleating that Ships Company - Also Samuel Johnson Corporal, Willm. Smell, Geo. Roe, Edw. Wickenden Saml. Beech, Jno. Houston, Robt. Flood, Geo. Smith and John Joice Private nine Invalids of this Garrison and carry them to England, the Payment of whose Passage we have left to be settled between your Honors and Owners of that Ship - Saml. Johnson Corporal, William Smell, Geo. Roe and Jno. Houston Private, We from their Age Infirmities and common recommend as proper Objects to be put upon the Military Fund, the Certificates necessary to entitle them thereto go enclosed together with the Surgeons Certificates of the other Invalids - John Joice Private we have not recommended (altho' his time of Servitude might have entitled him thereto) on Account of his being a Man of a bad Character - **Margin Notes:** Company referred to Letters respecting Teas Indent for Medicines & Utensils sent for &c. Invalids sent to England & four of them Recommended Do.	5: The order list for medicines and medical equipment had been left out of the last packet, so the Council now sent it. It had included a new set of amputating instruments, because the surgeon reported that the set in use was old and badly worn. The Court had ordered worn instruments to be sent home. The Council promised to return the old set as soon as the new one arrived, but it could not send them yet without leaving the island with no instruments at all. 6: Captain Josiah Pryce was ordered to take three discharged soldiers of the garrison on board the *Royal Charlotte* to help make up her crew: Frederick William Beard, John Jones and Arthur Jennings. He was also to carry nine invalids of the garrison to England. They were Corporal Samuel Johnson and the privates William Smelt, George Roe, Edward Wickenden, Samuel Beech, John Houston, Robert Flood, George Smith and John Joice. The Court and the ship's owners were left to settle their passage money. The Council recommended Johnson, Smelt, Roe and Houston for the Military Fund because of their age, poor health and long service. Their certificates were enclosed, together with the surgeons' certificates for the other invalids. Joice had served long enough to qualify, but the Council did not recommend him because he was a man of bad character. **Interpretations** The Court had ordered worn surgical instruments to be sent home for repair rather than replaced. The Council's surgeon was told this in June 1784. Following the order to the letter would have meant shipping the only amputating set to England and waiting a year or more for it to come back. On an island with a garrison, a busy roadstead and a laboratory that had just blown up, the surgeon might need to amputate at any time. The Council kept the old set in use and promised to send it home once the new one arrived. It obeyed the order in substance but changed the timing so that the island was never without instruments. The Military Fund now carried a test of conduct as well as of service. Ham and York had been refused in July 1784 because they took part in the mutiny. Joice was refused for his general bad character. Long service alone no longer earned a pension. A soldier also had to have behaved well, and the Council said so on the record, so the Court could see that each refusal had a reason. Pryce's tea came from a Portuguese ship, not from the Company's own sales. Tea was the heart of the Company's monopoly, and tea bought privately from a foreign ship could easily be smuggled into Britain. Pryce protected himself by declaring it at St Helena and putting his letters on record. This made the purchase look like open private trade, not contraband. By entering the letters and its answers, the Council left it to the Court to judge whether such a purchase was allowed.
278	267	7 We beg leave to refer your Honors to a Letter received from the Presidency of Fort Marlbro' Entered on Consultation of this Day respecting ten of the Company's Caffree Slaves, put on Board the Royal Charlotte by them for the purpose of Navigating that Ship to this Island - which ten Men we have received, and send a No. in the Packet Captn. Pryce's Agreement for the Owners of his Ship bearing all Expences on their Account - We shall keep a separate Account of the said Slaves' Expences while here, and request you will agree with the Captn. of the next Years Storeship for their Passage back to Fort Marlbro' - 8 We have also to refer your Honors to this Days Consultation for an Account of	7: The Council referred the Court to a letter from the Presidency of Fort Marlborough, entered in the consultation held on the day of this letter. It concerned 10 of the Company's Caffre slaves whom the Presidency had put on board the *Royal Charlotte* to help sail her to St Helena. The Council had received the 10 men. Captain Pryce's agreement that his owners would bear all the costs went in the packet as a numbered item. The Council would keep a separate account of what the slaves cost while they were on the island. It asked the Court to arrange with the captain of the next year's store ship to carry them back to Fort Marlborough. 8: The same consultation recorded an account of the ordnance and stores lost and destroyed when the laboratory caught fire on 26 April 1785.

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		Ordnance and Stores lost and destroyed on the the 26 April last, by the accident of the Laboratory taking fire - 9 Captn. James Baldwin being in want of Ballast for his Ship we have put on Board three Brass six Pounders and one Iron three Pounder, unserviceable Guns, to be delivered to your Honors on his return to England - his first Receipt for the same goes a No. in the Packet - 10 We have Granted a Set of Bills of Exchange to Mr. Robert Leech for the Sum of £200 - payable to Messrs. Jno. Blanshard and Thomas Cole, or to either of their Order, Drawn on your Honors at ninety Days Sight and Dated this Day - 11 The Passengers on Board the Royal Charlotte are Edward Iles Esqr. Mr. Dayley Mrs. Rogers and Mrs. Brickenden, and on the Hillsboro' Sir Jno. and Lady D'Oyly, Miss Johnson and Messrs. Greer, Walker, Crawford, Johnston Blackford **Margin Notes:** Respecting Ten Caffree Slaves of the Honble. Company's Stores lost by the Laboratory taking fire Brass & Iron Guns put on board the Genl. Coote as Ballast Bills of Exchange Passengers	9: Captain James Baldwin of the *General Coote* needed ballast for his ship. The Council put on board three brass 6-pounders and one iron 3-pounder, all unfit for use. He was to hand them over to the Court on his return to England. His first receipt for them went in the packet as a numbered item. 10: The Council issued a set of bills of exchange for £200 0s 0d to Mr Robert Leech, payable to John Blanshard and Thomas Cole or to the order of either. The bills were drawn on the Court at 90 days' sight and dated the same day as the letter. 11: The *Royal Charlotte* carried Edward Stiles, Mr Dayley, Mrs Rogers and Mrs Brickenden. The *Hillsborough* carried Sir John and Lady D'Oyly, Miss Johnson, and Mr Greer, Mr Walker, Mr Crawford, Mr Johnston and Mr Blackford. **Interpretations** Caffre was the name then used for Africans from the east and south-east of the continent, many of them bought through Madagascar and Mozambique. The Company kept such slaves at Fort Marlborough as labourers. The Presidency used 10 of them to crew the *Royal Charlotte*, which was short of seamen. They were treated as Company property to be lent out and recovered, not as crew to be paid off. The Council accepted them but made sure the cost of keeping them would not fall on St Helena. The ship's owners had agreed to pay, and a separate account would show exactly what they owed. The men would then be shipped back to Sumatra in the next store ship. Their labour had served the owners, and the Company kept its slaves. Ships needed ballast, and the usual choice was stones or shingle, which had no value. The Council loaded four useless guns instead. Brass in particular was valuable metal that could be recast in England. Sending the guns home as ballast cost the Company no freight, gave the ship the weight she needed and cleared unserviceable ordnance off the island. Baldwin's receipt made sure the guns would be accounted for when he reached London.
279	268	Blackford and Rockfort - 12 This Letter waits on your Honors ℔ Ship Royal Charlotte, Copy's whereof are transmitted by the Hillsboro' and Contractor - We are Honble. Sirs Your most Obedient and humble Servants St. Helena (Signed) 13 June 1785 Danl. Corneille Matt. Bazett Wm. Wrangham Hen. Bazett List of the Packet ℔ Ship Royl. Charlotte Dated 13 June 1785 No. 1 Governor and Councils Genl. Letter Dated 13 June 1785 - 2 Consultation of the 13 June do. 3 Dupt. do. from the 30 May to the 6 do. do. 4 Cash Account from 9 to 13 June do. 5 Dupt. do. from the 26 to 31 May do. 6 do. do. from the 1 to 8 June do. 7 Ship Royal Charlotte's Account 8 Ship Hillsboro's do. 9 Ship Contractor's do. 10 Dupt. Ship Nassau's do. 11 do. Ship Latham's do. 12 First Receipt for the Packet ℔ Ship Nassau 13 do. do. for a small Paper do. ℔ Ship Latham 14 Second do. for a do. do. do. ℔ Ship Calcutta 15 do. do. for the Packet ℔ Ship do. 16 do. do. for a small Paper do. ℔ Ship Valentine 17 Dupt. List of the Packet ℔ Ship Nassau	The *Hillsborough* also carried Mr Rochfort. 12: The *Royal Charlotte* carried the letter to England, and copies went by the *Hillsborough* and the *Contractor*. The letter was dated St Helena, 13 June 1785, and signed by Governor Daniel Corneille, Matthew Bazett, William Wrangham and Henry Bazett. The packet sent by the *Royal Charlotte* had a list of contents dated 13 June 1785. It held the following papers. 1: General letter from the Governor and Council dated 13 June 1785 2: Consultation of 13 June 1785 3: Duplicate consultations from 30 May to 6 June 1785 4: Cash account from 9 to 13 June 1785 5: Duplicate cash account from 26 to 31 May 1785 6: Duplicate cash account from 1 to 8 June 1785 7: Account of the ship *Royal Charlotte*. 8: Account of the ship *Hillsborough*. 9: Account of the ship *Contractor*. 10: Duplicate account of the ship *Nassau*. 11: Duplicate account of the ship *Latham*. 12: First receipt for the packet sent by the ship *Nassau*. 13: First receipt for a small paper packet sent by the ship *Latham*. 14: Second receipt for a small paper packet sent by the ship *Calcutta*. 15: Second receipt for the packet sent by the ship *Calcutta*. 16: Second receipt for a small paper packet sent by the ship *Valentine*.

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			17: Duplicate list of the packet sent by the ship *Nassau*.
280	269	No. 18 Indent for Medicines and Utensils wanted for the Service of the Year 1786 - 19 Dupt. Indent of Stores wanted for the Service of 1786 20 do. List of Garrison Stores remaining in the Honble. Company's Ware Houses 30 Apl. '85 21 do. Genl. Return of Ordnance and Ordnance Stores &ca. 22 Effective State of the Garrison 23 Governor and Councils Certificates of 4 Invalid Soldiers Recommended to be put upon the Military Fund - 24 Surgeons Certificates of 5 Invalid Soldiers 25 Captn. Baldwin's First Receipt for Brass and Iron Guns - 26 Captn. Pryce's Receipt and Agreement respecting Ten Caffrees - "Signed" Jno. Doveton Factor for Bt. Wright Secry.	The packet sent by the *Royal Charlotte* also held the following papers. 18: Order list of medicines and medical equipment needed for 1786 19: Duplicate order list of stores needed for 1786 20: Duplicate list of garrison stores left in the Company's warehouses on 30 April 1785 21: Duplicate general return of ordnance, ordnance stores and other items 22: Return of the effective strength of the garrison 23: Governor and Council's certificates for 4 invalid soldiers recommended for the Military Fund 24: Surgeon's certificates for 5 invalid soldiers 25: Captain Baldwin's first receipt for the brass and iron guns 26: Captain Pryce's receipt and agreement concerning 10 Caffre slaves The list was signed by Jonathan Doveton, factor, on behalf of Britannicus Wright, the secretary.
281	270	Blank page	
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286	275	EAP 1364 St Helena Document Name and Date: St Helena Letters to England 1780-1785 Dimensions (height x width x depth) (cm): 39cm x 26cm x 4cm No. written pages: 270 No. blank pages: [0]7 Spine and cover: Good Condition Inside pages: Foxing present throughout volume Pages numbered in pencil on left side pages Additional comments: Time taken to photograph (hours): 3 hours	