

Maritime History of the Port of Bladensburg

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Historic Context for Bladensburg

Introduction

Between 1668 and 1751, more than 200 towns were established --at least on paper-- in Maryland; many were never developed, others failed to survive. Bladensburg, already extant as Garrison's Landing, was formally founded in 1742, approximately 8.5 miles up the Eastern Branch from its confluence with the Potomac River (Maryland Department of the Environment, 2011). Towns established as ports, tobacco inspection stations, on major North-South transit routes, in proximity to cities, or at ferry crossings, and especially combinations of these characteristics saw greater longevity (Kerns-Nocerito, 2003; Simmons, 2009). Bladensburg, and later neighboring Georgetown (established in 1751), enjoyed all but the city association until the creation of Washington (1791) provided this also. London Town (founded 1683; re-designated 1706), on the South River in Anne Arundel County fits these parameters as well and compares favorably with Bladensburg and Georgetown in size and nature. Colonial towns flourished and waned in size, population and importance through time; town layouts were delineated by legislation which decreed towns of 100 acres, divided into equal lots after provision was made for a church and market place. Only one lot could be purchased by an individual for the first four months to prevent land grabs. While the original acts were modified through time, towns continued to develop in a basic grid format. Despite the differences in their ages, Bladensburg, London Town and Georgetown followed a similar pattern (although only 60 lots were laid out at Bladensburg) became large towns, and served as mercantile and light industrial centers. Their ultimate fates varied; with London Town fading away as populations and industry moved farther inland to places like Bladensburg and North to Baltimore, and Georgetown was absorbed by Washington. Bladensburg, alone of these three large towns, developed into the small city it is today, with perhaps less emphasis on industry than service as a residential community for Washington.

By comparison, towns like Benedict, St. Mary's City, Lower Marlboro, and Port Tobacco possessed some combinations but not all of the attributes mentioned above and never expanded to their potential limits even in colonial times, remaining considerably smaller than Bladensburg and the other larger towns. They had landings for the farmers of the region to bring their tobacco for inspection/shipment, an inn or ordinary, especially if there was a ferry crossing, and sometimes a mill. There were always a few stores, sometimes owned by merchants in larger towns but operated by local managers, such as those owned by James Dick and Stephen West of London Town in Nottingham and Benedict (Kerns-Nocerito, 2003). Some, like Nottingham and Benedict, were regional centers of the slave trade. Merchants of significance and shipments of slaves and indentured servants will be addressed below with specific reference to their roles and impact for Bladensburg. Most of these smaller towns survive today as mainly residential communities that are in fact smaller than their colonial antecedents and some only in vestigial form such as St. Mary's City.

Bladensburg, was first settled as Garrison's Landing with a heavily Scottish emphasis as settlers moved from nearby New Scotland, now part of Washington, DC. By the mid-18th century there was greater cultural diversity (Figures 1a & 1b). In 1718 the Presbyterian congregation of Upper Marlboro also,

relocated to the newly named Garrison's Landing, which is a forty-foot deep harbor, on the Anacostia, which was also owned by Colonel Ninian Beall.

(Covebook, nd:33)

Bladensburg started later than many but grew, flourished and survived because of its favorable location and would be considered larger than average in comparison to the most 18th-century Maryland towns. The one recurring obstacle faced by Bladensburg, though not unique to it, was shoaling due to sedimentation. As early as 1738, Beall Town, just north of Bladensburg, complained of trees and trash choking the channel preventing "boats and other craft" from loading at the "usual Landing place" (Gottschalk 1945:229; Gould 1915:156; *Prince Georges County, Court Records*, August 1738, Liber X:109). In fact, the propensity for this section of the river to become inaccessible may

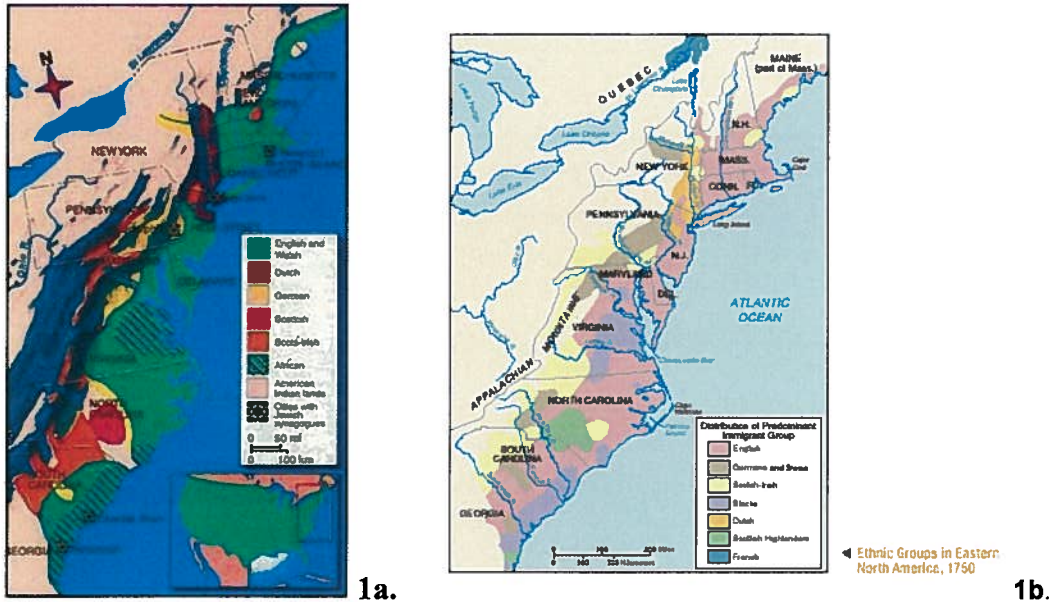


Figure 1: Settlement by cultural group in 1755 (1a) (American History) and 1750 (1b) (Longman)

indicate why the head of navigation was moved to Garrison’s Landing, renamed Bladensburg in 1742 (Proceedings and Acts, 1742). The head points of navigation migrated downriver across Maryland in the 18th century since these points suffered the most immediate effects of siltation. Siltation was a severe problem due to the deforestation of land for farm fields and the prevailing practice of plowing perpendicular to rivers. Plowing parallel to rivers (contour plowing) to prevent erosion did not come into practice until the 1930s, although some areas recognized its value earlier (Contour Plowing, 2010a, 2010b). It was a relatively common practice to hold lotteries to raise funds to dredge or clear rivers and there are two references to this being done near Bladensburg; in 1762 the *Maryland Gazette* ran the lottery advertisement for 19 weeks (*Maryland Gazette* [hereafter, *MG*], beginning Feb. 4, 1762) and in 1801 (Wright, 1977:91). There is an earlier reference to Christopher Lowndes organizing an appeal with 48 others to have the Eastern Branch cleared of debris after heavy flooding in 1738 (de Mooy, nd:2).

The resource base was agrarian with the majority of the region’s residents raising tobacco. Although some farmers cultivated wheat, rye, oats, and corn, with their harvests being carried overland to local ports like Bladensburg for shipment to England, tobacco

was the main export. Tobias Lear, George Washington's personal secretary, commented that only one-fiftieth of the population were not farming (1793:10). Although tobacco continued to dominate in the region overall even as late as 1860, when Prince George's County produced 13 million pounds of tobacco compared to 700,000 bushels of corn and 300,000 bushels of wheat (Prince George's History, 1996), the production of corn and wheat played an increasingly important role in economic diversification and urbanization of the area from the third quarter of the 18th century forward (Siener, 1985). This is discussed below. Also, despite the 19th century production figures for the County, the last tobacco exported from Bladensburg had departed in 1843 aboard the schooner *Roger* in 1843 (Biddle, 1954:27).

The quality and prevalence of tobacco in Prince George's County and the navigability of the Eastern Branch (now the Anacostia River) up to Bladensburg led to this port town's growth during the mid-18th century (Scott 1807:45,125). Its slow development and eventual decline resulted from the fact that it primarily served as a port and commercial center for the hinterland and only incidentally was residential (Biddle 1953-56:310, 313). Ironically, it survives as mostly a bedroom community for Washington.

During its heyday, local boats and European ships transported goods to and from Bladensburg (Beitzell 1973:12). Sometimes cargoes, usually tobacco, were loaded onto small boats and ships for transshipment to larger North American ports and onto larger sea-going vessels destined for foreign markets in England, France, Belgium and Holland (Biddle 1953-56:312). They were also loaded directly onto ocean-going vessels in Bladensburg or nearby in Georgetown. Ships, shipping and the merchants involved are discussed below. Cargoes of luxuries were traded for tobacco and flour at Bladensburg. The *Maryland Gazette* (*MG*, Feb. 1, 8, 15, and Mar. 1 and 8, 1749) ran the following advertisement on behalf of the prominent merchant, Christopher Lowndes,

Just Imported

And to be Sold by the Subscriber, at Bladensburg,
for Bills of Exchange, Paper Money, or Tobacco, a Box

of Medicines, containing upwards of One Hundred and
Fifty Articles

although it does not specify from where it was imported. Subsequently he also ran the following lengthy advertisement in the *Maryland Gazette* (MG, Mar. 17 & 24, 1768):

OSTENTATION (as yet) not being in universal Disesteem, the Subscriber takes this Method of acquainting those it may concern, that he has on Hand the following Articles, which he will Sell for Cash, or Exchange them for Wheat, Corn, Tar, Pipe, Hhd. or Barrel Staves (the last of which must be Two Feet Nine Inches long), any sort of Pine Plank, broad, and not less than Eleven Feet long, but the longer, the better, especially for that above inch thick; to be clear of Mill-Dew and Sap, and as free of Knots as Possible. Yard, Yard and $\frac{1}{2}$, and Ell wide Warrington, and Irish Sheeting, $\frac{1}{4}$, $\frac{7}{8}$, and Yard-wide Irish Linen, coarse and fine Calicoes, Silk Handkerchiefs, white Jeans, dyed ditto, white Draw-Boys, Corded Dimities, coarse and fine Crape, Broad Clothes, German Serves, Wilton Clothes, Corded ditto, Duroys, Sagathies, Camblets, Narrow Broads, Buckram, Beaver Coating, Duffils, Frizes, Druggets, Half-Thicks, Kerseys, Calimancoes, Tamies, Shalloons, Russia Drabs, Womens Red Cloaks, many Sorts of Womens Bonnets and Hatts, Cotton, and Silk & Cotton Gowns, Pepper, Salt-Petre, Nutmegs, Cloves, Mace, Ginger, Alspice, Indico, Fig Blue, White ALead, Copperas, Alum, Mens fine Hats, or many Qualities, boys, Youths, and Mens Felt Hatts, Mens Saddles, Womens ditto, Bridles, Saddle Clothes, Girths, Stirrup Leathers, Surcingles, Mens and Womens Whips, Plain and Fringed Eousings, Cruppers, Horse Collars, Sean Twine, Sail ditto, brown and coloured Thread, Ounce Thread, white and whited Thread, Gartering, Cruils, Buttons, Mohair and Silk Twist, Cloth coloured, and coloured Sewing Silk, Silk, Thread, and Cotton Laces, Silk Ferritting, many Sorts of Riband, Linen Handkerchiefs of various Prices, Cotton ditto, $\frac{3}{4}$, $\frac{7}{8}$ Yard, and Yard $\frac{1}{8}$ Check, Boys, Womens, and Mens Worsted stockings, Boys, Womens, and Mens Thread ditto, Womens Cotton ditto, White Inle Fillitting, Holland Tape, Broad ditto, Bobbin, Nonsopretty, Worsted Binding of many sorts, Pipes, Hair Sifters, Lawn ditto, Writing Paper, Blank Books, Ink Powder, Pasteboard, Pocket Books, Cap Paper, many sorts of fashionable Fans, Cap Wires, Skeleton Wires, Stock Tape, Flat Jacket Buttons, Womens Kid Gloves, many sorts of Mens Gloves, Womens coloured Lamb Gloves, Boys and Girls Gloves, many sorts of Pins, Common and Whitechapple Needles, Was Necklaces of many Sorts, a large Assortment of Table Knives and Forks, Pocket Knives and Forks, Pocket Knives, Penknives, Couteau Knives, Gardeners Knives, Razors, Scissars, Buckles, Knee Buckles, Stock Buckles, Sleeve Buttons, Jews Harps, Temple Spectacles, all sorts of Hinges, Hang Locks, and Stock Cupboard Locks, Chest Locks, Boz Irons and Heaters, Carpenters Compasses, Socket Chisels, $\frac{1}{2}$ inch, $\frac{1}{4}$ inch, and inch and Quarter Augers, Hand, Whip, and Cross Cut Saw, flat and half round Files, half Round Rasps, Farriers ditto, Brass Rings, Brass Candlesticks, iron ditto, Japanned ditto, Scrubbing Brushes, Curry-Combs and Brushes, Shoe Brushes, Extinguishers, Coopers Axes and Adzes, Metal Buttons, Womens, and Taylors Thimbles, Taylors and Sheep Shears, Awl Blades, Shoe Tacks, Shoe Pinchers and Nippers, Box Combs, Horn

ditto, Ivory ditto, Paint Brushes, Tar ditto, Plain Irons, Shoe Knives, Tomahawks, Claw Hammers of many Sizes, Carpenters Rules, Lancets, Fire Shovels and Tongs, Narrow and Broad Hoes, Snuffers, Comb and Buckle Bruches, Hob, and Pump Nails, Looking Glasses, Rat Traps, Mouse ditto, Silk Purses, Gimblets, Tap-Borers, Hunting Horns, Lamp Black, best Irish Glue, Leather and Paper Ink Pots, Garden Spades, Mortars and Pestles, Whip and Cross Cut Saws, Chafing Dishes, Steel Scythes, Mops, Paper Trunks, Sickles, Frying Pans, Slates in Frames, Wool and Cotton Cards, Dutch Ovens, Iron Pots, Grinding Stones, Glasses for Ships, Window Glass, Ships Compasses, Cheshire Cheese, Mens Shoes, Womens Leather and Calimanco Shoes, Glass Decanters, Tumblers, Ale and Wine Glasses, Salts, Cruits, Fowling Pieces, Gun Locks, Osnabrigs, Rugs, Blankets, Plaiding, Rum, Muscovado and Loaf Sugar, Cotton-Wool, Coffee, Tea, Melasses, Sweet, Lintseed, and Train Oil, Pewter Measures, from Half a Pint to a Gallon, Hard Metal and Common Pewter Plates, Pewter Dishes, Pewter Basons of many Sizes, Pewter Spoons, Bel Metal Skillets, Tea Kettles, Warming Pans, Tin Sugar Boxes, Horn Lanthorns, Pewter Porringers, Fling Tea Cups and Saucers, with many other Sorts of Stone-Ware, Tin Milk Pans, Cullenders, Peper boxes, and many sorts of Tin-Ware, Shoe Thread, Castile Soap, Bed Ticking, Bed Cords, Traces, Leading Lines. He also makes all Sorts of Standing and running Rigging, and on short Notice, can furnish a Set of Rigging for any sized Vessel, built in these Parts; he has also on Hand many Hundred Tons of fine Liverpool Salt.

Appendix C provides a glossary of period textile terminology and is included to elucidate the preceding advertisement and the subsequent discussion of probate inventories (Kerns-Nocerito, 2003). Lowndes's probate inventory also reflects the quantity and nature of the imported commodities on hand and includes his 37 slaves (*Prince George's County Inventories, 1781-1787:177-196*). His probate inventory is provided as Appendix A and provides a thorough outline of the contents of his store, his ropewalk and his residence. The scope and diversity of his personal property and of the commodities offered for sale are impressive but not atypical of the needs and desires of the residents of Maryland. Appendix B is the probate inventory of London Town merchant Samuel Peele and illustrates a comparable stock of commodities (Kerns-Nocerito, 2003).

Beyond the commodities brought in by ship as cargo, other ship-borne materials also found a market. It is believed that the non-local stone used in the construction of Lowndes's Market Master's House is stone ballast discarded from merchant vessels, and this is supported in that the stone is comparable to ballast stones found at the site of the

town landing (Gottschalk 1945:228). In addition, the *Washington Post* comments in an 1896 obituary, that Bostwick “was built with ballast and hand-hewn timbers brought from England in the Lowndes ships” (Ibid.). Between 1722 and 1726, Richard Bennett constructed a three-story, two-wheel grist mill of ballast stone (Cottage City, nd:2). Acts passed in Maryland in 1704 and modified in 1735 restricting where ballast stone could be discarded lend credence to this use (Gottschalk, 1945:228).

Because of his prominence in the community and its development, as well as his mercantile and maritime interests, especially his role in procuring hemp and manufacturing rope and cordage for the American war effort, much of what follows focuses on Christopher Lowndes and his family. Other merchants, maritime trade, and related endeavors that figure into the town’s development are also addressed.

Geography of the Town

The unpaginated *Record Book of the Town of Bladensburg 1742-1787*, housed in the Maryland State Archives states that it is a copy of the 1742 volume created by the Commissioners of 1787 as they were unhappy with its condition; because of the number of loose notes tucked into the pages from later dates, that dated items were out of sequence, and that the original plat map was in very poor condition:

The original plats and survey of the said Town being also much torn and defaced, and the Commissioners having from time to time, made several alterations of the Streets and Lanes of the Town, and also some of the lots, before they were improved, the present Commissioners further judge it necessary to cause a new Survey and plat to be made of the said Town.

A 1782 map of Bladensburg shows an expansive view of the town and the Eastern Branch (Figure 2), but lacks the detail of the 1787 copy (Figure 3). In addition to organizing the entries, the copy replaced the original plat map which has been lost and includes a letter from the surveyor, John Frederick Augustus Priggs, May 26, 1787,

And as there is a considerable variation since the said Town was originally laid out (which was in 1742) and a difference in the variation in the different Streets, I have corrected the out lines of the said Town by the several variations, so as not to injure any of the possessors. The several variations will hereafter explained in the description of the Streets.

Seven pages of directions follow, measured by cardinal direction, feet, perches and links. Since the original map is lost, exactly how much these vary from it and how they have been “corrected,” is not easily determined but any changes do not appear to be significant. The copy appears to be primarily concerned with “clearing” around houses and outbuildings to make certain the town’s lot lines did not cut through structures.

From the sale and purchase of properties, it is clear that the Lowndes family played a significant role from the outset of the town’s settlement. The *Record Book of the Town of Bladensburg* delineates the sales of the lots and includes the following references for the Lowndes family:

March 15, 1742:

Edward Lowndes & Co Lot 8

Francis Loundes (sic Lowndes) Lot 16; another sources says Edward also bought this (Maryland Records, 1773:MSA 1226-370)

Christopher Lowndes Lot 52

January 21, 1744:

Nehemiah Ogden sold lot 53 to Christopher Lowndes

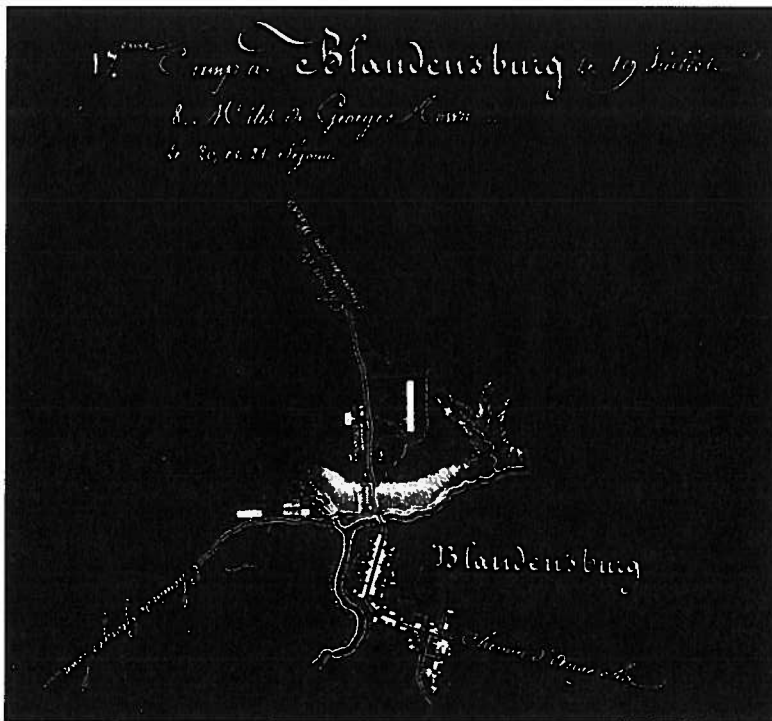


Figure 2: Map of Bladensburg dated July 1782 prepared by Louis-Alexandre Berthier (Princeton, 1782).

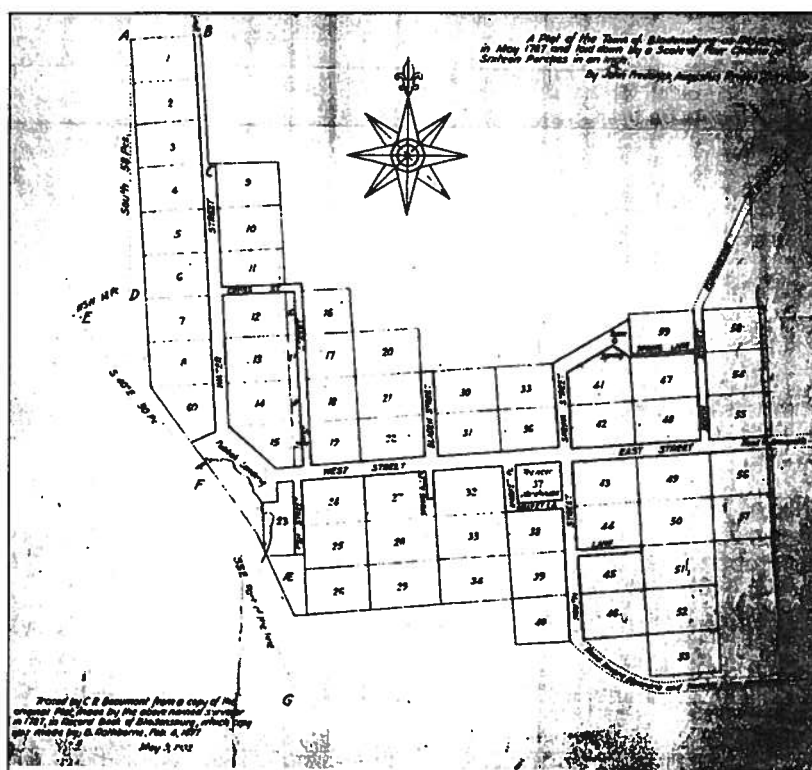


Figure 3: Copy of the 1787 plat of the town of Bladensburg originally prepared by John Frederick Augustus Priggs, Surveyor.

The obligations involved in purchasing a lot were the construction of a “good, substantial and tenable” house of at least 400 square feet with at least one stone or brick chimney within 18 months. If these terms were not met the town’s Commissioners could condemn the lot and reclaim and resell it. The Market Master’s House is a good example of these minimum construction standards.

Lots 46, 52 and 53 are contiguous as was Lot 45 but Lowndes sold it, and Lots 38, 39 and 40 are contiguous. Of these the former relate to his home site of Bostwick (Lot 52), and the others are likely his ropewalk since this required an extremely long, usually very narrow building or shed for plying cordage and would occupy the two contiguous lots immediately behind the Market Master’s House. In general, ropewalks vary from “300 feet to half a mile” in length (Tilp 1982:83). As the other lots that he bought and sold through time were all single lots, retaining only Lot 16 as a discontinuous lot at the time of his death, at least one of these was likely one of his stores, probably the second

store. No area is identified as his shipyard but it would have been near the river for launching purposes so Lot 60 is the likely location.

In November, 1779, Lowndes and partners contract for a warehouse, although clearly it is not the first in the town and a specific purpose is not given (de Mooy, nd:40). Lowndes built the Market Master's House ca. 1760 on Lot 38 south of the market square on Lot 37 (which became the site of the tobacco inspection station in 1784). He also owned the two contiguous lots behind it and they may have supported a rope walk, dwellings, and outbuildings related to his businesses. It is probable the Market Master's House was the site of Christopher Lowndes store since it is listed as belonging to his eldest son in subsequent tax records (*Prince George's County Inventories*, 1785). His eldest son is recorded as living at Blenheim where Hilltop Manor now stands and that this is directly across from his father's ropewalk (Johnson, 1907), but this site does not correlate well with the 1787 plat, or the extant locations of Bostwick and the Market Master's House, as it is not near any of the properties recorded as having belonged to Lowndes.

A letter from the Commissioners to Capt. Joshua Beall (June 3, 1762) in describing the delineation of the town's boundaries makes references to Mr. Lowndes having a lot where a red house stood and also refers to his salt house but does not identify these by lot number or whether or not these are residential, commercial (manufacturing or warehouse), or tenant properties. It is very likely that the salt house is commercial since Lowndes advertises that he has "on Hand many Hundred Tons of fine Liverpool Salt" (*MG*, 1768). During the Revolution there are also references to salt shortages. Lowndes commented, in August 1777, that farmers in Frederick were willing to barter hemp, used in his ropework, for salt (MSA S 989-2509). That the salt house was likely commercial and not associated with his residence appears to be corroborated when the Federal Direct Tax record lists eight outbuildings in addition to the house and none is a salt house in 1798 (de Mooy, nd:47). It is possible that if a salt house had existed at Bostwick it might have been demolished by this time, when Lowndes's son-in-law Benjamin Stoddert is recorded as living there.

During the 1740s, Bladensburg supported four taverns, one of which was situated on Lot 5, two stores and a blacksmith shop, and it later expanded to include four mills, Lowndes's ropewalk and minor shipyard (Kulikoff 1986:227-228). As to maritime structures, a wharf was extant in 1762 as advertisements called for its enlargement (*MG*, 1762).

A passage dated May 14, 1759 in the *Maryland Gazette* refers to a ferry in the vicinity of Bladensburg; the exact location of the ferry was at the extreme western end of Annapolis Street where the bridge is located currently. Two bridges are known to have crossed the Eastern Branch at Bladensburg. One was located at the northern intersection of Water Street with the river; the "northern bridge" is drawn on the earliest extant map of the town that dates from 1782 (Figure 2). The other, located at the intersection of Water Street and the landing, the "southern bridge," first appears on a map dating from 1853 (Figure 4). Williams (1857) drew a map of the Battleground at Bladensburg as it evidently looked on August 24, 1814 and it includes both bridges, therefore, the southern bridge likely existed in this location by 1814 and was the one crossed by the British troops on their way to the Capital (Figure 5).

The advertisement mentioned previously for a lottery to clear the river of shoals used a bridge at Bladensburg as a reference point (*MG*, 1762); this reference to a bridge probably refers to the northern bridge. Later, on December 25, 1789, a bill was passed to levy funds for the construction of "a safe, substantial and durable bridge over the eastern branch of Patowmack river, near the town of Bladensburgh, where the same is crissed by the grat post road leading form the said town to George-town. . ." (*Laws of Maryland*, 1789, vol. 204:410). That bill probably referred to the construction of the southern bridge that ultimately was built adjacent to the landing. The post road is present-day Route 1 and is where the current bridge stands and where the historic landing used to be. This suggests that the Anacostia River has been crossed at the current location since the 1780s, if not earlier.

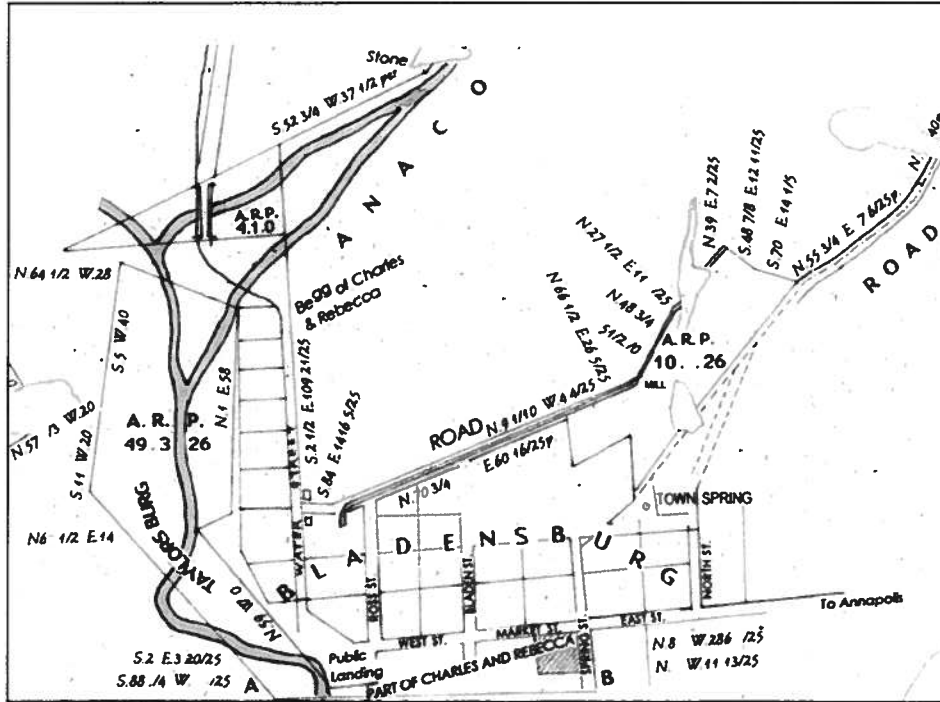


Figure 4: Excerpt from “Map of Riversdale Demesnes Rossburg Farm situated in Prince George’s Co. Md. Belonging to Charles B. Calvert Esq. 1853.” William Sides, Land Surveyor, Baltimore. (facsimile on file Maryland Historical Trust).

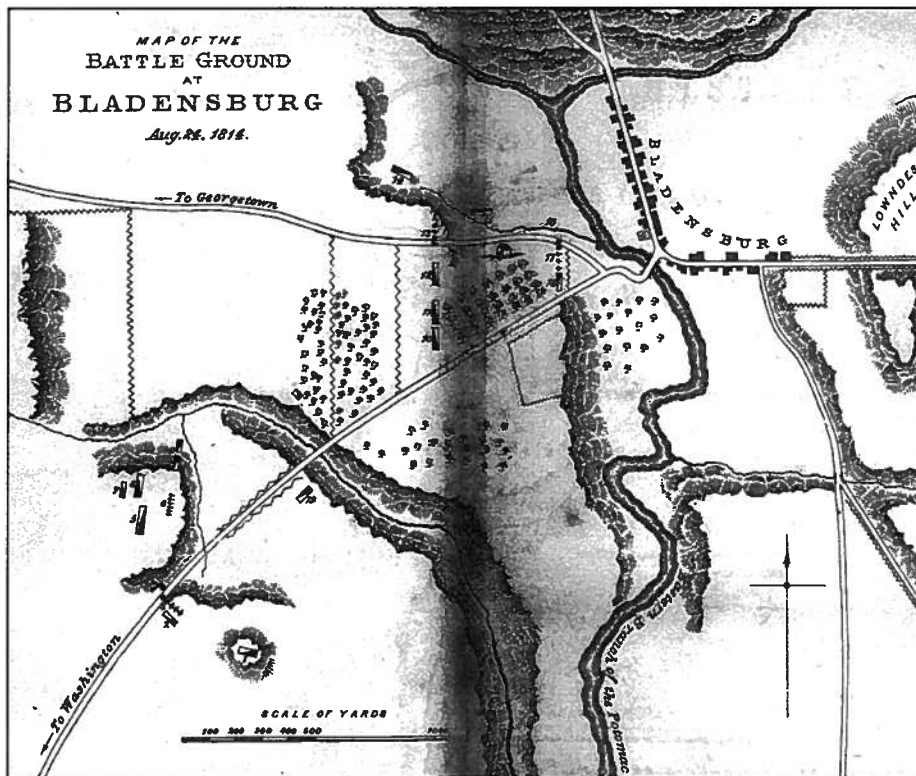


Figure 5: Map of the Battle Ground at Bladensburg Aug. 24, 1814. (after Williams 1857)

The Eastern Branch and the Landing at Bladensburg

The earliest extant map of Bladensburg that clearly shows the position of its landing dates from 1787. It is located at the intersection of Water and West Streets where the river course turns to the west as evidenced in a map drawn by Berthier in 1782 (Figure 2). The references to a water depth of forty feet at the landing seems to be consistent from source to source without any reliable contemporary basis provided for this statement (Biddle, 1953-56:312, 318-319; 1954:13, 27; Covebook, nd:33). No navigation charts have been identified from the 18th century and no references to soundings have been located. However, it is not impossible that Bladensburg had a deep water port given the sizes of vessels that evidently reached it. One unreferenced online source states, “The mouth of the Anacostia was one mile wide and twenty to forty feet deep, thus making Bladensburg the best protected port in the region and was referred to as one of the safest and most commodious harbors in America, being sufficiently deep for the largest ships for about four miles above its mouth,” (Covebook, nd:35). While such depths would have permitted full sized ships, these do not appear to have been in Bladensburg and may speak more to problems inherent in transiting the river than in mooring at the town. In order for a landing to be created, relatively deep water must have existed quite close to the shore. Beitzell (1973:12) refers to “docks and warehouses” at Bladensburg by 1760. This is supported by comments in contemporary advertisements calling for the enlargement of the wharf (*MG*, 1762). These sources suggest that docks probably existed in the vicinity of the landing during the mid-18th century. Dulaney (1883:167) refers to the construction of warehouses in 1779 but not docks, and the *Record Book of the Town of Bladensburg 1742-1787* includes a letter from June 3, 1762 that describes the boundaries of the town and refers several times to the “landing,” which implies it was actively in use. The fact that ocean-going vessels visited Bladensburg is undisputed, but the date at which they ceased being able to reach the town varies from source to source.

In 1793, Tobias Lear commented that the Eastern Branch only was navigable for small craft above Washington (Lear, 1793:13), and many of the 1814 accounts of the

Battle of Bladensburg refer to the river being easily forded anywhere above its bridge (Williams, 1857:205, 216). Beitzell (1973:12) commented that by 1760 “the docks and warehouses had reached a capacity of 2,000 hogsheads of tobacco, and both local vessels and ships from Europe were utilizing these facilities.” Even then there was an effort to raise funds to remove shoals from the river through a lottery. As noted previously, an advertisement for the lottery ran for 19 weeks in the *Maryland Gazette* during 1762. Benjamin Stoddert joined another committee organizing a lottery to raise funds to clear the Eastern Branch in December, 1801 (de Mooy, nd:48). There is a reference to vessels capable of carrying 100 hogsheads of tobacco still loading at Bladensburg in 1835 (Gottschalk 1945:228). The last tobacco shipped from Bladensburg was on the schooner *Roger* in 1843 (Biddle, 1954:27; *Evening Star* December 25, 1900). This clearly had to be from below the bridge and implies an estimated water depth of 10 feet upriver to Bladensburg as a laden schooner could draw up to 10 feet of water. However, it appears that by about 1800, ocean-going vessels generally no longer were capable of anchoring at Bladensburg, and by 1876 “the channel was not even practicable for barges, except at high water” (Williams, 1942:7).

A hydrographic survey in 1865 gives depths of the river as 3.5 feet in places and subsequent soundings demonstrated that between 1891 and 1937 the bed of the river at Bladensburg rose through soil accumulation by three feet, that the width was reduced from 210 feet to 75 feet, and that the head of navigation was a mile below the town by 1945 (Gottschalk 1945:229). Although this quantity of sediment accumulation seems dramatic it is in keeping with what was recorded for the 18th century throughout the State. Even the Potomac shoaled and despite comments like Lear’s in 1793, the Navy Yard was constructed and opened in 1799 with extensive provisions made for the shallow water (Hibben 1890:22). During the War of 1812, the yard was largely unprotected as no attack was expected and Secretary of War, General Armstrong, commented, “navigation of the Potomac is long and sinuous, and if not doubtful as to practicability, by large ships, is at least uncertain in relation to the time its ascent may occupy. . .” (Williams, 1857:49). Shoaling continued apace and despite dredging in the 1850s, 1860s, and 1870s, the Yard produced fewer ships. Many had difficulty negotiating the channels in

and out of the Yard and there are numerous reports of vessels grounding or not being able to surmount the mud shoals in its vicinity. Finally in April, 1886 shipbuilding ended and this area became an ordnance yard and arsenal (Hibben 1890:85, 95, 167-168, 177, 191, 206-215, 223-224, 228; Panamerican, 1994:19-25).

Ships and Shipbuilding

Reference has been made to some of the types of vessels that visited Bladensburg over time. Most definitions of vessels are based on how they are rigged; the number of masts and the configuration of sails and ropes, but these both change over time. Hull structure and the tonnage a vessel can carry correlate but also change, the former in form and the latter in how it is calculated. With respect to the vessels visiting Bladensburg, most of the 18th-century documents provide names of vessels without their type, a type without a name, or make general references to ocean-going ships. Mandatory registration of vessels built in Maryland was not required until 1782 (Dulaney 1883:181). In this case “ship” is probably being used in its most generic sense of watercraft since it is unlikely that true, three-masted, square-rigged ships could make it upriver as far as Bladensburg. Cargo ships could carry in excess of 4,000 tons of cargo. Most vessels sailing to Bladensburg appear to be carrying around 150 tons of cargo although somewhat larger vessels would be possible. Schooners are often referenced but this became a catch-all term for basic two-masted vessels unless otherwise designated (i.e. three-masted schooner) (Goldenberg 1976). Brigs and brigantines, also called hermaphrodite brigs in America, are the vessels most often identified as reaching Bladensburg.

Brigs or brigantines were small ships carrying both sails and oars and the design originated in the Mediterranean, likely the result of an amalgamation of the characteristics of North African row galleys or xebecs with the higher “round” ships of Europe to the North. These carry two masts, of which the foremast is square-rigged (has square sails on spars that cross the ship) and fore-and- aft sails on the mainmast (sails that are parallel to the hull, as on a small sailboat). This mixture of sail patterns is the source for the American term; hermaphrodite rig. By the 18th century, a hull capable of being rowed and sailed had less to do with the terminology and brig and brigantine referred

almost exclusively to the sail rigging (Figure 6). The term galley or row galley was applied to vessels that could also be rowed or sailed by the late 18th and into the 19th century, by which time a regional variation of the North African xebec (Figure 7) was being built in Maryland and called by that term. While galleys tended to be shallow water vessels, xebecs were capable of ocean voyaging. Another type of vessel, snows (pronounced “snaw” or “snoo”) or snow brigs (Figure 8), were primarily large merchant vessels with a square-sailed rig, were often in excess of 400 tons and favored by slavers. There are other construction elements and details but this is sufficient to serve as a guide for the vessels frequenting Bladensburg.

Another consideration is that references to vessels owned or built by residents of Bladensburg or carrying cargo consigned to merchants there does not mean that all these vessels moored there, were built on site, or were even off-loaded there. Many of the merchants also had stores in Georgetown. For example, the brigantine *Mary and Jane* (tonnage not given) arrived in St. Mary’s in August of 1774 with cargo for merchants in Georgetown and Bladensburg but it was refused entry because the cargo included tea

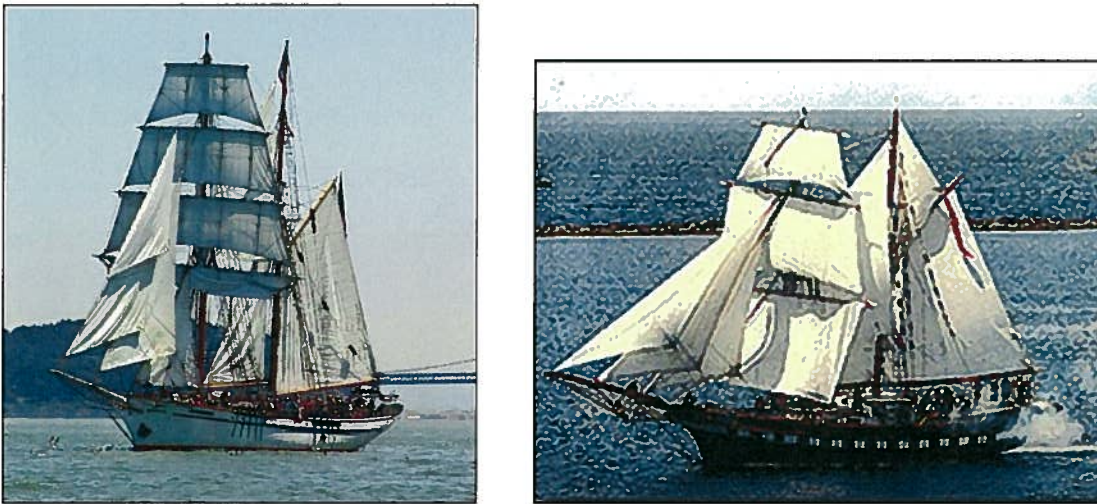


Figure 6: Modern brigantines, *Irving Johnson* (left) and *Fair Jeanne* (right); comparable to the brigs and brigantines trading into Bladensburg (Brigantines, 2010).

(McSherry, 1849:174; Townsend, 1873:586. Without an idea of the vessel’s size it is difficult to judge whether it would go to Bladensburg or discharge cargo at Georgetown, possibly for merchants with stores in both places, and be sent overland. One hundred and fifty tons is well within the range for brigs that could be as large as 225 tons, brigantines

were generally smaller so it is probable the *Mary and Jane* would go to Bladensburg. In 1788, Thomas Corcoran, en route to Richmond from Baltimore, stopped in Georgetown and stayed to open a leather business and wrote, “There were then ten square-rigged vessels, two of them being ships and a small brig from Amsterdam taking in tobacco from a warehouse on Rock Creek” (Dunlop, 1951). The mouth of that creek was a wide deep embayment at the time. Ships approached Georgetown by the “Western Channel, as it was called, on the far side of Analostan Island, where the water depth was from twenty-seven to thirty-three feet – deep enough to admit the passage of an ‘Indiaman’” (Dunlop, 1951). The previous reference to Garrison’s Landing having forty feet of depth in its harbor in 1718 (Biddle, 1953-56:312, 318-319; 1954:13, 27; Covebook, nd:33) indicates that there was adequate depth at the town to float full size ships at that time. It begs the question as to whether the harbor filled rapidly with sediment such that only smaller, shallower drafted vessels could moor there by the mid-18th century, or perhaps it was not the town but the route upriver to it that dictated the types of vessels that could make it, since shoaling at the mouth of the Anacostia was a perpetual problem discussed previously with respect to the Navy Yard. In addition, there were substantive mills and a ropewalk built near Georgetown between the 1780s and the turn of the 19th century and its wharves,

were thronged with vessels sailing across the seas laden with the ‘precious weed’ and with wheat brought in from plantations for the ‘flouring mills’ in great Conestoga wagons painted red and blue drawn by six-horse teams adorned with gay harness and jingling bells. Also, there was a thriving coastwise trade, up to old Salem and Newbury port where the clipper ships were built, and down to the West Indies. These ships brought back sugar, molasses, and rum, and from the old country came clothing, and furniture, and all sorts of luxuries, for the thriving merchants were building comfortable homes and furnishing them in elegance and taste.
(Dunlop, 1951)

This description demonstrates overland transport of goods to the Potomac port of Georgetown but the sailing routes and commodities transported are equally applicable to Bladensburg. The shipping routes will be addressed below with respect to trade and slavery.

It appears some boatbuilding occurred at Bladensburg by prominent merchant Christopher Lowndes. The evidence includes an advertisement in 1762, by Lowndes for a vessel he had had built and which was still on the stocks in Bladensburg (*MG*, 1762), although no trace of the launching ways have been located yet. The advertisement notes that the vessel has a shallow draft and could carry 330 hogsheads of tobacco. Since 100 hogsheads equal about 60 tons, this vessel would be considered to have tonnage in excess of one hundred and twenty tons; well within the range of vessels frequenting Bladensburg. Other references exist to vessels that Lowndes built, owned or co-owned but none of these can be demonstrated definitively to have been built in Bladensburg. For example, in 1756 Lowndes sold a vessel of about 130 tons that he had built, called the *Hawk*, which was “anchored in the Eastern Branch,” (de Mooy, nd:16). In April 1755, four of Lowndes’s indentured servants were recruited by General Braddock’s men for the French and Indian War (Land, 1955:251). Lowndes

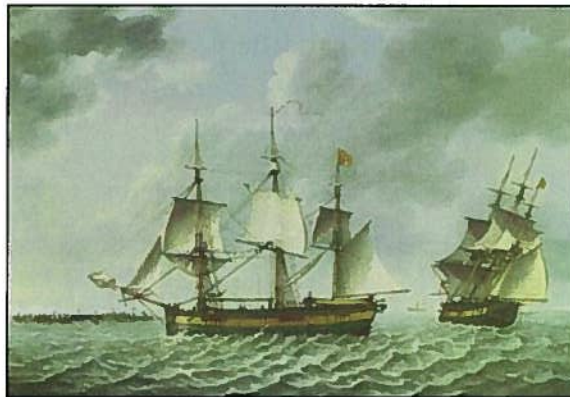


Figure 7: Model of a xebec (Xebec, 2010). Figure 8: snow *Molly*, 1737

appealed to the governor and, in May, Governor Sharpe wrote to Braddock requesting their return stating, “the petitioner has a ship on the Stocks which these four servants were employed building & fitting for the Sea others of the same trade cannot be procured, whereby the Vessel must remain unfinished & and the Owner receive a prodigious Detriment....” (*Maryland State Papers*, 1755:204), and subsequently, it was reported,

It happened that just before General Braddock marched from Fort Cumberland, one of the Officers who served under him, had Enlisted some of Mr. Lowndes's Ship-Builders, whom he could very ill spare, and was glad to recover at any Rate; his Case being represented to me, I writ to Capt. Orme, one of the General's Aid-de-Camp's, in

order to obtain their Releasement or Discharge, and at the same Time ordered Mr. Ridout to write to Col. Cresap, who lived as it were on the Spot, to desire him to receive the Servants, and convey them back to their Master.

(Proceedings and Acts, 1757:364)

The Governor in his letter also remarked that he was desirous of helping Lowndes and that Lowndes had agreed to find replacements for these skilled laborers. It is worth noting that these men had been taken near Rock Creek so it does not mean that the vessel was being built at Bladensburg. Better evidence comes from an advertisement for a runaway slave noting that he was a ship carpenter or caulker and ran away from Lowndes at Bladensburg (*MG*, 1764). The probate inventory for Lowndes's Will of 1785 (Appendix A) makes no reference to his owning any vessels, nor to a shipbuilding business, but itemizes the contents of his home, ropewalk and store, the latter of which is believed to be the Market Master's House.

Vessels which he owned at some time or in which he had some interest but which may or may not have been moored at Bladensburg, include, the brig *Harriott* (*Proceedings of the Maryland Convention, 1775*), the snow *Elijah* (*MG*, 1752; Johnson, 2008:416), the snow *Apollo* (*MG*, 1764, *MG*, 1768), and the ship *Middleton* for which six Liverpool merchants, including Lowndes, were issued Letters of Marque (National Archives, UK). From his early and long-standing connections with the firm of Henry & Edward Trafford of Liverpool, Lowndes may have had interests or shares in many of their vessels; certainly his brother Francis captained the vessel *Tryton* for them (de Mooy, nd:16), and Lowndes himself is called Captain from the 1740s. It appears Lowndes did not build very many vessels at Bladensburg as references to the sales of ships dissipate in the early 1760s as his ropewalk increased the production of cordage. Although it became a major source of Christopher Lowndes's income during the Revolution, it is unclear what happened to the rope walk and other businesses upon his death in 1785. As noted previously, no vessels are recorded in Lowndes's probate (Appendix A) unlike the three listed for Samuel Peele (Appendix B).

After 1800, the size of vessels frequenting Bladensburg appears to drop dramatically and more sloops, ketches and row galleys also called barges, replace the larger brigs and brigantines. Most of these would be for local and regional transport and possibly for taking goods to vessels in ports with deeper water (Figure 9). A reference to “lick-in banks” (Babcock, 1888:146) refers to a small cut into a bank, usually natural often with a spring, where boatmen would stop for a cool drink of water and some shade, and this implies frequent and probably substantive use of small open boats since larger sailing vessels would not make use of these.

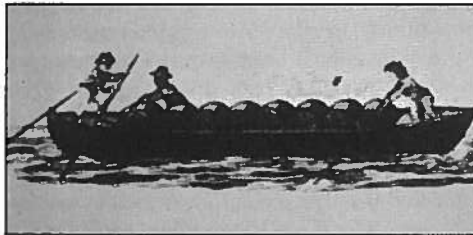


Figure 9: Water transport of tobacco (after Middleton, 1994:130)

Although the owners and usually the captains, masters and even officers of ships are known and documented, the crews are a different matter. Outside of the Navy, seagoing societies tended to be surprisingly open-minded about nationality and creed, and in some areas even race was not an issue; an able-bodied seaman was just that and generally there were not a lot of questions asked. Some ship owners and captains may have had preferences but these don't appear often in the historical record. Based on Lowndes's advertisements for three runaway servants in which he states they may try to claim they are sailors, two are specified as Irish and one of these he says did serve as a sailor in the Rappahannock years previously; the third is not identified by nationality (*MG*, Sept. 14 & 21, 1748; Sept. 4, 1750; July 30, 1752). This indicates that Irish sailors were not uncommon. The rallying cry of the War of 1812 that included “Sailors' Rights” was based on the stopping of American ships by the British seeking runaway and deserting sailors indicating that English or Scottish sailors would not be uncommon on these vessels. It is probable that the greater part of most crews were American or from Great Britain. Sailors were notoriously peripatetic, staying in a port only long enough to find their next ship; choices might be made based on the nature of the voyage, chances of higher wages, or the ultimate destination. It was this transient nature that made sailors generally suspect to genteel society.

Trade and Traders

With respect to the merchants and the commodities involved, most were related to one of the major centers in United Kingdom; specifically, Glasgow, Liverpool and Whitehall were preeminent for the Chesapeake region (Price, 1954:185). Companies in these cities had family connections or representatives, called factors, managing stores or other business ventures in Virginia and Maryland. Whitehall and Glasgow tended to specialize in the tobacco trade (Figure 10) while those the Liverpool/Bristol area were more focused on the slave trade (Price 1954:190) (Figure 11). Vessels for the tobacco trade included those constructed along the Clyde River around Glasgow and Chesapeake-built craft but it was common practice to charter English (especially from around Whitehaven) or New England vessels as well (Price 1954:180, 182; Dunlop, 1951). Scottish success and dominance in the tobacco trade was the result of recognizing that shipping costs “varied inversely with the size of ship but directly with the length of the voyage.” Furthermore, delays in port waiting for cargoes were costly and capitalized on fast turn-around time (Price 1954:190). Slave ships often originated around Liverpool but were built elsewhere as well and vessels built for merchandise were altered for human cargo.



Figure 10: View of tobacco ships at Port Glasgow, on the west coast of Scotland, in the mid-1760s. (Glasgow City Libraries)

Generally, one of the most useful sources of shipping information is insurance records. The oldest company is Lloyd’s of London (established in 1688) and their London and Royal Exchange Assurance company’s marine insurance department (established in 1720) but, unfortunately, the earliest ship register known for Lloyd’s dates

to 1764 and contains no references to vessels bound to or from Bladensburg, nor do the records of the London and Royal Exchange. Many of the merchants in Maryland insured vessels and cargoes through their business relations in Scotland or England, or in the colonies and these were usually smaller regional firms with few surviving records. Examples may be found in the records of Buchanan & Simson, which refer to Yule & Fairholme (London), Fairholme & Malcolm (Edinburgh), and others without noting the city such as McNeill & Claxton and Peter Stewart & Co. (Price 1983:33-35). George Maxwell insured a tobacco vessel at Philadelphia (Ibid.) and in the years during and after the Revolution, British insurance firms were not an option and non-British insurance records are sparse. Other merchants trusted to luck and sailed without insurance due to the extremely high premiums during the Revolution. James Dunlop, who had moved to Georgetown from New York, received a letter from James Anderson, his representative in Britain at the close of the War, which stated:



Figure 11: United Kingdom ports associated with shipping to Bladensburg

This comes by the paquet which will bring you the Preliminary Articles of Peace which were signed at Paris on 20th and we had the Account here on the 27th at 8 in the morning which was very quick.... I am happy to inform you the Ruby arrived four days ago which brought us the 100 Hhds Tobacco without a farthing of Insurance which is very luckie and will help to make the loss on the tobacco fall season. We have not yet heard any account of the Favorite. We have done 16 on the tobacco on her and don't intend to do any more.

(Dunlop, 1951)

References to merchants in Bladensburg may indicate representatives of firms or managers for absentee owners living in Georgetown or Annapolis since the number of people listed as merchants outnumbered the two stores referenced by Kulikoff (1986:227-228). Clearly, however, businesses opened and closed as in any town and numbers would fluctuate.

Without doubt the wealthiest and most prominent businessman in Bladensburg was Christopher Lowndes and two of the remaining significant 18th-century structures were built by him. "Christopher Lowndes, a leading merchant, operated a shipyard and a fleet of ships" (Engineering-Science, 1999:22). This may be somewhat generous depending on how a fleet may be defined; one unsubstantiated source defines it as eight. Lowndes was operating a store in Bladensburg as early as September 25, 1745, when he advertises a reward for horses stolen from him, but adds to the reward an amount for a number of items also stolen from his store the preceding night (*MG*, 1745).

Even before he moved to Maryland, Lowndes was involved with the slaving firm of Henry & Edward Trafford of Liverpool Merchants (de Mooy nd:1-3, 17-18; Price 1983:31) and continued to import indentured servants, criminal labor (*MG*, 1752) and slaves, in some cases sponsoring the ventures (Johnson 2008; *MG*, 1752). In addition he owned at least one and possibly more shipyards. As discussed previously, he had vessels built in Bladensburg but had shipyard workers taken by recruiters from Rock Creek so he may have had vessels under construction in more than one place. He purchased a waterside lot (#60) in 1748 and references to construction of vessels and rope-making begin to appear in the 1750s (*MG*, 1753; *Proceedings and Acts* 1757:364). The

ropewalk and manufacture of cordage become an increasingly important business as the global shipping trade increased.

Efforts were made to grow hemp for rope in the colonies. Virginia and Maryland had some minor success, but the quality was generally considered inferior to European hemp. Even during the Revolution hemp was smuggled from Holland and the Baltic via the West Indies (Tilp 1982:83). Of 28 references to Lowndes in the *Maryland State Papers*, 23 pertain to cordage: orders for cordage, requesting instructions about cordage, and reporting that it was difficult to find and expensive to purchase hemp. Other entries document requesting or receiving payments (*Journal and Letters of the Council of Maryland 1777*). It appears that Lowndes had a near monopoly on cordage manufacture and was the chief supplier to the Maryland government during the Revolution. His sources appear to be Frederick County and Virginia suggesting that he was not involved in smuggling hemp from abroad. He also advertised his cords and rope products in the *Maryland Gazette* (1755). Although this business is included in the probate inventory of his will, as is his store and home, no reference is made to his shipyard(s) so these may have closed since references to them are sparse and disappear before the Revolution. The ropewalk may have been closed or sold although no record of the sale has been located but it disappears from the historical record upon Lowndes's death in 1785.

While certainly the most prominent family, the Lowndes did not hold the only mercantile interest in Bladensburg. Although they did not leave as large a documentary footprint, other individuals and families merit consideration.

“Daniel Stephenson was a tobacco merchant from England who had invested heavily in local property... With the outbreak of hostilities Stephenson fled the country leaving behind his elegant house and store in Bladensburg and eventually losing some of his lands to the confiscation Act” (Baumgardt 1994, Appendix E:9). Stephenson was active in the Potomac tobacco trade as early as 1741, when his name begins to appear on the customs records of Port South Potomac as the owner or part-owner of Whitehaven ships and he established a business at Bladensburg before 1760 (MacMaster 1966-68:18).

He was “the resident American partner in the Whitehaven firm of Hartley and Stephenson” (Ibid.). With William Deakins, Jr. of Georgetown and James Miller, Factor at Bladensburg for Cuninghame, Findlay and Co., he developed large tracts of Frederick County land (MacMaster, 1966-68:19). Richard Ponsonby, another representative of Findley and Company, bought Stephenson’s Bladensburg property at a sale of confiscated British properties (May 15, 1787, *Record Book of the Town of Bladensburg 1742-1787*).

The Whitehaven Borough Library and Museum has a diary by Samuel Martin of Whitehaven who refers to another Whitehaven merchant named Robert Waters who had two factors at Bladensburg; Richard Whittle and Wilfred Atkinson. No records exist for Bladensburg but he sold rum, sugar and wine at his Georgetown store and it is possible his Bladensburg store may have sold comparable goods (*Maryland Gazette*, 1763; MacMaster, 1966-1968:19).

Richard Thompson owned the “Manufactory of Tobacco and Snuff” at Georgetown but moved it to Bladensburg under the management of Joseph Burch in 1770 (MacMaster 1966-1968:21). However, he then moved out of Bladensburg to the “Falls of the Potowmack” in 1772 (Price, 1956:12).

The Scottish Buchanan family had extensive and complex mercantile and familial connections and relations throughout the tobacco trade which are outlined in depth by Price (1983). One example relating to Bladensburg is, “However...George and Andrew went into trade and eventually became partners in their father’s former Virginia firm, now Speirs, Bowman & Co. They never became partners in Speir’s Maryland house (Speirs, French & Co.) but had their own small firm trading to Maryland (George & Andrew Buchanan), with stores on the Potomac River at Bladensburg in Prince George’s County and Allen’s Fresh in Charles County” (Price, 1983: 19).

Other references to merchants in Bladensburg are somewhat more fleeting and include the following. “Adam Bence advertised in the *Alexandria Gazette* on 8 June

1786 as having sail lofts in Bladensburg and Alexandria...the first maker doing business in both states” (Tilp 1982:84). James Hoggan, owner of the ship *Houston* and a merchant at Bladensburg arrived in Prince George’s County in December, 1774 (Clark 2005: Vol. 1:41). Prior to the Revolution, anti-English sentiment is reflected by the stopping of the shipment of tea consigned to Robert Findlay of Bladensburg (de Mooy, nd.:31), and during the Revolution, Col. John Fitzgerald shipped tobacco from Georgetown and Bladensburg to France through the firm Wallace, Johnson and Muir (which was originally Wallace, Davidson and Johnson until 1777) (MacMaster, 1966-1968:32). Robert Peter was born in 1726 at Crossbasket, near Glasgow. He was in business at Bladensburg for some time then moved to Georgetown in 1752. Although he advertised in the *Maryland Gazette* in Annapolis on June 20th 1754, for delinquent accounts to be settled, as he intended to return to Scotland (MacMaster 1966-68:14), he apparently either did not go or returned as he continued business in Georgetown and became its Mayor in 1790 (Dunlop, 1951).

Although Lowndes clearly dominated the cordage industry, the overall life blood of the town, as of Maryland as a whole was tobacco. Not only did it drive commerce as a commodity, it also served as currency and therefore affected the entire economy of the region.

Tobacco and the Development of Bladensburg

In 1742 tobacco was the foundation of the Maryland economy and the product that instigated the foundation and growth of Bladensburg. The need for inland ports where planters could load their yield onto ships for transport to markets abroad incited residents of Prince Georges County to petition the Maryland General Assembly to authorize the establishment of a town at a place along the Eastern Branch of the Potomac River known as Garrison’s Landing (Biddle 1953-56:309). The establishment of Bladensburg at a location that could be reached by small craft and sea-going ships alike transformed it into an important tobacco port.

Five years after its founding Maryland passed the Tobacco Inspection Act of 1747. This act endeavored to improve the quality of tobacco exports and the reputation of Maryland tobacco overseas by requiring that planters bring their tobacco to one of 75 public inspection warehouses prior to its consignment to a merchant. One of these inspection warehouses was established in Bladensburg and appears on a plat dating from 1787 on Lot no. 37 (Figure 2). Bladensburg's position at the Eastern Branch head of navigation and at the junction of six major thoroughfares made it a prime location for a tobacco inspection warehouse and tobacco transshipment center (Biddle, 1954:314).

After 1747, planters prepared and prized their tobacco into hogsheads, measuring approximately 48 by 30 inches and weighing a minimum of 950 pounds, and marked them with the owner's initials and/or a personal device for transport to an inspection warehouse (Middleton 1984:113,131,138). Transportation of tobacco along inland waterways via sloop or flat and the practice of rolling hogsheads along the sides of roadways were common during the 18th century (Middleton, 1984:113). Rolling hogsheads for long distances normally damaged tobacco because of the irregularity of colonial roads (Middleton, 1984:113). The difficulties involved with the successful transport of tobacco overland exemplify the need for transshipment points at heads of navigation and at the intersection of roadways like Bladensburg. Inspectors who worked at the Bladensburg tobacco inspection warehouse were paid an annual salary by the colony to unpack the hogsheads, inspect them for "trash"- foreign materials used to fill out hogsheads or tobacco unsuitable for export, re-prize them only with quality tobacco and mark them with the name of the warehouse, the tare, and the net weight of the tobacco (Middleton, 1984:137). Inspectors made sure that the re-prized hogsheads contained at least 950 pounds of quality tobacco and gathered and weighed any quality tobacco that remained after the re-prizing process and mixed it with similar bulk tobacco in the warehouses set aside any trash that was received for inspection for burning.

Planters were given "crop notes" that listed hogsheads by mark and number and recorded their weight, tare, and the type of tobacco they contained, normally sweet-scented or oronoco, or "transfer notes" for any loose tobacco remaining after re-prizing

(Middleton, 1984:138). When a planter or merchant collected enough “transfer notes” worth of tobacco to fill a hogshead, they could exchange their notes to have a hogshead packed out of the bulk tobacco and receive a “crop note” (Schweitzer, 1980:555). Any bulk tobacco left in the warehouse at the end of the season was packed by inspectors and auctioned. The revenue generated from its sale was retained for “transfer note” holders (Schweitzer, 1980:555). Following inspection, planters took their “crop notes” to merchants who arranged for the shipment and sale of the tobacco.

Numerous Scottish and British factors and merchants operated in Bladensburg and imported West Indian and European products for local planters and exported products such as tobacco, corn, wheat, lumber, iron, and naval stores (Middleton, 1984:50-51). Specifically, Glasgow and Whitehall tobacco merchants were preeminent in the 18th century Chesapeake (Price, 1983, 1954). Companies in those cities had family connections or representatives, called factors, managing stores or other business ventures in Virginia and Maryland.

While in Bladensburg planters could use credit granted by their factors and merchants to acquire newly arrived necessities and luxuries or submit orders of merchandise deliverable after the sale of their crop. These products included medicines (*MG*, 1749), dozens of kinds of fabric, exotic spices, saddles, hardware, guns, decanters, alcohol, candlesticks and jewelry (*MG*, 1768). Based on Christopher Lowndes; probate inventory of his store (Appendix A), everything from prayer books, chocolate, tools, china, scissors, soap and candles to grindstones, ink powder, and both ivory and tortoise shell combs were offered for sale (*Prince George's County Inventories, 1781-1787*:177-196).

The Tobacco Inspection Act of 1747 provided needed standardization and ensured that only quality tobacco was exported from the colony. This was necessary because prior to its adoption merchants abroad complained of receiving worthless cargoes and had lost faith in Maryland tobacco. They complained of poorly cured and packed tobacco, damaged shipments, and the extensive use of “trash” (Schweitzer, 1980:554). The

Tobacco Inspection Act of 1747 successfully eliminated these problems and resulted in a steady increase to the value of Maryland tobacco, to the amount of Maryland tobacco exports, and to the local value of tobacco as money (Schweitzer 1980:558,561,564,565). It also encouraged planters that had difficulty producing and delivering quality tobacco to produce other agricultural exports that were more suitable to their land and location, such as corn and wheat that were shipped from Bladensburg but encompassed a smaller portion of its exports (Schweitzer, 1980:566; Cottage City, nd:1). Most importantly, the Tobacco Inspection Act of 1747 appears to have encouraged the continued development of Bladensburg until the Revolution. The official establishment of Bladensburg as a tobacco port brought increased commerce to the town and incited the development of service industries directly related to shipping as well as stores for local planters and taverns. Over time, because of pressures for large quantities of high quality tobacco planters moved to new lands farther and farther from Bladensburg as they exhausted the fertility of nearby soils (Biddle 1953-56:322).

This fact coupled with the removal of the Tobacco Inspection Act and the British factorage system following the Revolution affected the decline of Bladensburg, but the primary mechanism for its decline appears to have been directly related to the siltation of the Eastern Branch. Like Beall Town during the early 18th century, the loss of a navigable channel coupled with the rise of another transshipment center, Baltimore, lead to the eventual closing of Bladensburg's port.

Another factor to consider and previously mentioned was the role of merchants in promoting the related processes of economic diversification and urbanization by the third quarter of the 18th century when the Chesapeake was a major exporter of wheat and corn.

Profits from grain exports facilitated payment of colonial Debts and reduced dependence on England, and, in contrast To areas dependent on tobacco –a weak promoter of urbanization— towns flourished in the grain producing areas. Wheat and corn stimulated town growth because of their bulk and profitability. The same piece of land could produce in volume six times more grain than tobacco. This productivity meant that more merchants, wagon trips, and storage space were required to service the produce of a wheat-

producing area than of one of similar size producing tobacco. Wheat required more shipping tonnage than tobacco and, moreover, before wheat could be shipped, it often required additional processing by milling and sometimes baking. Moving the grain from producer to consumer alone requires many more people and services than moving tobacco. Still other people were necessary to serve those involved in moving the crop. Wheat and corn thus created the demand for a variety of services that tended to cluster in towns.

(Seiner, 1985)

Dunlop (1951) notes both that by the close of the 18th century wagon traffic to the mills along the Potomac had increased dramatically, and references a letter from the Duc de la Rochefoucault in which he remarks on a dropping off of tobacco exports after 1794 which he attributes to a decrease in tobacco growing in the region and increasing investment in urban lots by merchants.

Changes in overland transportation systems during the early to mid-19th century made Bladensburg an unfavorable location for commercial activity until the mid-20th century. These changes included the completion of the Baltimore and Washington Turnpike in 1825 and the construction of the southern extension of the Baltimore and Ohio Railroad in 1835 that bypassed Bladensburg and extended into Washington (Biddle 1953-56:322-323).

By the time of the Civil War, Bladensburg's days as a port of any significance had been over for decades. The railway line to Washington DC, constructed through the town in 1835 was subsequently supplanted by a spur line, but these would have proven more serviceable than the waterway. Even the foundry in Bladensburg used wagons to move its products; most famous of which is the statue of Freedom on the Capitol Dome in Washington, cast in Clark Mills's foundry between 1860 and 1862 and installed 1863.

Slaves and Indentured Servants

Slaves were not imported into Bladensburg in any number and instead were landed in other ports such as Annapolis, Benedict, Nottingham, and Georgetown. This is not to say that they were never imported directly to Bladensburg by ship but it was not usual. Johnson states, "In the early decades of the nineteenth century seagoing ships

could navigate the waterway the entire distance to the town. Slave ships, however, docked at Annapolis, twenty-four miles to the east” (1985:418). The context is a discussion of Bladensburg in the eighteenth century so “nineteenth” may be in error, but it seems that slave ships did not land at Bladensburg. These ports saw a brisk business from Virginians as the prices in Maryland tended to be lower than in Virginia. The reasons for this are two-fold; first, Maryland assessed the duty on a slave on a per head basis regardless of gender, age or capability, whereas Virginia assigned higher duties based on the price for which the slave sold, and second, over time Maryland duties did not rise as quickly or by as much as Virginia’s did for the same time period (Sweig, 1985:514). Between 1722 and 1742, a Liverpool merchant named Foster Cunliffe was the largest importer of slaves into the southern Potomac region. He is listed in the Liverpool Merchants Book of 1753 along with other business associates of Christopher Lowndes and his younger brother Edward Lowndes (Sweig, 1985:513). At Benedict on the Patuxent River, George Maxwell was a significant dealer, who advised the Scottish firm of Buchanan & Simson of the higher sales in Maryland to Virginians and the reason. Even George Washington did this; buying slaves through an agent in Maryland and taking them to Virginia to avoid the duty (Sweig, 1985:517). This illegal purchase and transportation appears to have been widespread and continued despite Virginia’s attempts to curtail it, but it declined after 1765, apparently due to the growth of the resident slave population and the decreased need for slave labor as tobacco growing was declining and being replaced by wheat (Sweig, 1985:523). Sweig (1985:511) concurs with research done by Minchinton et al. (1984) that official records on ships and slaves imported into Maryland through St. Mary’s, comparable to those for the Potomac in Virginia, have been lost and that other sources had to be used, such as the *Maryland Gazette*. The account books of Buchanan and Simson of Glasgow report information from George Maxwell that in the summer of 1759, 2000 slaves had been landed in Maryland and also refer to duty paid on 121 slaves he sold in 1760 (Sweig, 1985:517, 524).

That slaves were landed in Annapolis, sometimes referred to as Severn, is well supported (Price 1983: 29-31; Johnson, 1985:418). This appears to have been the preferred port for Christopher Lowndes and his brother-in-law and business partner

Benjamin Tasker, Jr. based on a notice of an impending shipment of in the *Maryland Gazette* of May 16, 1750 announcing,

A ship with Negroes consign'd to Messieurs *Tasker* and *Lowndes*; which had Orders to leave the *African Coast* by The last of *April*, is every Day expected here, and dispose of her cargo in *Severn*.

Another notice two years later stated much the same (Figure 12) and is noteworthy because in both cases they state that the ships came directly from the African coast and not via the Caribbean as many slave and merchant vessels did. This may imply that the people would be in better health for having spent less time aboard a ship.



Figure 12: Advertisement in the *Maryland Gazette*, May 28, 1752.

The *Elijah* is known to have been a snow and was presumably fitted if not built for the slave trade but whether Lowndes built it, owned it, owned a share in it, or merely hired it or hired space on it is not known (*MG*, 1752; Johnson, 2008:416), nor is it known whether it ever came to Bladensburg. An unusual aspect of this specific slave voyage is that one of the slaves, Yarrow Mamout, gained his freedom after 45 years in slavery, became a property owner and his image was painted by both Charles Wilson Peale and later James Alexander Simpson. Mamout and his sister were Muslims from Guinea and he was literate in Arabic (Johnson 1985:416). Although the circumstances of his enslavement are not known, Guinea was a significant slave port in West Africa, as were Angola (Johnson, 1985:418), and Senegambia (now Senegal and The Gambia) (Sweig, 1985:522) (Figure 13).

Lowndes's transactions as a slave dealer and owner are typical of a gentleman merchant (Prince George's County Land Records, 1739). He was not a plantation owner

but used slave labor on the lands he owned and in his ropemaking and shipbuilding businesses (*MG*, Sept. 13, 1764. He bought and sold slaves as part and parcel of land and chattel purchases (Prince George’s County Land Records, 1746). He differs perhaps in also being a sponsor of slaving ventures and owning shares in the vessels and businesses involved, which other less wealthy and less socially well-connected merchants would not usually be able to afford to do. His family’s long association with the Liverpool firm of Henry & Edward Trafford, which also had long-standing slaving interests, also speaks to this.



Figure 13: Slave ports of West Africa in 1750 (Slaverysite)

The famous image of guidance on the manner to load a slave ship to maximum capacity (Figure 14) represents the full size square-rigged ship, *Brookes*, in 1790 and is of the type that would come to the slave selling ports of Maryland although this specific vessel is not known to have done so and would more likely have gone first to the Caribbean to discharge most of the slaves there (*Ibid.*), then bring the remainder and

cargo to the Atlantic American colonies. Many such illustrations exist, mostly for larger vessels, as any quick online search for “slave ship” will attest but the points to note are modifications such as additional shelves that would not be present in non-slave vessels.

Tilp refers to slaves being brought to Bladensburg and Annapolis by the Royal African Company in xebecs (1982:18); however, this is incorrect. Some slaves may have been brought to Bladensburg by water or by land, but there was not a formal slave market there like there was in Annapolis. The Royal African Company ceased trading in slaves

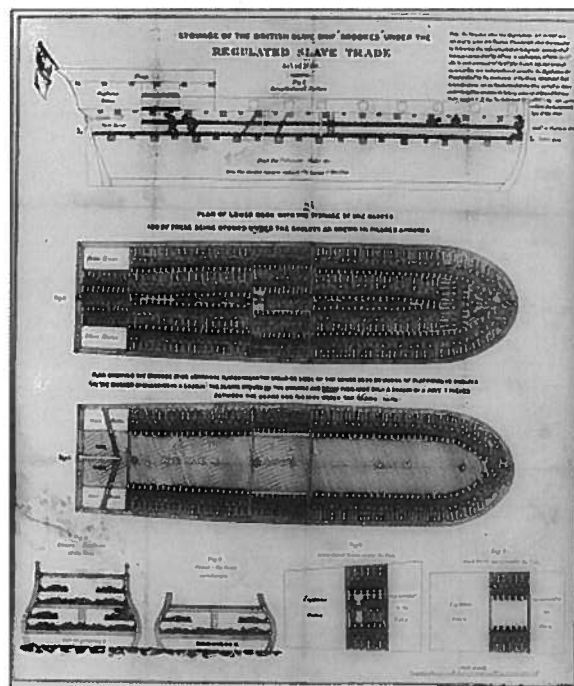


Figure 14: Directions for stowing slaves aboard the slave ship *Brookes*, 1790 (Library of Congress)

in 1731 (Bladensburg was not established until 1742) and instead focused on ivory and gold dust (Royal African Company, 2010).

Not all human cargo was slaves. Convict and indentured servants were also transported to the region. Between 1718 and 1744 alone, 7,010 convicts were transported from London to the American colonies, and of these 6, 815 (97.2%) were sent to Maryland or Virginia; more than one-quarter of all immigrants to Maryland between

1746 and 1776 were convicts and most ended up on providing cheap labor on the tobacco plantations of the Western Shore of the Chesapeake (Vaver 2009). Large plantations were almost self-sufficient communities which required a lot of labor, and often skilled labor, to remain autonomous; coopering, blacksmithing, carpentry, shoemakers, brickmakers/masons and so forth were needed. Lowndes's describes the skills of some of his servants as: stonemason or bricklayer (*MG*, Nov. 8, 1745; *MG*, Aug. 16, 1753), plasterer (*MG*, Sept. 14, 1748), blacksmith (*MG*, Feb. 21, 1750), carter (*MG*, Sept. 4, 1750), carpenter, shoemaker (*MG*, July 30, 1752), farmers/miller (*MG*, Aug. 16, 1753; *MG*, Oct. 29, 1772), ropemaker (*MG*, Aug. 16, 1753), (4) shipbuilders (*Maryland Archives*, 1755), hempdresser (*MG*, Nov. 13, 1755), weaver (*MG*, Nov. 13, 1755), and identifies a slave as being a ship carpenter or caulker (*MG*, Sept. 13, 1764), Vaver also notes that,

In 1755, convicts accounted for 12 percent of productive adult laborers in Baltimore, Charles, Queen Ann's and Anne Arundel counties. The number of convicts and indentured servants—who freely bound themselves for a set number of years in exchange for the possibility of setting up a new life in the American colonies—was so great in these counties that white strangers traveling through these areas had to be careful so as not to be mistakenly identified as bound servants who had run away from their masters.”

(2009:1)

During the 18th century other industries diversified and created a need for skilled non-plantation labor that exceeded what could be met with indentured servants and not by unskilled slave labor; this need was filled increasingly by convict labor as they worked off their sentences in such industries as iron works (Vaver, 2009:3).

Convicts and indeed most indentured servants were slaves in all but name and the former often traveled in chains and all traveled in conditions that mirrored the Middle Passage, into the 18th century (Hoffman, 2007:2). Therefore, slave vessels might have been used and based on the numbers indicated by Vaver, slave vessels or those modified for this business were likely though none are identified as such in the records. If servants had not come already indentured to someone specific they were sold at auctions that were virtually identical to those of slave sales. While most white slavery had ended by the 18th century, there were still tens of thousands of kidnapped children sold into servitude; so

extensive was this in Aberdeen that people would not bring their children into town for fear they would be stolen (Hoffman, 2007). Some indentured servants would fare better if they possessed desirable skills and could strike an arrangement in advance with a specific individual. The following advertisement (Figure 15) was run by Buchanan and Simson, discussed above, who did business in Bladensburg although this individual is sought for Virginia:

For freight or passage apply to Scot and Brown, merchants in Glasgow, or Captain William M'Cunn, in Greenock.

W A N T E D,

To go to Virginia, under indentures for a few years,
A Young Man, who understands L A T I N GREEK, and MATHEMATICS, to serve as a Tutor in a gentleman's family
 A lad who has served an apprenticeship as a surgeon, to live with one of his own profession.
 Two Gardeners, who understands their business well, particularly the work in a garden.
 These, properly recommended, will meet with suitable encouragement; on applying to Buchanan and Simson, merchants in Glasgow.

THAT the FOGUAGE of the Laigh Park of Boogs, consisting of sixty four acres, or thereabouts, is to be set till December next, and entered to

Figure 15: Advertisement for indentured servant (*Glasgow Courant*, 4 September 1760)

The figure below (Figure 16) represents an advertisement for more typical skills. Although this individual is sought for Maryland the company is not one documented as having business in Bladensburg.

W A N T E D.

TO go to Maryland, a BLACKSMITH, a young man unmarried, bred to country business such as ploughs, axes, hoes and can shoe a horse, and any other thing that may offer, and will bind for four or five years he will find good encouragement.
 For further particulars, enquire at William Brown, junr merchant in Glasgow.

Figure 16: Advertisement for indentured blacksmith for Maryland (*Glasgow Journal*, 1 September 1763)

Once in the colonies, the treatment accorded indentured servants, convict or otherwise, was frequently the same as slaves. Although they in theory had recourse to the legal system for mistreatment, in fact they were often treated brutally (Ellefson,

2010). While some masters would be better than others, based on the numbers of such servants in the colonies and the treatment that some were accorded, the number and frequency of advertisements for runaway servants is not surprising. There is no indication of what sort of master Christopher Lowndes was considered to be but he will serve as a frame of reference since he provides a sound documentary footprint that is germane to Bladensburg. Only twice do advertisements for runaways refer to a servant's condition; one stating that he was wearing "an Iron Collar, which he may possibly have got off" (*MG*, July 30, 1752), and once that "His Ankles are mark'd with the irons he has worn, and have not long been cured" (*MG*, Sept. 14 and 21, 1748). As for his treatment of slaves, only once does Lowndes advertise for a runaway slave; this is discussed below. Lowndes's son-in-law, Benjamin Stoddert, did direct the building of "a buttress in the form of a jail for my unruly slaves," (Wright, 1951:38 based on a *Washington Post* article dated April, 4, 1937). However, he is also recorded as freeing a number of slaves under the terms of his mother's will (MSA, 1791). In 1768, Daniel Dulaney helped to settle Benjamin Tasker's estate, who was Lowndes father-in-law, and wrote to the husband of another of Tasker's daughters,

I write this to inform you of the Sale of the Negroes at Enfield Chase, except two, whom I had not the Resolution to sell, because the one had a Wife, & the other an Husband at Bell-Air. The Sale upon the whole has turned out very well; but without doubt, wou'd have been higher if the Negroes had been set up separately; but I cou'd not think of separating Husbands & Wives, & tearing young children away from their Mothers...In truth, if [other] Negroes must be sold, I can have no Concern in the Business. The Distress is intolerable.

(Library of Congress, 1768)

This seems to indicate a degree of sensitivity to the plight of slaves on the part of Dulaney. He also commented that all of the family was happy with his handling of the sale of the estate except for Christopher Lowndes who felt he should have received a higher price for the land.

Between 1745 and 1755, Lowndes placed 10 advertisements in the *Maryland Gazette*, several of which ran for multiple weeks, for a total of 14 runaway servants, of whom four were identified as convicts (*MG*, Nov. 8, 1745 (ad ran 3 weeks); Sept. 14, 1748 (ad ran 2 weeks); Feb. 21, 1750 (a subsequent notice indicated he was found dead,

presumed drowned); Sept. 4, 1750 (ad ran 5 weeks); July 30, 1752 (2 servants); Oct. 26, 1752; Aug. 16, 1753 (3 servants); Nov. 13, 1755 (2 servants). Of the 14, three were identified as English, three were identified as Irish, and one was identified as local (born at Piscataway). Two had been in the country only two months but their origin is not clear. All the names, when given, sound English or Irish. He also purchased an indentured servant from Scotland who was already in the country at the same time as he bought a black slave, horses, cattle, furniture, tobacco and other commodities from another planter (Prince George's County, 1746). Only one advertisement appears later for a runaway slave (*MG*, Sept. 13, 1764). It is interesting to note that the majority of the runaways chose Fall, although whether this is coincidence or perhaps reflects a time when more vessels were leaving for Europe for the season or perhaps more people were moving around for crop-harvesting and their movements might be less noticed, is unknown. This also supports Vaver's comments that the number of servants versus slaves running away is a reflection of the fact that servants could more easily blend into a community of people from the same racial and cultural background. It does not seem atypical or due perhaps to Lowndes being too trusting of his servants.

At least once, Lowndes brought in a sizable shipment of Scottish indentured servants that he advertised for sale in the *Maryland Gazette*,

Just arrived in the *Britannia*, Capt. William Scott, from Port Glasgow,

ABOUT One Hundred Servants, Men, Women, and Children, the Men and Women are under indenture for Four Years, and their Children by Agreement, are to serve till they are Twenty-one Years old: Those that are married will be sold together; there are some Tradesmen amongst them, but the greatest Part are Farmers; these are Part of the people who were compelled to leave their Native Country by the Oppression of the Land-Holders; they are orderly And well behaved, and will be disposed of at Bladensburg, for ready Cash, or Bills of Exchange,
by

CHRISTOPHER LOWNDES
(*MG*, Oct. 29, Nov. 5 and 12, 1771)

It is reasonable to presume these people were landed in Bladensburg, although their sale there does not preclude their having been landed elsewhere. This speaks to a vessel

capable of carrying a significant number of people, so why slaves were not landed there in numbers is not known but, as noted previously, “Slave ships, however, docked at Annapolis, twenty-four miles to the east” (Johnson, 1985:418). With respect to this specific shipment of indentured servants Lowndes was faced with two children “servant girls,” aged 12 and 10 years, whose parents had died during the voyage and he appealed to the court in Upper Marlboro to determine until what age they had to serve indenture. The Court ruled until they were each 22 (Wright, 1951:90).

A series of statutes and other legislation and penalties to control the behavior of indentured labor and slaves became increasingly racialized from the 17th century forward with increasing numbers of black slaves being brought to the area. Examples of three of these follow. First, *An Act Relating to Servants and Slaves* (Maryland Assembly Proceedings, 1676) to restrict the movement of these people to within ten miles of their masters’ homes and to discourage non-enslaved people from aiding any them in fleeing. Second, *An Act for the more effectual Punishment of Negroes and other Slaves, and for taking away the Benefit of Clergy from certain Offenders: And A Supplementary Act to an Act Entitled, An Act to prevent the tumultuous Meeting and other irregularities of Negroes and other Slaves, and Directing the Manner of Trying Slaves*, in 1751, which also addressed running away and penalized those who encouraged or abetted this behavior (Maryland State Archives [MSA], 1751). Third, *An Act to prevent masters of ships and vessels from clandestinely carrying servants and slaves, or persons indebted, out of this province* (MSA, 1753), is indicative that this must have been a sufficiently frequent occurrence to merit addressing it legislatively. Legislation comparable to these acts continued and proliferated in America through the Civil War when the 13th Amendment to the Constitution officially ended slavery and involuntary servitude in 1865; this applied to indentured servants also.

Patterns of Trade

Based on the foregoing discussions of shipping, traders, and movement of commodities and people, trade into the Bladensburg area generally mirrors the classic triangle trade of the period of Europe to Africa to the New World (Figures 17a) and b)).

However these are very generalized concepts which require additional fleshing out. Figures 18 a) and b) add detail to the routes used for the Africa slave trade, usually from Senegal to below the Bight of Benin, to the Caribbean, then to the east coast of North America. The data from these images may then be combined to provide a fuller image of the reciprocal flow of merchandise and movement of slaves on these trade routes (Figure 19). In addition, trade flowed up and down the coast throughout the American colonies and, prior to the Revolution to the Canadian Maritimes, and as far south

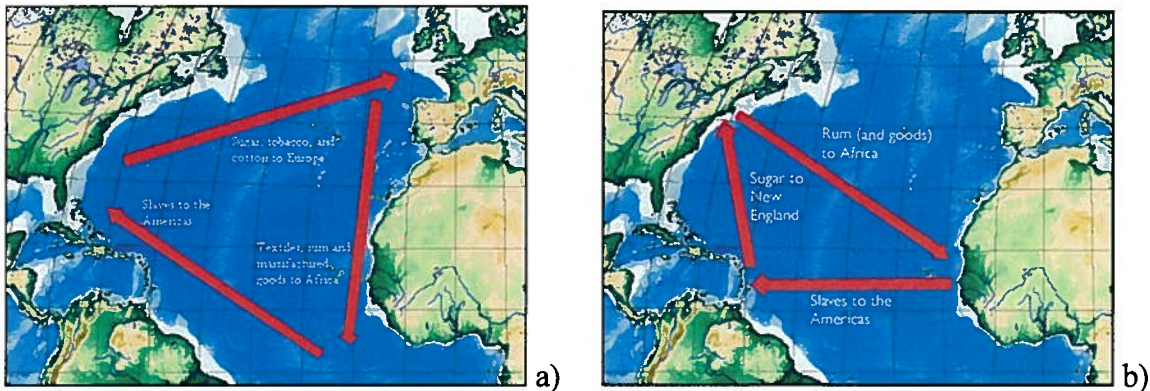


Figure 17 a) and b): Generalized images of the concept of the Triangle Trade (Wikimedia, 2011)

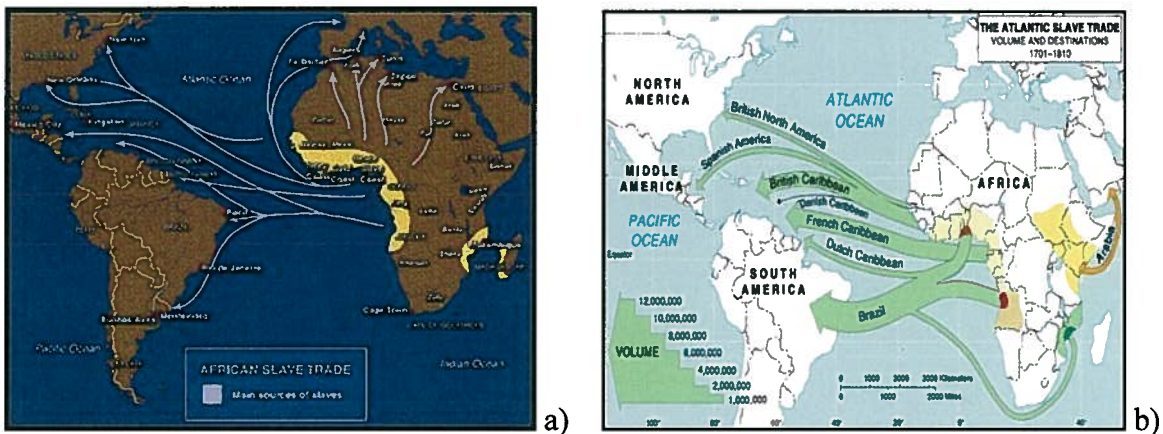


Figure 18a) and b): More detailed images of the slaving routes from Africa to the New World. (a) Wikispaces, 2011; b) BBC Images, 2011)

as the Caribbean. Figure 20 indicates trade patterns from around 1750, and Figure 21 provides a clearer version of the complexities of trade. While only the latter image indicates a route to and from the Chesapeake, the area is included on other maps by means of references to tobacco. Although tobacco is generally indicated as the only

export from the region, previous discussion demonstrates that wheat and flour, corn, lumber, iron, and some naval stores were also shipped from Bladensburg and its environs to England, the Caribbean and other colonies (Biddle, 1954:27; Schweitzer, 1980:566; Middleton, 1984:50-51; Seiner, 1985). Some of the specific ports include Liverpool

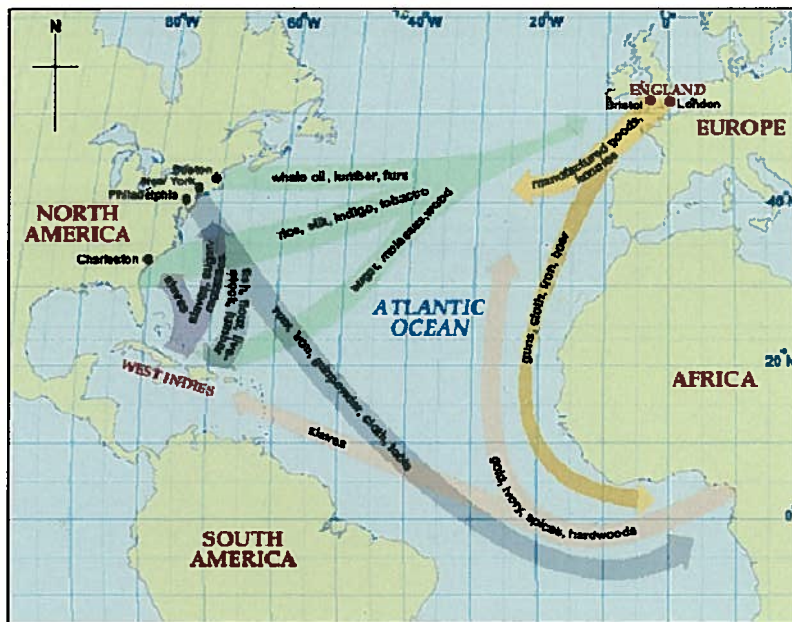


Figure 19: Trade routes indicating reciprocal flow of commodities and movement of slaves (University of Maine, 2011a).

(*MG*, Mar. 21, 1757; July 16, 1761), London (*MG*, Sept. 13 and 20, 1764), Barbados (*MG*, Nov. 26, 1768), Martinique (Dunlop, 1951) and New York (*Ibid.*). Others may be surmised from references to vessels with cargoes of “rum, coffee and chocolate,” “whale oil” (*Ibid.*), or “LARGE and compleat Assortments of European and West India Goods” (*MG*, Apr. 10, 1772). To this may be added the sale of slaves to Virginia residents (Swieg, 1985).

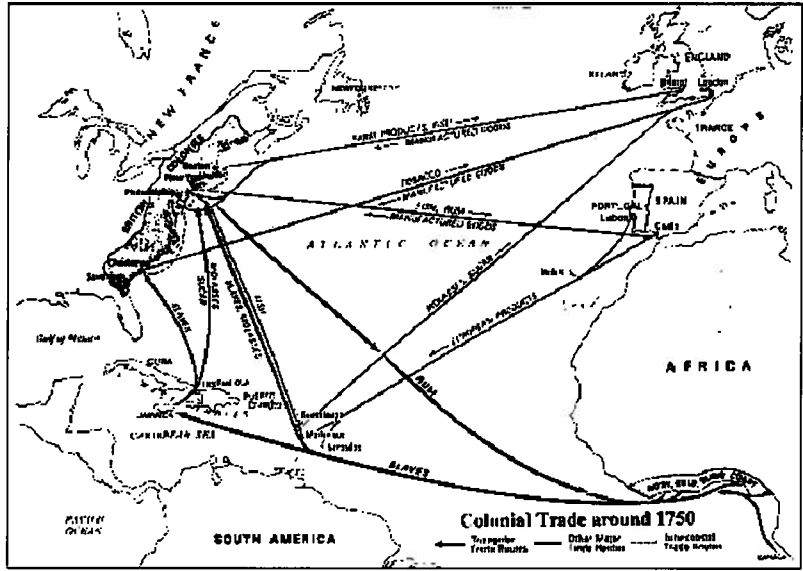


Figure 20: Trade routes of 1750 (Score, 2011)

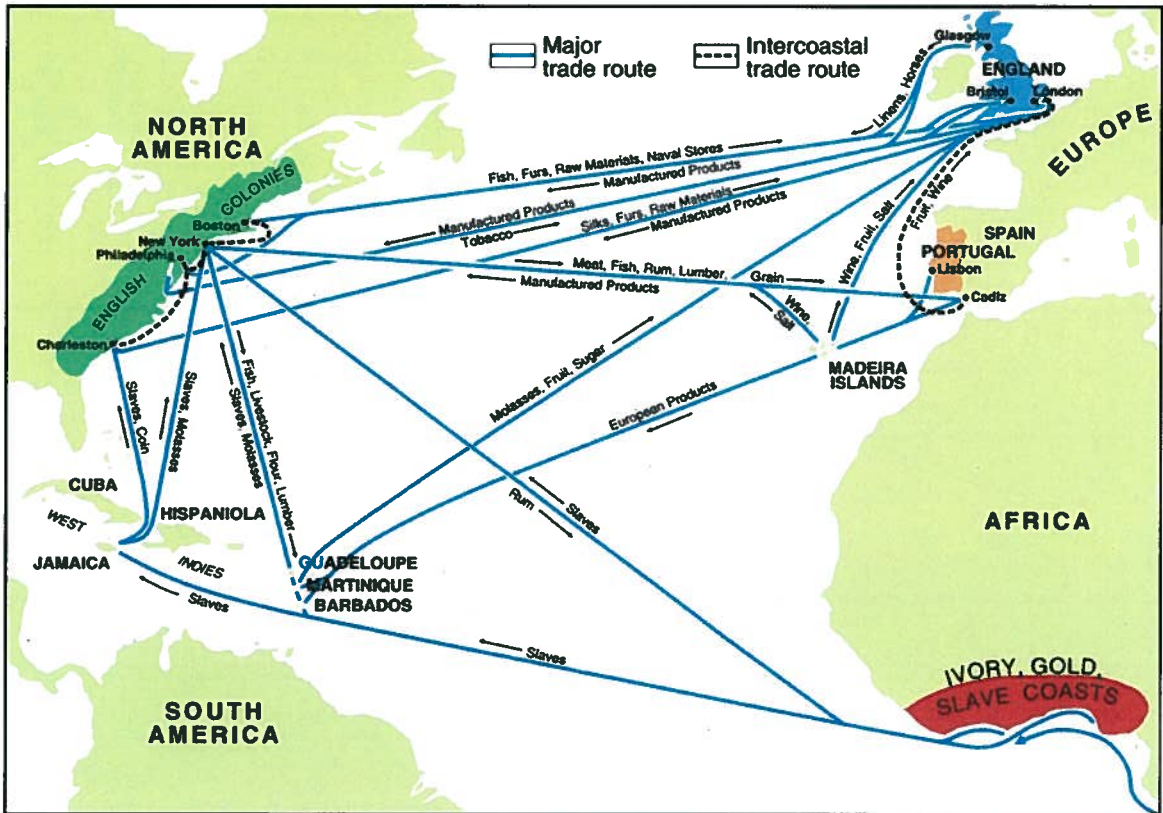


Figure 21: 18th-Century trade routes and commodities ca. 1750 (University of Maine, 2011b)

Conclusion

Tobacco was the driving force behind the founding of Bladensburg; an inland inspection port with a deep water harbor situated about 8.5 miles upstream from the confluence of the Eastern Branch with the Potomac River. Despite this, extant records indicate that full size ships rarely if ever visited the port. The reasons are not known but may relate to the character of the Eastern Branch, later the Anacostia River; channel depths en route. The largest vessels trading at Bladensburg were brigs and brigantines, of which the largest would be about half the size of a small full-rigged ship. The port's heyday lasted until the late 18th to early 19th century when shoaling in the river and at its mouth made it increasingly difficult for vessels of any significant size to navigate to the port. The last tobacco shipment left Bladensburg in a schooner in 1843.

Commodities transported into and out of Bladensburg, beyond tobacco, included the export of wheat and flour, corn, lumber, naval stores such as rope, and iron, and the import of West Indian luxuries of spices, chocolate, rum and sugar, as well as substantial amounts of diverse European goods such as furniture, textiles, jewelry and other luxury items, housewares and dry goods. In addition, indentured servants were brought to Bladensburg from England, Scotland and Ireland; a high percentage of whom were probably convicts as this was common practice in Britain until after the Revolution when they were then transported to Australia. However, there was not a slave market in Bladensburg and slaves were landed for sale either in Annapolis or on the Patuxent at ports like Benedict. This is not to say that some slaves did not arrive in Bladensburg by water but it was not in any significant number.

From the 1750s through the 1770s, the town saw development of two bridges to replace the ferry, portside wharves and warehouses, as well as Lowndes's ropewalk and shipyard, although advertisements for the latter disappear around the time of the Revolution when those for his rope and cordage business increase. The workers for these businesses and for most of the farms and plantations in the area were indentured servants and slaves. The sailors manning the vessels either traveled onward with the vessel or tended to stay in ports only long enough to pick up their next vessel based on its

destination and or wages offered. Lowndes had to advertise for sailors to man one vessel (*MG*, Aug. 12, 1756). So long as a sailor was an able-bodied seaman, little else was remarked upon so little can be said with authority about the nationalities of sailors in the region.

Bladensburg was in an optimal geographic position to develop into a sizable community comparing favorably with Georgetown and Londontown with its position on a heavily traveled route between Philadelphia and Richmond, having a ferry, then bridges, being made a tobacco inspection center, and having good port facilities. It initially benefited from its proximity to Washington until the growth of that city began to subsume it. The depletion of soil by tobacco growth led to increasing economic diversification by merchants into other crops like wheat and corn. As Seiner noted, “moving the grain from producer to consumer alone requires many more people and services than moving tobacco. Still other people were necessary to serve those involved in moving the crop. Wheat and corn thus created the demand for a variety of services that tended to cluster in towns” (1985). However, Bladensburg did not benefit from this because the sediment build-up in the Anacostia was closing the port at this time. As noted previously, by the close of the 18th century, the Duc de la Rochefoucault remarked in a letter on a dropping off of tobacco exports after 1794 which he attributes to a decrease in tobacco growing in the region and increasing investment in urban lots by merchants (Dunlop, 1951). But these lots were in the new city of Washington.

The words of Gottschalk (1945:222-223) who studied the effects of soil erosion on navigation in the Chesapeake clearly describe the agent of premature demise that plagued inland colonial port towns like Bladensburg, “With accelerated soil erosion, it was only a short time, often 50 years or less, before early open-water ports were converted into mud flats. Thus towns that otherwise might have grown into great cities and seaports were destined to die in infancy, choked by the very industry that had promoted their founding.”

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1749. Advertisement for medicines by Christopher Lowndes, February 1, 8, 15
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1752. Advertisement for a runaway convict servant by Christopher Lowndes, October 26.
1753. Advertisement for 3 runaway servants including a ropemaker by Christopher Lowndes, August 16.
1755. Advertisement for cord and rope products by Christopher Lowndes, June 26.
1755. Advertisement for 2 runaway convict servants by Christopher Lowndes, November 13.
1756. Advertisement for able-bodied seamen to man the vessel *Hawke* that Lowndes built and sold, August 12.
1759. Notice by Edward Trafford & Sons that they have moved their store to the Eastern Branch Ferry, May 17.
1762. Advertisement for a lottery to remove shoals from the river and also to enlarge the wharf, which ran for 19 weeks starting February 4.
1762. Advertisement by Christopher Lowndes, August 5, 19 and September 20.
1763. Advertisement for Robert Waters store in Georgetown, April 28
1764. Advertisement for runaway slave by Christopher Lowndes, September 13.
1768. Advertisement for large assortment of commodities including salt by Christopher Lowndes, March 17 and 24.
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[tart=60&zoom=1&tbnid=slp2IMxxoP2rkM:&tbnh=118&tbnw=159&ei=4NFBTdzfF8vSgQf-hrWUAg&prev=/images%3Fq%3DSlave%2Btrade%2Broutes%26hl%3Den%26biw%3D990%26bih%3D536%26gbv%3D2%26tbs%3Disch:10%2C1675&itbs=1&iact=hc&vpx=686&vpy=109&dur=5437&hovh=193&hovw=261&tx=134&ty=119&oei=KcxBTc2jFcP_lgfL7IAQ&esq=5&page=5&nds p=15&ved=1t:429,r:4,s:60&biw=990&bih=536](http://www.earlyamericancrime.com/publishing).

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APPENDIX A

Lowndes, Christopher
Prince George's County, Maryland
Prince George's County Inventories 1781-1787 pp. 177-196
Taken: 12 April 1785
Recorded: 28 April 1789

ST 2, i CR 34,690-4 CM 809-9

LOWDNS85

NOTE: Household inventory begins on page 192/15.

An Inventory of the Goods & Chattle of Christopher Lowndes late of Prince George's County __
deceased, appraised in Current Money of the State by us the Subscribers being thereto lawfully authorized and sworn.

this twelfth day of April Anno Domini One
thousand Seven hundred & Eighty five Viz.

Negroes

Harry	15. 0. 0
Jack Brown	100. 0. 0
Jack Locker	80. 0. 0
Nacy lame	50. 0. 0
Valintine	85. 0. 0
Phil	100. 0. 0
Dick	100. 0. 0
Aleck	100. 0. 0
Tom Carpenter	55. 0. 0
Tom Carter	190. 0. 0
Peter	3. 0. 0
Will	65. 0. 0
Pluto Runaway	
Nero	
Denbigh	
Ralph	
Jacob	75. 0. 0
Simon Lame	5. 0. 0
Jack Cook	100. 0. 0
Isaac	85. 0. 0
Sam	40. 0. 0

Davey	22.10.0
George	22.10.0
Harry	12.10.0
David Dorsit Berry (free next month)	5. 0. 0
Linder	40. 0. 0
Sall	40. 0. 0
Kate	65. 0. 0
Beck	
Amy & Her Child Judy	65. 0. 0
Lucy	60. 0. 0
Polly	40. 0. 0
Kitty	20. 0. 0
Frank	35. 0. 0
Anny	12.10.0
Harriet	8. 0. 0

Horses

1 Bay Horse 20 years old named Fox	5. 0. 0
1 ditto 11 Dragon	18. 0. 0
1 ditto 15 Bob	6. 0. 0
1 ditto 15 Peacock	8. 0. 0
1 ditto 10 Brown	15. 0. 0
1 Black ditto 7 Neptune	32.10.0
1 Roan ditto 13 Lion	10. 0. 0
1 White ditto 12 Dick	6. 0. 0
1 Bay Mare 7 Jenny	18. 0. 0
1 do 4 Narsissa	5. 0. 0

Sheep

11 Ewes & 11 Lambs	8. 5. 0
1 Ram	. 10.0

Cattle

19 Cows	60.15.0
2 Bulls	8. 0. 0
8 Heifers 2 & 3 years Old	20. 0. 0
4 yearlings	4.10.0
3 Calves	1.16.0

Hogs

5 Sows & 8 pigs		5.10.0
18 Shoates		4.10.0
4 Barrowes		4. 0.0
1 Do		1.10.0

Plantation Utensils

1 Waggon & gear for 4 Horses		22.10.0
1 Cart & Gear for 2 Horses		7.10.0
1 Dray		1.10.0
4 Plowes		3. 0.0
5 Axes		1. 5.0
6 Hoes Old		. 5.0
5 Scythes &c. 30/. 1 pr. Cart Wheels 40/		3.10.0

Household Furniture

Amounting pr. List		519.15.0
1 Chariot		25. 0.0

Provisions

2700 lbs Bacon	2/	135. 0.0
150 lbs Pickled Pork	9d	5.12.6
1600 lbs ditto Beef	7d	46.13.4

Liquors

2/3 of a Pipe of maderia Wine		55.11.1
20 Gallons Port ditto	7/6	7.10.0
10 do Lisbon do	7/6	3.15.0
80 Galls. Sperit	6/	24. 0.0
2 1/2 Doz. Mountain Wine	30/	3.15.0
Wearing Apparel		12. 0.0
Plate 325 Ounces	8/4	135. 8.4

Cash 179.11.8

Corn 185 Bushels	3/	27.15.0
Wheat 3 do		1. 2.6
Rye 49 do	3/6	8.11.6
Beanes 41 do	6/	12. 6.0
Flax Seed 23 1/2 do	4/	4.14.0

Rope Walk

1800 lb Hemp	4 d	30. 0. 0
10 Cwt. 2. 22 lb Cordage 65/		34. 18. 6
2 Bbles. Tarr		2. 5. 0
Wheels Hooks &c		35. 0. 0
2 Hemp Hakles 45/ . 1 Do 15/		3. 0. 0
1 Tar Kittle Copper		<u>10. 0. 0</u>
		£3189.11.5

Goods in the Store

Goods in the Store Viz.	Sterling	Curnt. Cost	Selling Price	Valuation
1 Hair Brooms	£	.11.0		
12 Scrubbing Brushes		.10.0		
11 hair Shoe Brushes a 3/1/2		.03.2 1/2		
6 doz Wine Glasses @ 3/4		1. 0.0		
5 Doz ditto @ 3/		.15.0		
19 plain\ 1/2 pint Vinegar		.14.6		
10 fluted / cruets 63				
7 Glass Salts Sellers		. 5.3		
11 Rum Proofs @ 6d		. 5.6		
21 quart Decanters @ 3/		3. 3.0		
10 pint ditto @ 2/		1. 0.0		
25 quart Tumblers				
19/2 p doz.		1.19.11		
22 less ditto 12/		1. 2.0		
30 less ditto @ 10d		1. 5.0		
32 less ditto @ 7d		.18.8		
33 less ditto @ 5/2 p doz		.14.2 1/2		
11 Sheets paste board @ 6d		. 5.6		
20 Qr. Port Paper		1. 5.0		
2 Qr. common ditto		. 1.6		
11 Qr. Cap Paper		. 3.8		
3 pr Bucksin Breeches @ 35/			5. 5.0	
4 pr. Sad Irons @ 7/3		. 5.0		
3 pr. ditto @ 1/6		. 4.6		
2 pr. ditto @ 2/		. 4.0		
3 pr. ditto @ 2/3		. 6.9		
1 pr. ditto @ 3/		. 3.0		
6 doz dove tail hinges @ 3/		.18.0		
3 doz & 10 X Cut Saw				
files @ 3/3		.12.5 1/2		
3 doz & 11 Whip Saw do @ 4/		.15.8		
3 doz & 11 plains Irons @ 3/3		.12.8 3/4		
3 ditto @ 3 1/4d		. 0.9 3/4		

1 doz H hinges @ 8d	. 8.0	
1 doz ditto B	.10.0	
11 pair ditto C @ 1/3	.13.9	
11 pair ditto D @ 2/	.14.0	
2 doz Chest Hinges @ 7/	.14.0	
6 Claw Hammers @ 12 1/2d	. 6.3	
3 ditto @ 9d, 2 ditto @ 7 1/2	. 3.6	
8 ditto @ 6 1/2d	. 4.2	
2 Axes @ 2/	. 4.0	
4 2/3 doz common Gimblet	7 1/2d	. 2.11
4 doz box head ditto 15d	. 5.0	
2 doz & 7 dble worm 17 1/2d	. 3.9	
1 doz large Spike Gimbles	. 3.0	
10 ditto @ 2 1/2	. 2.1	
1 Tap Borer	. 0.4	
1 doz Narrow Hoes	1. 9.1	
18 ditto @ 2/3	2. 0.6	
24 ditto @ 1/11 1/4	2. 7.0	
2 broad ditto a 1/11 1/2	. 3.11	
6 Stock Locks @ 9 1/2	. 4.9	
6 ditto @ 10 1/2d		
6 do @ 1/1	.11.11	
4 ditto @ 1/6. 2 do @ 2/2	.10.4	
2 ditto @ 3/ . 2 do @ 3/6	.13.0	
11 Towels @ 1ld	.10.1	
112 doz Coat Basket		
Bottns.	1/4	4.19.4
54 doz Vest do.		2. 5.0
7 doz Sickles A @ 7/	2. 9.0	
5 doz do B @ 8/	2. 0.0	
15 M pins		.15.0
18 packs Cards	11 1/4d	.16.1 1/2
9 papers Ink Powder		
@10d		.7.6
11 Tortoise Shell pole		
Combs @ 20d	.18.4	
12 do. @ 2/	1. 4.0	
Mens Long do @ 1/10	1. 0.0	
12 do Staind. do. @ 6d	. 6.0	
10 Ladies pole do @31/2d	. 2.11	
12 do @ 4 1/2d	.04.6	
6 hair Combs @ 5d		.2.6
7 ditto @ 5d		.2.11
3 doz @ 11 ditto		.19.7
1 Comb & Can		.0.5
2 doz Buckling Combs		.10.0

2 3/4 doz Ivo Combs @ 16/		2.4.0
4 ditto @ 1/10 1/2		.7.6
4 doz & 5 bound setts a 16d	3.10.8	
9 Plain ditto @ 2/7 1/2		1.03.7 1/2
6 ditto @ 3/		.18.0
11 ditto @ 3/9		2.01.3
13 ditto @ 4/6		2.10.6
13 ditto @ 5/6		3.5.3
8 Castors @ 10/		4.0.0
10 Do. No 7 @ 14/		7.0.0
11 Do 8 @ 15/9		8.13.3
9 Do 9 @ 17/6		7.17.6
1. 2 Qt Blue & White China Bowl	. 4.0	
2. 3 pt ditto @ 3/6	. 6.0	
2 do do @ 3/6	. 7.0	
4 English China qt @ 1/2	. 4.8	
6 pint Basons @ 10d	. 5.0	
5 China Enameld Bowls @ 1/	. 5.0	
5 do. Blue & White pt. Mugs @ 3/0	.15.0	
24 Cups & 24 Saucers large Blue & White China @ 6d	1.4.0	
102 Cups & 102 Saucers Small Blue & White China @ 4d	3.8.0	
23 Cups & 24 Saucers Small enameled China @ 5d	.19.7	
6 do & 6 do ditto @ 4 1/2d	. 4.6	
6 3/4 doz flat Pewter Plates @ 9/	3. 0.9	
4 doz deep ditto @ 9/6	1.18.0	
2 doz hard mettlet Flatt do at @ 13/6	1. 7.0	
6. 2 qt Basons @ 2/	.12.0	
21. 3 qt. ditto @ 2/10	2.19.6	
21. 4 qt. ditto @ 3/10	4.00.6	
10 pewter Porringers @ 9 1/2d	.7.11	
10 doz pewter Spoons @ 1/6	.16.6	
1 qt. Jack 1/. 2 pt. ditto 1/4	.2.4	
1 Coffee pot 1/. 1 ditto 1/8	.2.8	

1 do 9. 1 ditto 1/4	.2.1	
1 Sauce Pan 1/4.		
1 Sugar Box 2/6	.3.10	
8 Cannisters @ 3 1/2d		
3 ditto @ 5d	.3.7	
3 pt. pots @ 3 1/2d.		
9 1t do @ 5d	.4.7 1/2	
1 funnel 2 1/2d. 1 ditto 3 1/2d		
2 do @ 5d	.1.4	
1 Tea Kittle 1/10.		
1 do 2/2. 1 do 2/8	.6.8	
6 patty pans # 3 1/2d	.1.9	
6 pudding Dishes @ 8 1/2d		
3 do do @ 10 1/2d	.6.11 1/2	
1 do 1/1. 1 Cullendoer 1/4		
3 do 1/9	.4.2	
6 Dust pans @ 7 1/2d.		
1 Tin Boiler 1/2	.4.11	
2 Tin Boilers @ 1/6.		
1 do 1/10. 2 do @ 2/3	.9.4	
4 Egg Slicers @ 1/3	.5.0	
30 Check Hankerchiefs 9 1/2d		1.4.6 1/2
23 do @ 12 1/2d		1.3.11 1/2
25 do @ 13 1/2d		1.8.1 1/2
16 do @ 1/5		1.2.8
19 do @ 1/9		1.13.3
6 prs Mens Shoes @ 4/	1. 4.0	
3 Pr. Mens Shoes @ 12/6		1.17.6
3 pr. Womans Shoes @ 5/	.9.0	
1 Womans Quilted Peticcoat		.10.7
8 Gause Handkerf. @ 5/		2.0.0
2 Lawn ditto @ 6/		.12.0
20 1/2 yds Stained Gause @ 4/6		4.12.3
6 1/2 yds Good do @ 3/6		1.2.9
44 1/4 yds plane do @ 3/		6.12.9
12 Womens Cloak No 10 @ 7/6	4.10.0	
10 do No 11 8/	4.0.0	
10 do No 12 10/	5.0.0	
1 doz Mens bro. thd.		
Stock No 9	1.1.0	
16 pair Mens White thd.		
do No 2 @ 2/10	2.5.4	
11 pair do No 3 @ 1/	2.4.0	
9 pair Ribbed do No 4 @ 4/6	2.0.6	

2 pr Mens Worsted Do		
5 @ 3/3	.6.6	
5 pr do No 6 3/9	.18.9	
5 pr do No 7 @ 4/9	1.3.9	
4 pr. Wom. Cotton do		
No 8 @ 3/6	.14.0	
4 pr. do No 9 @ 4/6	.18.0	
1 pr. Do		.5.0
4 pr Do @ 6/		1.4.0
1 pr Mens bro. thd. No 1	.2.0	
1 pr do Worsted Do No 7	.2.0	
7 pr. Do No 8 @ 2/3	.15.9	
7 pr. Do No 9 @ 2/10	.19.10	
6 1/2 yds 6/4 drab Cloth @ 6/6	2.2.3	
29 yds red Kersey 2/7		3.0.5
9 yds 5/4 White Cloth @ 6/		2.14.0
3 yds 6/4 blue do @ 16/8	2.10.0	
3 yds blue half think @ 2/7		.7.9
18 1/2 yds Red Kersey @ 2/7		2.7.9 1/2
1011 3/4 yds Shaloon @ 1/8		84.6.3
3 ps. Irish Linnen		
No. 167, 73 yds @ 2/1	7.12.1	
3 ps. do No 168. 73 yds		
@ 2/4	8.10.4	
3 ps do No 169. 68 yds		
@2/6	8.10.0	
3 ps do No 170. 74 yds		
@ 2/9	10.03.6	
1 ps do No 171. 24 yds		
@ 2/11	3.10.0	
1 ps do No 172. 23 yds		
@ 3/2	3.12.10	
20 1/2 yds No 171 @ 2/11	2.19.9 1/2	
21 yds No 166 @ 1/10 1/2	1.19.4 1/2	
7 yds Irish Linen		
No 165 @ 1/8 1/2	.11.11 1/2	
24 yds do 21 @ 2/		2.8.0
7 3/4 yds do @ 2/2		.16.9 1/2
2 1/4 yds do 21 @ 2/		.4.6
23 3/4 yds Do 21 @ 1/7 1/2		1.17.7 1/2
1 ps Fustain No 3		
24 yds @ 1/3	1.10.0	
1 ps ditto No 4		
30 1/4 yds @ 1/8	2.10.10	
1 ps ditto No 5		
31 yds @ 1/10	2.13.6	

1 ps ditto No 27 1/2 yds		
@ 1/1	.8.1 1/2	
1 ps White Jeanes	.16.6	
1 ps do No. 1.11 3/4 yds @ 9 3/4	.9.6 1/4	
1 ps dyed No 2. 5 1/4 yds		
@ 1/1	.5.8 1/4	
1 ps Corduroy No. 8.		
37 yds @ 3/	5.11.0	
1 ps do No 6. 8 3/4 yds @ 2/6	1.1.10 1/2	
3 ps do No 7. 41 5/8 yds @ 2/9	5.14.5 1/4	
1 Remnant Callico No 3.		
8 1/4 yc @ 2/3	.18.6 3/4	
1 ps do No 4. 14 yds	1.12.9	
1 Remnant Do No. 5		
2 1/2 yds @ 2/4	.5.10	
1 do do No 6.		
2 1/2 yds @ 2/25	.6.0 1/2	
1 do do No 7		
12 1/2 yds @ 2/5	1.10.2 1/2	
1 do do No 8		
3 1/2 yds @ 3/5	.10.6	
1 ps do No 9		
11 1/2 yds @ 3/	2.2.0	
1 ps Cloth Cold. Callemo		
40 yds	1.13.6	
1 ps Green do 40 yds	1.15.6	
1 ps Pink do 40 yds	1.19.6	
1 ps Scarlet do 40 yds	2.3.6	
1 Remnant No 1 2 3/4 yards		
@ 10d	.2.3 1/2	
1 do 5 33 1/2 yds		
@ 11d	1.10.8 1/2	
1 do 6 30 3/4		
yds @ 11 1/2d	1.9.5 1/2	
1 do 2 1/2 yds @ 2/6		.6.3
1 do 31 1/2 yds @ 2/8		3.17.4
1 do 9 1/2 yds @ 2/8		1.5.4
1 ps Scarlet Durant No 9	2.3.6	
1 Remnant do No 8		
16 1/2 yds @ 1/3	1.0.7 1/2	
1 do No 7 13 1/4 yds @ 1/	.13.3	
1 do Do 10 yds @ 2/		1.0.0
1 do Do 1 3/4 yds		.3.6
4 ps Nankeen @ 11/3		2.5.0
28 Black Silk Handkerfs		
@ 4/6		.6.6

39 Cold. Do @ d/10 1/2		7.11.1 1/2
12 yds 3/4 Check @ 1/6		.18.0
5 yds Striped Check @ 1/8		. 8.4
1 1/4 yds Apron ditto		
@ 3/4		. 4.2
1 ps dimiy Cambrick	1.06.0	
1 ps ditto No 386	1.10.0	
1 ps ditto 392	1.13.9	
1 ps ditto 3357	2.6.0	
6 yds ditto 3367 6/8	2.0.0	
2 1/2 yds Black Mode		
No 1 @ 4/3	0.10.7 1/2	
2 lb 5 oz Sewing Silk 28/	3.4.9	
2 15 oz Mohair @ 19/	2.14.9 3/4	
1/2 lb Seo: ounce		
White thread @ 9/		.4.6
3 oz do. @ 15/. 1 lb		
ditto @ 15/		.17.2 3/4
1/4 lb ditto @ 12/.		
3 oz. ditto @ 14/		.5.7 1/2
1 lb ditto @ g/. 1 lb		
ditto @ 18/		1.14.0
1/4 lb ditto @ 20/.		
9 oz do. @ 29/		1.1.3 3/4
3 Bibles @ 2/4.		
4 prayer Books @ 1/8	.13.8	
8 prayer Books @ 1/8	.13.4	
8 Testaments @ 1/1.		
11 ditto @ 10 1/2d	.18.3 1/2	
17 Spelling Books @ 8d	.5.8	
18 Psalters @ 6 1/2	.9.9	
24 reading made easy @ 3 1/2	.7.0	
11 divine Songs @ 3 1/2d.		
11 primers @ 2 1/2	.5.6	
12 first Gifts @ 1/1 pr		
doz. 24 ditto		
@ 10 d pr doz.	.2.9	
3 pr Scissars No 12 @ 3d	.0.9	
4 pr ditto No 13		
@ 5 1/4d	.1.9	
5 pr ditto No 14		
@ 8d	.3.4	
4 pr ditto @ 9d	.3.0	
37 1/2 lb Chocolate		
@ 1/10 1/2		3.10.3
12 pr Snuffers @ 2/2	.2.2	

9 1/4 yds Black Lace			
No 1 @ 9d	.5.4 3/4		
22 yds ditto No 2 @ 11d	.19.4		
18 yds ditto No 3 @ 16d	1.4.0		
19 1/2 yds ditto No 4 @ 2/2	2.3.2		
36 yds ditto No 5 @ 9d	1.7.0		
26 1/4 yds ditto No 6 a 15d	1.12.9 3/4		
5 pr Cotton & 1 pr Wool			
Cards @ 3/9		1.2.6	
3 pr Boot Legs @ 17/6		2.12.6	
5 Kip Skins		3.15.0	
7 Calf ditto			3.10.0
2 Sides Russet Leather			1.15.0
2 large Black ditto		1.10.0	
half a side of Leather		.7.6	
179 Ells Canvas @ 1/2		10.8.10	
28 1/4 Ells Orenbs. @ 9d	1.1.2 1/4		
10 doz & 8 thimbles @ 3 1/2d	.2.10 1/2		
17 Curb Bridles @ 2/	1.14.00		
10 Snaffle ditto @ 1/8	.16.8		
21 Pr Stirrup Leathers @ 9d	.15.9		
21 Blue & White Girts @ 8d	.10.6		
22 Red & White Do @ 9d	.16.6		
2 doz Cruppers @ 8d	.16.0		
1 mans Dble. Flap			
Hogskins Saddle	1.5.0		
1 Woman ditto			6.15.0
1 ditto			.7.10
5 doz Nutmegs @ 1/6		.7.6	
0.3.19 1/2 lb Brimstone			
@ 22/6	1.0.9		
90 lb Pepper @ 1/3 1/2	5.16.3		
47 1/4 lb Ginger @ 5d	.19.8 1/4		
2 Crates Earthan Ware	7.19.8		
0.3.27 lb Allam @ 25/	1.4.9 1/2		
0.3.23 lb Copperass a 6/6	.6.2		
45 lb Piminto @ 1/ 6 1/2	3.9.4 1/2		
8.cwt 1.17 lb Loaf Sugar			
@ 78/	32.15.3 3/4		
2294 lb Muscavado			
Sugar @ 6d		57.7.0	
37 1/2 lb Bohea Tea a 3/9		7.4.7 1/2	
1 Box Dip Candles			
No. 44 lb @ 5 3/4d	1.1.1		
26 lb ditto @ 5 3/4d	.12.5 1/2		
1 keg Pipes	1.2.4 1/2		

1 Do 1/3 full	.7.5 1/2	
3 half B les F Powder a 40/	6.0.0	
42 lb ditto @ 9 3/4d	1.14.1 1/2	
31 lb Coarse ditto @ 2/		3.2.0
737 lb Castele Soap @ 11d		33.15.7
421 lb White ditto a 8d		14.1.4
448 Pr. Shoeheels @ 2d		3.14.8
9 large Whash Basons a 1 1/2d	.1.1 1/2	
21 ditto @ 3d	.5.3	
10 ditto @ 3/4	.0.7 1/2	
12 Varragated qt. Mugs & Covers 6d	.6.0	
15 pint ditto 3d	.3.9	
7 1/2 pint ditto 1 1/2d	.0.10 1/2	
14 Varragated qt Mugs a 5d	.5.10	
24 do pt Mugs @ 2 1/2d	.5.00	
17 do 1/2 pint do @ 1 1/4d	.1.9 1/4	
13 do Bowls @ 5d	.5.5	
13 do Smaller do a 2 1/2d	.2.8 1/2	
46 do do do @ 1 1/4d	.4.9 1/2	
17 do do do @ 1d	.1.5	
7 large Queens Ware do a 3d	.1.9	
38 Smaller ditto a 1 1/2d	.3.6	
49 do @ 3/4	.3.0 3/4	
9 qt Mugs & Covers Queens Ware 4d	.3.0	
14 pt ditto do 2d	.2.4	
20 half pint do 1d	.1.8	
23 pepper Boxes do a 1 1/2d	.2.10 1/2	
2 Tea pots do @ 8	.1.4	
33 half pint Mugs @ 3/4. 53		
pt. do @ 1 1/2d	.8.8 1/4	
33 quart ditto @ 3d	.8.3	
11 Sauce Boats @ 3d.		
8 do @ 2 1/2d	.4.5	
24 do @ 2d. 13 do @ 1 3/4d	.5.10 3/4	
10 1/2 doz Flatt plates 2 doz Deep ditto @ 1/6	.18.9	
1 1/2 doz Breakfast do @ 1/	.1.6	
4 Coffee Pots @ 1/2	.4.8	
5 Blue & White half pt. Bowls 4d	.1.8	
7 ditto pt. do 6d	.3.6	
8 ditto qt. do 1/	.8.0	

9 Cups and 12 Saucers			
Breakft. do @ 3/6 per?	.3.0	3/4	
7 Cups & 6 Saucers Red			
& White do, @ 1/6	.1.10	3/4	
106 Cups & 109 Saucers			
Small Blue & White			
Delph @ 2d	1.15.	10	
158 Cups & 169 Saucers			
Small red & White do			
@ 1 1/2	2.0.10	1/2	
4 Cups & 3 Saucers (Toys)	.0.7		
3. 17 In Dishes @ 1/3.			
3. 16 do @ 1/	.6.9		
3. 15 In Do @ 10d.			
5. 16 do @ 8d	.5.10		
1. 13 In Dishes 6d.			
8. 12 ditto @ 4d	.3.2		
8. 11 In do @ 3d.			
8. 10 In do @ 2d	.3.4		
1 large 3 qt. Turren			
& Ladle	.4.0		
3 Small ditto @ 10d	.2.6		
1 Butter Tub 7d			
12 potting potts 1/6	.2.1		
10 large Washington			
Toast Mugs @ 4 1/2d	.3.9		
10 ditto do	.1.8		
5 red Cream pots 3/4.			
5 White do 1/8	.4.7		
10 Milk Mugs 1/3.			
5 Mustard pots 7 1/2d	.11.10	1/2	
16 Salt Sellers 1/4.			
36 patters 3/	.4.4		
12 Coffee Cups 1/.			
21 ditto 1/9	.2.9		
13 hair sifters @ 8d	.8.8		
38 ditto 1/2	2.4.4		
18 ditto large Sives a 1/6	1.7.0		
18 Smaller do @ 1/2	1.4.0		
1012 lbs Iron Pots a 4d			16.17.4
8 Mens Shirts @ 6/		25.10.0	
1 ps. Welch Plains			
No. 54 105 yds			
2 ps. do No. 53			
193 yds. 3 Remnants			
do 108 Total 406			

@ 1/3 3/4	27.18.3	
1 Box Window Glass 6 by 4		5.15.0
6 Garden Spades @ 3/	.18.0	
1 pr Woms. Stays No. 4	.12.0	
1 pr do do No. 5	.13.0	
1 oz Cinnamon @ 4/3		.12.9
17 doz 10 figured Ribbons 5/	4.5.0	
57 yds ditto @ 5d	1.3.9	
3 ps 8d Sarsnet do @ 10/6	1.11.6	
31 3/4 yd do 3 1/2	.9.3	
4 2 Single Sattin do 8/6	1.14.0	
19 yds Black Paduy. do 4d	.6.4	
138 1/2 yds 2 Single Sattin	1.12.5 3/4	
4 ps 1/2 Chine 1/6	.6.0	
9 41/2 yd @ 1 1/2 d ps		1.6.0
1 Gros best 6d ferret	1. 2.0	
1 Gros. brod. Worsted Bind. 8	.10.6	
1 Gros. Narrows do	. 9.0	
22 ps diaper Tape No 16 6 3/4d	.12.4 1/2	
24 ps do do No 20 7 3/4d	.15.6	
24 ps do 28 9 3/4d	.19.6	
44 ps do 24 8 1/2d	1.11.2	
21 ps do 32 11 1/2d	1.0.1 1/2	
1 ps filleting		.2.6
1 ps Common Tape		.1.0 1/2
2 Dble Gros black Horn Butts.	.3.0	
7 1/4 doz Coat & 9 doz Vest do	.1.0	
10 large Graters 1/2. 5 Small do 4d	.1.6	
3 doz Knives & forks		

No 1 @ 2/	.6.0	
1 doz do @ 3/	.2.6	
3 doz do No 4, 5, & 6 @ 3/	.9.0	
1 doz do No 7 4/6.		
1 doz do No 8 3/	.7.6	
1 doz Knives & forks No 9	.4.0	
1 Set polished horn do	.13.9	
62 Currey Combs 8d	2.1.4	
64 Brushes 9d	2.8.0	
27 1/2 doz Coat Mettle Butts. @ 1/6		2.01.3
6 1/2 doz Mettle Sleeve Butts. @ 7 3/4d		.4.2 1/4
4 1/2 doz ditto @ 7 3/4d		.2.10 3/4
4 1/4 doz Stone do @ 9d		.3.2 1/4
10 pr Bath Mettle Do		.1.2 1/4
9 Key Rings @ 3d		.2.3
4 Chalk Lines @ 6d		.2.0
1 Nutmeg Grater	.0.3 1/4	
3 pr Knee Garters 3d	.0.9	
12 pr Shoes Bucks. No. 16 @ 9d	.9.0	
12 pr do 17	.10.6	
2 pr Plated Do @ 2/6	.5.0	
2 pr Steel do 4 1/2d	.0.9	
11 pr. yellow Square do 12 1/2d		.11.5 1/2
14 doz Awl Blades 4 1/2d		.5.3
6 fans @ 8d. 3ditto @ 1/6	.8.6	
2 pr Brass Candle Sticks @ 7/	.14.0	
15 Drum Hooks		.3.9
4 Couteaux No 24	.0.8 1/2	
10 ditto 25 2 3/4	.2.3 1/2	
7 ditto 26 3 1/2	.2.0 1/2	
13 pen knives 10 2 1/2d	.2.8 1/2	
10 ditto 11 4	.3.4	
15 doz & 11 handsaw file @ 1/6	1.3.10 1/2	
6 Horse Whips @ 1/6	.9.0	
1 doz Garden Spades	1.16.0	
3 doz Grass Sythes a 28/	4.4.0	
3 doz do do 30/	4.10.0	
7 Grindstones @ 4/	1.8.0	

1 Bar Steel 19 lb a 6d	. 9.6		
18 doz Sythe Stones 1/10	1.13.0		
57 Galls Taffia @ 2/6			7.2.6
18 Gll. Molasses @ 2/6			2.5.0
15 lb Sole Leather 1/7			1.3.9
40 1/4 Galls West India Rum @ 5/			10.1.3
0.3.19 Shott @ 22/	1.0.2 1/2		
163 lb Musket Balls @ 3 1/2d			2.7.6 1/2
3. 2 Gall Jug 1/6	.4.6		
1 qt do. 6d	.0.6		
1 Buttor Pot 1/6.			
3 do 1/6	.3.0		
4 prs Mugs 2 1/2d	.0.10		
40 doz Extinguishers 1/2	2.6.8		
340 lb Sharp pt. Nails @ 9d			12.15.0
8 3/4 m flat pt 10d.			
do 11 1/2 lb @ 4/7	2.0.1 1/4		
24 1/4 m do. 10d.			
Do 12 1/2 lb @ 4/7	5.11.1 3/4		
27 m do 10d.			
Do 12 1/2 lb @ 4/7	6.3.9		
43 1/2 m do 8.			
Do 9 3/4 lb @ 3/9	8.10.6 1/2		
43 1/2 m do 6d.			
Do. 6 3/4 lb 3/1	6.14.1 1/2		
41 1/2 m do 6d.			
Do. 6 3/4 lb 3/1	6.7.11 1/2		
1 Cask contg. Sadler Furniture & Tools	23.15.3		
1 pr. Tin Scoop Scales & wt. from 14 lb to a Quarter			
1 pr. large Beams & Scales with 4. 56 lb-& 1 qrs			1.5.0 5.10.0
900 Common Needles 2/			.18.0
1380 White Chapple do 12/6	.17.12 1/2		
1186 lb Log Wood			6. 0.0
25 lb Cork Wood @ 4d			.8.4
29 frying pans @ 1/3	1.16.3		
31 1/2 lb damaged Indigo @ 3/9			5.18.1 1/2
1 Pewter Gall Measure			.7.6

1 Do qt do				.1.6
1 do pt. do				.1.0
2 Oil Jars				1.10.0
1 pr Jack Screws				3.10.0
1 pr Worm ditto				1.10.0
	<u>449.18.7 3/4</u>	<u>385.07.7</u>	<u>81.14.1 1/2</u>	<u>81.14.1 1/2</u>
Add 100 per Cent on Sterling Cost		449.18.8 3/4		
889.17.3 1/2				
Add 20 per Cent on The Curnt, Cost			77.1.6	<u>467.9.1</u>
				£ 4613.6.11

Robt. Dick and Wm. Deakins – Appraisers

A List of Household Furniture the property of Christopher Lowndes deceased Appraised in Current Mondy Vizt.

	In the large Room	
12 Mahogany Hair Bottom Chairs @ 45/		27. 0. 0
2 ditto do Arm Ditto @ 52/6		5. 5. 0
2 ditto Card Tables		5. 0. 0
2 ditto Pembroke do		2.15. 0
1 ditto Double Arm Leather Bottom Chair		4. 5. 0
2 ditto Fire Screens		1. 0. 0
4 Family Pictures		
1 Peer Looking Glass		10. 0. 0
2 Venetian Blinds		1. 5. 0
	In the Porch	
6 Windsors Chairs @ 11/3		3. 7. 6
1 Small round Table		. 5. 0
1 Venetian Blind		1.10. 0
	In the Dining Room	
14 Pictures		3. 10. 0
1 Side Board Table		1. 10. 0
1 Dining Ditto		4. 5. 0
1 Looking Glass		2. 10. 0
	In the Passage	
1 Dining Table		4. 5. 0

1 Mahogany Cased eight day Clock 18.10.0

In the Back Room

1 Cherry Tree Book Case & Desk 7.10.0
1 oval Mahogany Table 3. 0. 0
1 Mahogany Wine Cistern 5. 0. 0
1 Ditto Spirit Case 3. 0. 0
1 Tea Chest 1. 5. 0
1 Sugar Box . 15. 0
Sundry Books 12. 0. 0

In A. Ls. Room

1 Walnut Bed Stead Bed &c 20. 0. 0
6 Mahogany Chairs @ 30/ 9. 0. 0
1 Looking Glass 1.15. 0
1 Family Picture
2 Prints . 5. 0
1 Wash Bason Stand .16. 8
2 Bed Carpets .10. 0

In the Nursery

1 Walnut Bed Stead Bed a 14. 5. 0
6 Chairs old 7/6 2. 5. 0
1 Looking Glass 1. 2. 6
1 Wash Bason Stand . 16. 8
1 Chest of drawers 3. 0. 0

In B. Ls. Room

2 Walnut Bed Steads, Beds &c 35. 0. 0
6 Chairs 3.15. 0
1 Looking Glass 1. 0. 0

1 Wash Bason Stand .10. 0
1 Family Picture

1 Chest of Drawers 1.10. 0
2 prints 5/. 1 Table 20/ 1. 5. 0

In Mrs. Lowndes Room

6 Mahogany Chairs @ 20/ 6. 0. 0
2 Setts of Drawers 4.15. 0
1 Looking Glass 2.10. 0
1 Bed Stead, Bed &c £29 Str. £14, £52.6.8 } 59.16. 8
1 ditto &c £7.10.0 }
1 Wash Bason Stand 16/8. 1 Round Table 50 } 3. 6. 8

6 Prints @ 3/9	1. 2. 6
1 Bed Carpet	. 6. 0

In the Garrett

2 Turkey Floor Carpets	16. 0. 0
Several Pieces of Bed Ditto	2. 0. 0
4 pr. ps. Fire Shovels & Tongs	2. 0. 0
6 pr. And Irons	7.10. 0
32 lb Wool @ 1/6	2. 8. 0
3 Trunks @ 10/	1.10. 0
1 Family Picture	
14 Blankets	10. 7. 6
1 Glass Lamp	2.10. 0
15 Table Clothes 17/6	13. 2. 6
11 Napkins 40/ 11 Towels 22/	3. 2. 0
15 pair Sheets £20. 12 pillow Cases 25/	21. 5. 0
3 Spare Beds	17.10. 0
10 Quilts & Coverlets	26. 6. 8
2 Setts Window Curtains	2.10. 0

In the Store Room

11 Tin Cannisters	. 5. 6
10 Muggs different kinds	. 5. 0
2 Tea Urns	2.10. 0
4 Decanters	.15. 0
4 China Bowls	. 5. 0
4 Candle Sticks plated	7. 0. 0
6 Wash Basons	. 6. 0
4 Hair Brooms	.14. 0
1 Turren	. 7. 6
1 Tea pott Broke	
2 Butter pots	. 9. 0
1 plate Warner 10/. 2 Jugs 6/6	.16. 6
1 Keg 1/6. 1 Chair 1/. Sundry Medicine 5/	. 7. 6
5 Dishes	.10. 0
Glass Salver & Glasses	3. 0. 0
Gilt Queens Ware	2. 0. 0
3 Clamps	. 3. 0
22 pewter plates 22/. 10 pewter Dishes 10/	1.12. 0
1 Box Candles	2. 5. 0

Issac's Cubboard

6 Egg Holders	. 1. 0
2 Tea pots 8/. Ditto 2/	.10. 0
14 Coffee Cups 9/. 12 Tea Cupps 10/	
12 Saucers Enaml 10/	1. 9. 0

12 Breakfast Cups & 11 Saucers Blue & White	1.10. 0
12 Small Cups & 11 Saucers	1. 3. 0
11 Small Queens ware plates	. 2. 9
4 Bowls 7/6. 2 Muggs 5/6. 2 Cream potts 2/6	.15. 6
12 Breakfast plates 4/. 12 Muffin Do. 3/	. 7. 0
2 doz Flatt Table Do. 0/. 11 Do. do 2/9	.11. 9
1 fruit Dish 1/. 12 Dishes 25/	1. 6. 0
2 Doz. Green Handle Knives & forks	3.10. 0
10 ditto 15/. 12 Do white 30/. 10 Small Do. 10/	2.15. 0
3 Bottle Stands 15/. 1 Tea Cannister 35/	2/10. 0
1 Bowl 5/. 10 Glasses 15/. 4 Tumblers 15/. 1 Decanter 6/	2. 1. 0
1 Doz China plates	1.10. 0
1/2 Doz Desert Do.	. 7. 6
1 Plate Baskets 5/. 1 Bread Do. 5/	.10. 0
1 Mahogany Tea Tray	1. 5. 0
1 Table 3/. 1 Cupboard 5/	. 8. 0
6 Iron pots 275 lb @ 4d. 91/8. 3 pr pot Hooks 6/1 Ladle & 1 flesh fork 1/	4.18. 8
1 Grid Iron 2/6. 3 Box Irons 12/. 5 flat Irons 15/. 1 Dish Warmer 1/	1.10. 6
1 Mortar & Pestle 12/6. 1 Marble Mortar 20/ 2 Bell Mettle Skillets 10/	2. 2. 6
2 pr Brass Candlesticks 50/. 1 fish Kettle 30/ 1 frying pan 3/. 1 Driping Do. 1/	4. 4. 0
2 large Shovels 7/6. 1 pr Tongs 2/6. 1 pr Bellows 3/. 1 Spit 2/6. 1 Jack 60/	3.15. 6
1 pr End Irons 20/. 1 Tea Kettle 30/ 1 Chocolate pot 1/. 1 Coffee Do. 5/	2.16. 0
13 Tin milk pans 26/. 5 pewter Basons 25/. 13 paddy pans 6/6	2.17. 6
Old Lumber of various kinds	<u>20.15. 0</u>
	£ 519.15. 0

Prince George's County to wit
28th April 1789

Then Came Benjamin Lowndes one of the Administrator's of the Christopher Lowndes late of Prince George's County Deceased and made oath. Enter probate at the end of this Book.

A list of Debts, both Separate & Desprate, due to the Estate of Christopher Lowndes, late of Prince George's County Deceased Viz:

Also 2 1/2 pages more for "Account of the deceased Christopher Lowndes for Effects not included in the inventory." Benj, Frances Lowndes Sr.*

*When I requested these pages, I was told they could not be located.

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APPENDIX B

PROBATE INVENTORY OF LONDON TOWN MERCHANT SAMUEL PEELE

An Inventory of the goods and Merchandise of Mr. Samuel Peel late of Anne Arundel County aforesaid Merchant deceased Remaining in the deceased Store Houses being part of his personal estate the same being duly appraised by us the subscribers being first duly appointed and sworn and affirmed for that purpose which said goods and merchandise by us appraised by us as follows viz. 696

Linen & etc	
8 piece Bro. Zen qts. 106: 102:103:109:102:80:68:101 and 80 Ells in all is 8'51 Ells...	1.d.p. 39.0.3
1 piece Rusha Duck qt. 3 yards and ditto remnants al qt. 104 yards @ 18d per	10.0.4
1 piece Harrow Canvas	1.6.3
21 ½ Ells ditto remnants @ 21d	1.0.0
1 piece Bor. Bowles qt. 34 Ells @ 7d	0.19.10
51 ¾ Ells ditto in remnants @ 6 ½	1.11.0
19 Ells broad Hammers @ 11d	0.17.5
3 piece Bleu Ozenbr. Qt 23:21:22 ¼ in all is 66 ¾ Ells @ 10 ½ (rest illegible)	3.8.3
1 piece Broad Blue qt 21 yards 4 ½ yards ditto in Remnants @ 20d	2.2.1
3 pieces White Ozenbr. qt 74 Ells 32 Ells ditto remnants @ 12d	5.6.6
3 pieces Narrow Checks qt 98 ½ Ells @ 15d	5.11.10 ½
3 pieces Broad ditto qt. 96 Ells @ 20d	8.0.0
23 Ells Narrow ditto & 2 ¾ Ells Broad ditto some damaged @ 12d	1.5.9
1 piece 7/8 Cotton Checks qt 31 ½ Ells @ 21d	2.15.17
57 ½ Ells ditto @ 18d	4.5.5
3 pieces Course Dowlas @ 30	4.10.0
22 Ells ditto @ 18d	1.13.0
2 piece very course Linnen qt 41 yards each @ 10d per yard	3.8.4
1 piece Bro Irish Sheeting 39 ¾ Ells 18d	2.19.10
18 ½ yards ditto 18d	1.7.9
31 ½ yards White ditto @ 21d per yard	2.15.17
2 piece Irish Shirting @ 57/each	5.14.0
19 yards ditto @ 18d	1.8.6
1 piece Scotch Cloth @	0.18.0
1 piece Narrow Garlic	1.13.0
15 Ells ditto @ 18d	1.2.8
19 ¾ Ells Broad ditto @ 2/3	2.2.4
1 piece Bagg Holland qt. 13 Ells & 4 ½ Ells ditto @ 6/	5.5.0
1 piece sheeting Holland qt 43 ¼ Ells @ 4/6	9.14.1
17 yards dyed Linnen @ 15d	1.1.3

4 piece Damstise qt. 38 yards @ 3	5.14.0
15 yards ditto Damd. @ 18d	1.2.6

696 MSA, Anne Arundel County, Probate Inventory, Liber 18, folio 150-172; 1733-Samuel Peele.

13 $\frac{3}{4}$ yards Narrow Diaper @ 12d	0.13.9
14 pieces striped Holland 15 yards each @ 37/6	26.5.0
10 pieces ditto Damd. 15 yards ditto @ 25/	12.10.0
55 yards ditto in remnants 18d yards	4.2.6
17 pieces calico	34.7.0
126 yards ditto in remnants @ 2/6 yard	15.15.0
8 pieces India Chince @ 19d per	7.12.0
19 $\frac{1}{2}$ yards ditto @ 18d	1.9.3
2 pieces ditto Very Course	1.4.0
2 pieces course White Gdansk qt. 17 $\frac{1}{2}$ yards each	1.17.6
33 $\frac{3}{4}$ yards ditto @ 13d	1.16.6
26 yards Muslim @ 3/	3.18.0
8 $\frac{1}{2}$? fine Kenting	29.5.0
4 pieces Course ditto 13/4 per	2.13.4
5 $\frac{1}{2}$ yards Cambric 10/yard	2.12.6
1 piece and 1/3 of a piece fine Cambric	4.1.4
2 remnants Lane (? Lace) qt. 13 yards	2.16.0
2 bed ticks and one bolster	4.0.0
4 pieces Chalys 13/6 per	2.14.0
7 $\frac{1}{2}$ yards ditto 16d	0.10.0
3 pieces fine white Baslers 39 per	5.17.0
3 pieces cotton handkerchiefs @ 16/6	2.9.0
9 ditto handkerchiefs 16d	0.12.0
19 silk Reinalls ditto 2/	1.18.0
17 Suscy handkerchiefs @ 2/3	1.18.3
13 best India ditto @ $\frac{3}{4}$	2.3.4
2 Ordinary ditto @ 2/	0.4.0
4 $\frac{1}{3}$ Dozen of English ditto	6.0.0
4 $\frac{1}{2}$ yards course Himming 22d	0.8.3

Stuffs & ca.

3 pieces Cantalone qt. 181 yards @ 6d	4.10.6
38 yards ditto in remnants 6d	0.19.0
2 pieces and 3 yards plasing qt 30 yards 3/6	5.5.0
4 pieces yard Wide Stuff 45/	9.0.0
52 yards Narrow ditto in Remnants @ 10d	2.3.4
172 yards wide in ditto 16d	1.3.4
16 yards White Tamrin 16d	1.1.4
75 yards Callimanco 18d	5.12.6
27 yards Poplin 18d	2.0.6
29 $\frac{1}{2}$ yards course check stuff 9d	1.1.11
2 (W?) Whoods and Cloaks	3.10.0

1 pieces Duffell Moth Eaten qt. 19 ½ yards @ 2/yards	3.18.0
42 yards ditto goods @ 6/yards	12.12.0
4 piece White Flannel qt. 336 yards	18.15.8
52 yards ditto dams @ 20d	4.6.8
3 pieces Stripped Flannel qt. 93 yards @ 19d	7.7.3
27 yards ditto Moth Eaten @ 12d	1.7.0
1 piece Fearnothering qt. 31 yards @ 2/6	3.17.6
2 piece Drizett qt. 82 ½ yards & 74 yards ditto in remnants 2/6	19.11.3
6 yards Red Duffell @ 8/	2.8.0
3 pieces Duroys@ 30/	4.10.0
2 pieces Sagathy 48/	4.16.0
3 pieces Shalloone qt. 90 yards 45/	6.15.0
123 yard ditto remnants @ 18d yard	9.4.6
18 ¼ yards Deuroys@ 16 yards	1.4.4
4 yards silk Camblet @ 2/6	0.10.0
19 ¼ yards Sagath @ 20d	1.11.8
7 yards Black Shalloone @ 18d	0.10.6
23 ¾ yard Crape Moth Eaten @ 12d	1.8.9
1 piece Course Broad Cloth qt 24 yards at 5/6	6.12.0
1 piece Devonshire Kersey Moth Eaten 32 yards 3/6	4.17.6
2 ½ yards fine Drab @ 22/8	2.16.8
4 yards fine Shallone 22d	0.7.4
6 yards fine cloth 22/8d	6.16.0
3 yards ditto Drab. 10/6	1.11.6
4 yards ditto, ditto 26/8	4.16.8
3 ½ yards ditto, ditto 18/8	3.5.4
3 ½ yards ditto, ditto 13/4	2.3.4
27 yards Shallone 2/2	2.18.6
1 piece course Bleu Duffell qt. 44 yards 3/	6.12.0
6 pieces Kendell Cotton @ 17/per	5.2.0
3 pieces Welsh ditto qt 250 yards @ 20 dyard	20.16.8
14 yards ditto remnants @ 12d	0.14.0
4 pieces Course Kersey @ 40/	8.0.0
10 yards ditto @ 3/	1.10.0
2 pieces red half think qt 55 yards @ 22d	5.0.10
16 yards ditto and 7 yards Penistone @ 19d	1.16.5
11 ½ yards Shagg @ 3/	1.14.6
1 piece Blue half think qt. 32 ½ yards 21d yard	1.11.02
25 yards ditto 18d	1.17.6
12 yards Fearnothering @ 2/6	1.10.0
1 piece Stripped Bowles qt. 24 yards & 33 yards ditto 20d	4.15.0
1 piece (cold) Cold Fustian	2.5.0
31 ¾ yards ditto 12d	1.11.9
2 pieces White Dimothy 22/6 per	2.5.0
5 yards ditto	0.5.0

Gloves & ect

2 dozen 3 pair men's wash gloves @ 16d	1.16.0
1 dozen inseamed ditto @ 18d	0.18.0
2 dozen 1 pair women's Cold Lamb @ 18d	1.17.6
2 dozen 11 pair women's Wash Gloves @ 18d	2.12.6
1 dozen 1 pair Women's Lamb Mittens 18d	0.19.6
5 pair Woman's Shamey Gloves 18d	0.7.6
5 pair men's cold Wash 16d	0.6.8
5 dozen 11 pair boys wash gloves 6d	1.15.6
1 dozen 1 pair girls lambs ditto 7d	0.7.7
1 dozen pair ditto mittens 6d	0.7.6
5 dozen pair women's cotton and thread gloves 20d	5.3.4
2 dozen white wash ditto 18d	1.16.0
2 dozen men's ditto 16d	1.12.0
11 men's Ozebbrig jackets 2 Women's ditto 2 pair Hovers 5 pairs Spatteredashes 7 men's duffel coats	
6 men's Jackets moth eaten 10 pair breeches @ 11 Men's Kersey Coats Moth Eaten	3.0.0
4 pair men's leather breeches 10/	2.0.0
6 men's ticking waistcoats & 9 pair ditto breeches	4.11.0
4 men's suits of clothes 2 40/	8.0.0
2 ditto Fustian Frocks @	1.10.0
1 ditto Duroy Coat and Breeches damaged	0.15.0
1 Women's night gound	0.18.0
Persian Silk & etc	
4 Red Leather Trunks	0.16.0
45 yards India Persian	7.17.6
1 pieces Checkneese qt 8 yards @ 2/4	0.18.8.
1 piece Cuttencas qt. 15 yards & 1 ½ yards ditto 3/	2.9.6
3 pieces silk Burdett qt. 8 yards and 3 ½ yards ditto @ 2/3	9.0.8
5 yards Leapease 2/4	0.11.8
1 piece Seersucker qt. 12 1/2/ yards 15 ½ yards ditto remnants 2/4	3.5.4
6 ½ yards striped cotton & Gingham 18d	0.9.9
42 yards striped and flowered silk 3/6	7.7.0
346 yards Persian Silk 2/	34.12.0
160 yards Sarsnett 2/6	20.0.0
27 ½ yards Black Shagreen 2/8	3.12.8
16 ¾ yards stripped silk 2/2	1.16.3
Stockings & etc	
13 pair Men's Worsted hose @ 5/pair	3.5.0
22 pair Small boys Course ditto 1/8	1.16.8
26 pair women clocked ditto 2/8	3.9.4
17 pair girls ditto moth eaten 16d	1.2.3
7 pair children yarn hose 8d	0.4.8
3 pair children yarn gloves 12d	0.3.0
11 pair men's black silk hose 18/8	9.3.4

10 pair ditto white ditto 1 pair damaged 13/p	5.10.0
2 dozen 7 pair men wove thread hose 3/9	5.16.3
2 pair women ditto with worsted clocks & dams 2/6	0.5.0
6 pair women's thread 2/	0.12.0
8 pair boys ditto 18d	0.12.0
1 pair men's cold thread 2/6	0.2.6
6 men's cotton caps 2/	0.12.0
13 dozen single silk caps 7/	4.11.0
16 pair women silk gloves 4/4/	3.9.4
8 dozen (no?) of pins 11 dozen	4.8.0
Button & Mohair	
33 Gross 10 dozen coat and breast buttons; 17 gross doz. mat & ticking 3/gross	7.15.3
4 dozen coat mettle buttons, 19 dozen ditto horn, 21 dozen ditto breast ditto, 5/gross	0.18.6
17 (?) mohair moth eaten 2/6	2.2.6
10 glass headed sticks 12	0.10.0
26 wood headed canes 4/	5.4.0
1 ivory ditto	0.6.0
7 boys ditto	0.7.0
18 looking glasses @ 17d	1.5.6
20 Trading Guns 10/	10.0.0
22 Sack bags 4/	4.8.0
Stationary & ca.	
5 dozen 5 papers of ink powder 6/dozen	1.12.6
7 dozen ten packs of playing cards 4/dozen	1.10.8
5 letter cases 2/	0.10.0
1 dozen at. 3 Quires	0.6.0
3 Reams of paper 11/9	1.19.9
2 ditto fine cut ditto 15/	1.20.0
5 gilt Bibles	1.0.0
1 plain ditto 3/	0.3.0
6 qt. of large paper 14d	0.7.6
20 Testaments @ 16	1.6.8
10 Accidence @ 16d	0.13.4
9 salters 9d	0.6.9
4 common prayer books 2/6	0.10.0
2 the whole (?) of man	0.6.8
8 pockets books 9d	0.13.6
5 primers and 8 horn books	0.2.2
3 pewter ink holders	0.2.0
3 black lead pencils	0.0.6
8 letter files 14d	0.9.4
15 ½ Gross Pipes 2/gro.	1.11.0
Haberdashery of Small Wares	
83 of Cold and Bro Thread @ 2/?	10.7.6

45 ¾ Whled Bro ditto @ 4/4	9.18.9
2 cotton ? 6 d & 12 d thread and 1 oz 2	4.0.6
5 dozen and 3 ferrett laces 3/dozen	0.15.0
16 black hat garters and buckles @ 9 d	0.12.0
32 pieces bobbing	0.7.9
6 dozen 10 silk laces 7/	2.7.9
7 dozen 7 pices Holland tape 9/	3.7.7
20 pieces Diaper tape 12d	0.16.8
51 pair silk garters @ 9d	1.18.9
3 oz 903 sowing silk 27/	4.16.0
2 dozen & 2 pieces Gartering & 21 yards remnants @ 17/doz	1.18.3
1 oz Mohair 12/	0.12.0
2 oz barbers weaving silk	0.6.6
53 Howls silver thread	3.10.8
50 Spaice Sashes for horse whips	0.16.8
15 silk wig call 5d	0.6.0
6 pieces of wig ribbon @ 18 ¼ yards of ditto at 11/4 per	3.13.8
5 Spring purses @ 6	0.2.6
7 dozen silver twist breast buttons damaged	0.14.6
7 child's housewives	0.1.9
1 dozen short silk purses	0.8.0
3 dozen and 8 silk watch strings	1.10.0
51 ½ yards saddlers worsted 9d per yard	1.18.7
2 pieces Red binding for duffel	0.10.0
12 boxes locker pills 2/	1.4.0
54 pieces broad and narrow silk forrett 5/7	15.1.6
8 pieces Cadis 2/7	1.0.8
73 pieces Broad and narrow ribbon & 16 yards ditto 13/per	47.15.0
4 dozen 9 horn combs 2/	0.9.6
5 dozen 9 large and small Ivory combs 9/	2.8.9
1 piece and 2 yard sliver ribbon	0.16.0
3 dozen cut buttons	0.6.0
4 Gro. Shirt buttons	10.12.0
1 Gross and 3 dozen brass thimbles	1.2.6
26 pairs women's black and white necklaces	0.2.0
2 dozen and 7 fans	2.6.0
1 women mask	0.2.1
4 women and men velvet caps	4.0.0
52 black silk bags for wigs 9d	1.19.0
1 pair glove stretcher	0.1.0
2 women's headdresses soyled 4 head bowles	1.10.6
2 dozen short aprons damaged 10/	1.0.0
28 pair women stays some damaged 11/pair	15.8.0
12 pair Women's Punay on bodeys damaged 7/6	4.10.0
1 pair ditto girls ditto 5/	0.5.0
4 pair children canvas bodeys 4/	0.4.0

4 women's 4 girls hoop coats	2.0.0
132 oz twine q5d	8.5.0
51 oz shoemaker thread 18d	3.16.6
57 oz cotton wick 2/6	7.2.6
7 ¾ whale bone 5/6	2.2.2
43 cabedge nets 4d	0.14.4

Saddles & etc

2 women's side saddles and furniture	5.10.0
2 men's saddles	4.5.0
2 dozen stirrups Leathers	1.12.0
13 ordinary snaffle bridles	1.0.7
15 broad rained ditto 2/8	2.0.0
8 curb bridles	2.5.0
4 spare furniture for women's saddles	1.0.0
2 dozen @ 10 spare snaffle bits	1.4.0
23 rope halters	0.11.6
5 ½ dozen men's and women's whips	7.10.0
3 women's spare rains for saddles	0.8.0
34 yards (?Maire) cloth @ 2/	3.8.0
1 dozen men's swards 11 belts 8/	4.16.0
1 mans cloth Howsing trimmed with sliver moth eaten	0.12.6

Cutlery Ware

4 dozen large and small scissors	0.12.0
3 dozen 9 Ivory knives and forks @ 16d/doz	3.0.0
2 dozen Box knives and forks 4/6	0.9.0
3 dozen 11 Maple Knives and forks	0.17.9
2 dozens 3 Pomy hafted ditto 7/6	0.16.10
4 dozen and 4 Box Butcher knives 3/6	0.15.9
2 dozen Clasp knives	0.7.0
3 (?) Knitting Needles 21d	0.5.3
8 side spring Tobacco boxes	0.6.0
7 pair steel spurs 10d	0.5.10
6 pair brass ditto	0.7.6
6 dozen Tailors Thimbles	0.6.0
8 dozen Ordinary Tobacco Tongs 16d/doz	1.10.9
13 pen knives 14d	0.15.2
6 pair brass Compasses 16d	0.8.0
13 pair Carpenters ditto 3d	0.3.3
15 Sail Maker Palmes 2d	0.2.6
37 Piercer and Dowing Bits 6d	0.18.6
3 honer for razors 2/6	0.7.6
5 pair horse palemes 18d	0.7.6
1 pair making irons 18d	0.1.6
18 stock buckles 7d	0.10.6
one pair men's bath mettle buckles	0.0.7
1 dozen women's girdle buckles	0.8.0

2 dozen sail makers needles	0.2.0
2 pair children's buckles	0.0.8
6 dozen Drum Hooks & 3 Gross 10 dozen and 1/3	
B[r?]ock hooks @ 6d dozen	1.8.0
2 cases horn halfted knives and forks	0.9.0
1 ditto Cup handled ditto	0.5.0
6 small burning glasses @ 2/7	0.15.6
11 pair heel spurrs @ 2d	0.1.10
19 watch crystals @ 4d	0.6.4
10 ditto (keys?) bags @ 6d	0.5.0
6 round sundials @ 6d	0.3.0
11 Jews Harps 2d	0.1.10
2 pair Spectacles 6d	0.1.0
14 hand Saw Best 3d	0.3.6
Linen & etc	
5 pieces Canvas qt. 212 Ells 12d per Ell	10.12.0
5 pieces Bo Ozenb. Qt. 65:58:43:60:62 is in all 368 Ells 11d	12.5.8
6 pieces Dowlas	12.3.0
3 pieces 7/8 Garlic Holland	5.14.0
6 pieces 3/4 ditto	10.16.0
4 pieces White Ozenb. 31:31:30 all 122 Ells 12d	6.2.0
53 3/4 Ells White Ozenb. And (B) Rowles for (D)Raper 6d	1.6.11
842 (?lbs.) Cordage 700:1 Cable 474 ditto 2016.32/p	32.7.6
438 (?lbs.) Oakham 16/8	3.13.10
291 (?lbs.) new Bar Iron 24/	3.10.0
257 (?lbs.) Salt Peter Damaged 8d	11.18.0
36 ft. 2 in. of Blocks and (Dedliyes?) of sundry sizes 2/per ft.	3.12.2
1793 (lbs. ?) Old Iron 12/6	11.4.2
Hats & etc	
47 Boys Felts @ 18d	3.10.6
22 mens' ditto @ 2/	2.4.0
22 ditto lined w/ silk 18/	1.13.0
6 Straw & 6 Bermuda Hats lined w/silk	2.14.0
4 Straw hats	0.3.0
Shoes & etc	
5 dozen Men's 1 dozen Women's lather heeled falls 65/per doz.	19.10.0
3 dozen women's wood 1 dozen ditto leather falls 42/doz.	8.8.0
1 dozen Red Morocco Leather Shoes 72/doz.	3.12.0
6 pair women's red Turkey ditto 5/	1.10.0
10 pair sliver laced ditto 7/6	3.15.0
12 pair ditto damaged ditto 5/	3.0.0
9 pair women's Callimanco good 4/	1.16.0
2 dozen 4 pair women's ticking damaged 3/	4.4.0
2 pair girls ditto 2/	0.4.0
5 pair women's Spanish Leather shoes 4/6	1.2.6
15 pair calves lather shoes 2/6	1.17.6

5 dozen 4 pair women's wood heeled some damaged 3/per	9.12.0
3 dozen 1 pair ditto County made 2/p	3.14.0
3 dozen 9 pair men's wood ditto 5/	11.5.0
2 pair Boys ditto 2/6	0.5.0
2 dozen pair Negroes Nailed (Palonias?) 4/6	5.8.0
6 pair ditto not nailed 3/6	1.1.0
6 pair Men's red slippers damaged 3/	0.18.0
1 pair women's ditto 2/	0.2.0
1 pair men's Cootes Damaged 5/	0.5.0
4 pair women's silk shoes damaged 5/	1.0.0
15 pair men's leather heeled falls 4/6	3.7.6
6 tugg colers damaged 3 colers and traces 2 single collers ditto damaged 9 Blind Bridles 1 pad saddle	5.14.0
Pewter, Brass & etc	
4 dozen 4 pewter plates 15/doz.	3.5.0
1 gallon 1 pottle & 4 1/2 pints pots	1.4.8
1 pink tankard	0.1.0
2 dozen pewter spoons 1 scoop ditto	0.6.6
2 shaving basins	0.6.8
10 dishes 4 basins (wt. 50lbs?) 15d	3.2.6
1 pewter colander and 1 chamber pot	0.9.0
2 copper kettles (wt, 80 lbs.?) @ 20 d	1.0.0
2 copper pots 5/4	0.10.8
1 ditto stew kettle (wt. 12 lbs.?) @ 20 d	1.0.0
1 copper sauce pan	0.12.0
1 ditto tea kettle	0.17.4
3 pepper boxes	0.2.0
5 brass skimmers	0.17.1
2 egg slices	0.1.8
4 brass knockers (wt. 18 lbs.?) 2/6	2.5.0
6 brass skilletts (wt. 11 lbs.?) 2/8	1.9.4
1 warming pan	0.12.0
3 brass candlesticks	0.6.0
Tin Ware & etc	
4 Dozen 4 qt. tin sauce pans 7/doz	1.10.4
2 dozen 9 pint ditto 4/6	0.12.9
1 flower box	0.0.4
8 fish kettles	2.1.0
7 Maple biscuit pans 11d	0.6.5
4 colanders 20d	0.6.8
4 dish covers	0.7.9
4 tin candlesticks	0.6.0
2 egg slices 7 pipe cases	0.0.4
4 coffee pots	0.2.6
2 glass lanterns 1 damaged	0.10.0
3 horn ditto	0.8.0

19 Savealls	0.1.7
2 tin dripping pans	0.3.0
16 small cranes 4d	0.5.4
1 speaking trumpet	0.6.8
1 round kettle	0.3.6
2 nutmeg graters	0.0.2
30 pepper boxes 3d	0.7.6
44 milk pans	3.5.0

Iron Ware & etc

3 whip saw and handles	5.0.0
3 cross cut ditto	2.10.2
3 hand saws	0.12.0
11 drawing knives 2/	1.2.0
17 joyners hatchets 2/8	2.5.4
7 board axes and 6 adze	2.14.8
3 dozen reaping hooks	1.18.0
15 corking [irons?]	0.9.4
7 plasters and brick layers tools	0.12.0
2 coopers round shaves	0.2.8
3 horse padlocks 3/	0.3.0
1 dozen pad locks damaged	0.7.0
3 pair small new steelyards 5/	1.4.0
11 plate spring locks 1 dran ditto 6d	0.6.0
3 dozen pair 1 pair H and H hinges 12d	1.17.0
1 dozen and 10 augers sorted	2.0.6
9 pair fire shovels and tongs 3/6	1.11.6
3 spooke shaves	0.1.6
6 brass cocks 2/3	0.13.6
3 pair Taylor's shears	0.8.8
5 house bells	1.2.8
101 Smiths files sorted 10d	4.4.2
11 pair bolts for windows shutters 20d per	0.18.4
1 pair gardener shears & 2 serapes	0.4.6
1 plate wormer damaged	0.7.6
1 box iron damaged	0.3.0
1 cutting knife damaged	0.0.9
6 gross 10 oz brass draps 3 doz. Scotchings 3/9	1.1.3
5 cooper vises	0.2.6
23 dozen and 3 staples and hasps	0.10.0
1 dozen coopers jointer irons and stocks	0.9.6
1 hand vise	0.2.6
1 dozen gimblets	0.0.6
13 lathing hammers 5 pair marking irons	
4 pair bullets moulds 1 latch	0.15.0
2 iron pestles [wt. 27 lbs.] and 1 pair bellows	0.12.6
1 iron wedge 2 pair hectors [wt. 1 lbs.]	0.5.4

2 dozen beeld cards & 9 drum lines	2.15.6
15 frying pans [wt. 82 lbs.] 7d	2.7.10
9 dozen Men's coffin handles 6/8 per doz.	3.3.4
1 dozen Childers 4/	0.4.0
27 Squares 22d per doz.	0.3.11
4 flookes for harrows 2/6	0.10.0
1 pair hand iron (wt. 32 lbs.) & 10 iron skillets (wt. 52 lbs) 4d	1.8.0
4 dozen perch lines 3/dozen	0.12.0
17 pair hinges (wt. 98 lbs.) 6d per	2.9.0
1 dozen 7 pair Dovetail hinges 4d per	0.6.4
8 chest locks 2 small spring locks 6d	0.5.0
2 dozen narrow axes 2.8	3.4.0
7 dozen carpenter compasses 3/	1.1.0
4 broad axes 3/4	0.13.4
25 cross cut saw best	0.8.4
10 pair sheet shears damaged 12d	0.10.
60 harrow teeth 5d	1.5.0
18 rings and chinchies 2d	0.3.0
9 scrapers 15d	0.11.3
7 cooper adzes 2/	0.14.0
2 carpenter ditto 3/4	0.6.8
3 pair pot hooks (wt. 10 lbs.?) 6d	0.5.0
4 thumb latches 15d	0.5.0
1 dozen long latches 6d	0.6.0
6 Mo. Of 5d & 6d Brads 3/8m	1.2.0
8 Mo Tender hooks 3/	1.4.0
1500 dog nails (wt. 20 lbs.?) @ 5d	0.8.6
9 Mo. Tacks & 10 Mo. 2d nails 18d	1.8.6
1 Mo. 4d nails	0.2.8
3 Gouges and 3 fermers	0.7.6
4 house glasses 1 rimb lock 1 stock lock & 7 old locks	0.10.6
1 pull-up lock broke	0.5.0
5 Whetstones and 9 rag stones	0.3.0
1 Mo. Led nails	0.2.3
7 irons pots (wt. 195 lbs.) 30/	2.18.6
26 Mo. 400 10d nails @ 6/8	8.16.4
14 Mo. 8d ditto 5/4	3.14.8
1 mo. 20d ditto	0.10.0
14 Mo. 500 6d 4/	2.18.0
3 Mo. 20d Brads 9/6	1.8.6
20 Mo. 3d nails 2/3	2.5.0
3 dozen 9 size stones 20d	0.6.3
5 Mo. 2d nails 20d	0.8.4
754 (lbs.?) shot 24/	9.0.10
2 pitch forks	0.2.0
10 iron saddles 13 @ 18d	0.19.6

29 pair wool cards 20d	2.8.4
3 cooper compasses wood 2/8	0.8.0
3 stock locks 2/	0.6.0
2 pair hand mill stones and irons	3.5.4
2 spades	0.9.0
1 pair Water Millstones and irons	16.15.1
4 spooke shaves 20d	0.6.8
4 Mo. Sparrables 2/	0.8.0
4 dozen broad hoes 30/	6.2.6
3 heading knives 2/8	0.8.0
3 dozen 7 narrow hoes 20/	3.11.8
3 dozen narrow 38/	5.14.0
3 screens for Grain	3.0.0
31 (lbs.?) Glew 6d	0.15.6
2 pair large Steelyards damaged	2.8.0
1 pair Camm (Comm?) hooks	0.3.0
	Spices & etc
120 lbs. All Spice @ 16d	8.0.0
122 lbs. Pepper 16	8.2.8
142 Castele Sope 19d	7.2.0
2 old brass kettles damages 47 lbs. 9d	1.15.10
190 lbs. Sheet Lead 3d	2.7.6
1 Old Whip Saw	0.5.0
53 lbs. Bro(wn) Sugar 3d	0.13.0
69 ¾ lbs. Blew	5.13.0
17 ½ hair powder 6d	0.8.9
3 lbs. Raw Coffee 3/	0.9.0
a parcel of Epsom Salts	1.0.0
1 cask Crown Sope (wt. 56 lbs.?) & 20 lbs. More 6d	1.18.0
	Upholstery & etc
8 course hair rugs 5/6	2.4.0
10 pair 6/5 blankets and 1 old one 5/	2.10.0
4 ¾ Yarn Rugs 6/	1.4.0
4 flock beds and furniture 35/	7.0.0
9 ditto Good 6/	27.0.0
	Earthenware & etc
1 dozen Stone Butter pots sorted 2/6	1.10.0
17 punch bowls sorted 9d	0.12.9
22 Dutch mugs	1.0.0
16 dozen 8 (?) Bro(wn) Mugs 7/6	6.5.7
2 dozen pint mugs 3/9	0.10.4
2 qt. (?) & 1 pint ditto ½ pint ditto	0.2.0
5 dozen (?) Porringers 3/	0.15.0
20 (?) Chamber pots 7 ½	0.12.6
15 Red Milk pans 6/dozen	0.7.6
10 mustard potts 9d	0.1.8

1 gallon stone bottle ¼	0.1.4
19 dozen (?) wine glasses 3/6	3.4.9
6 pint glasses d6	0.3.0
1 dozen 10 porringers 8 dozen 4 pints 5 dozen saucers	1.2.6
1 sallabub pot 1 sugar dish 1 milk pot 5 cupping glasses 2 (?) ditto	0.7.6
9 dozen 5 sash squares 6d	2.16.6
39 Gross Corks 2/3	4.7.9

Turnery & ca

A parcel turnery ware	7.10.0
116 lbs. Spanish White 74 lbs. Red pinning (?)	1.3.9
20 lbs. Black Rozome 3d	0.5.0
A parcel Children's toys	1.10.0
A parcel of old trunks damaged Goods & etc in the Store	5.0.0
2 quilts one sail curtains & vallines damaged	2.10.0

Sundry New Goods

2 dozen Perch lines 3/	0.6.0
6 dozen hooks 3d	0.1.6
3 dozen steel thimbles 18d	0.4.6
2 dozen spectacles and case 9/	0.18.0
11 pair Crystal ditto 13/6	0.13.6
6 pair black plain (Buckies?) (?Buckles) 7/6	0.3.9
5 pair ditto floated ditto 15/	0.10.0
1 (Glazen?) Diamond	0.12.0
1 ditto sliding rule	0.2.3
6 reams old paper 11/3	3.7.6
2 books 6 qt each 9/each	0.18.0
2 ditto 5 qt ditto 8/	0.16.0
2 ditto 4 qt ditto 6/8	0.13.4
2 ditto 3 qt. ditto 5/4	0.10.8
4 (Boxes?) Wafers 4 oz (?) ¼	0.5.4
8 dozen 2 oz. Each 8d	0.5.4
6 Worsted caps No. A 13d/per	0.6.6
1 dozen ditto No. B	1.1.0
6 fine double ditto No. E 2/3	0.13.6
1 dozen ditto No. D 3	1.16.0
1 dozen ditto thread No. E 3/	1.16.0
1 dozen ditto No. F	1.19.0
1 dozen ditto /Superfine No. G	2.5.0
1 dozen knitted Worsted hose No. H	1.17.0
1 dozen ditto no. I	1.10.0
1 dozen ditto with clocks No. K	1.10.0
1 dozen wove ditto No. L	2.0.0
1 dozen men's short knit No. M	2.5.0
2 dozen ditto No. N 50/	5.0.0
7 pair worsted howled No. C @ 6/	2.2.0
21 pair ditto No. P 6/3	6.11.3

3 fine Duroys No 1 31/1	4.13.0
2 pairs fines ditto No. 2 42/	4.4.0
1 pair Sagatha No. 3 45/	2.5.0
1 pair double milled ditto No. 4 64/	3.4.0
1 piece Black and White carpe No. % 70	3.10.0
1 piece ditto No. 6 75/	3.15.0
1 piece ditto No. 7 81/8	4.1.8
1 piece ditto No. 8 88/	4.8.0
1 piece ditto o. 9 94/8	4.14.8
5 pieces Shallone No. 11 51/	12.15.0
1 lbs. Twist and Silk	1.6.8
33 dozen Coat Buttons	1.5.5
33 dozen Beast Ditto	0.11.2
3 dozen Diaper Qurirtes	1.2.6
10 lbs. Black Rozome	0.2.6
1 bottle Linseed Oil	0.16.0
4 black and white silk handkerchiefs	0.10.0
2 dozen Women's Welled wash gloves 15/ per doz.	1.10.0
2 pieces White Dimothy No. 1 21/9	2.3.6
2 pieces ditto No. 2 = 22/9	2.5.6
1 piece Corded Dimothy No. 1	2.10.0
1 piece ditto No. 2	2.14.0
1 piece ditto No. 3	3.0.0
5 pieces & 4 :4 Buckram in all 95 ½ yards 12d	4.15.6
3 dozen Cold and Bo thread 25/doz	3.15.0
1 dozen ditto broken No. b	1.10.0
12 lbs. Fine (Puns?) thread No. C	0.16.0
6 women's masks No. D 2/3	0.13.6
6 dozen best sail needles No. E 12d	0.6.0
1 dozen Middling Pins No. F 9/	0.9.0
2 dozen ditto No, G 10/6	0.5.3
1 dozen ditto large strong ditto No. H	0.12.0
5 oz. Black Silk 16d	0.6.8
1 lbs. Bast Cold ditto No. L	1.5.9
3 dozen hair sifters 10/6 dozen	1.11.6
3 dozen fine ditto 12/	1.16.0
1 dozen Launes ditto	0.18.0
Hats	
1 dozen boys felt No. 1	0.18.0
1 dozen ditto No. 2	1.0.0
1 dozen Men's ditto No. 3	1.2.0
1 dozen ditto No. 4	1.7.0
1 dozen ditto No. 5	1.10.0
1 dozen ditto No. 6	1.15.0
1 dozen Men's Caster No. 7 6/	3.12.0
1 dozen ditto No. 8 6/9	4.1.0

1 dozen ditto No. 9 7/6	4.10.0
1 dozen ditto No. 10 8/6	5.2.0
1 dozen ditto No. 11 10/	6.0.0
1 dozen ditto No. 12 11/	6.12.0
3 ½ Barrels of gun powder	7.13.4
3 dozen Men's County falls 48/doz.	7.4.0
3 dozen ditto London ditto 66/	9.18.0
2 dozen boys large and small ditto 36/	3.12.0
3 dozen women's calves leather wood healed 42/	6.6.0
1 dozen Spanish bound 66/	3.6.0
1 dozen ditto plain 48/	2.8.02
2 dozen men's Shamey Shoes 104/	10.8.0
2 dozen women's ditto 63/	6.6.0
6 pairs Men's Boots 18/8 pair	5.12.0
5 pieces Bo Ozenb. qt. 507 Ells @ 11d	23.4.9

Grocery & etc

14 oz. Mace 20d/3	1.3.4
1 lbs. Nutmegs ¾	0.3.4
1 lbs. Cloves	0.13.4
1 lbs. Cinnamon	0.13.4
30 lbs. Indigo 2/	3.0.0
46 lbs. Pepper 2/	0.17.0
35 lbs. Raisins 5d	0.14.7
50 lbs. Rould Brimstone 3d ¾	0.15.7 ½
10 lbs. Roasted Coffee 8/	4.0.0
6 Loves Sugar (wt 30 lbs.) 13d per lbs.	1.13.9
10 lbs. Bohea Tea 9/	4.10.0
1 Cask of Whitting	0.3.0
6 Steel Spades 4/9	2.2.0
9 Cases of Glass qt. 1800 foot 4/2	33.15.0
4 cases of lead (wt 400 lbs.) 30/	6.0.0
24 lbs. Londer 18d	1.16.0
6 Russia Leather Chairs 10/	3.0.0
2 half cases of Becttess Crown Glass	10.0.0
1 case of new Casteel ditto	0.3.0
Iron Wares & etc	
3 Mo. Sash Sprigs 12d	0.3.0
3 Mo. Glasses ditto 13 ½ d	0.3.4 ½
10 Mo. 4d Brown ditto 2/9	1.7.6
20 Mo. 8d Nails 5/9	5.15.0
2 dozen Plain Irons Sorted 5/3 doz.	0.10.6
1 dozen joynter ditto	0.6.9
3 Ship Carpenter Axes 4/6	0.13.6
3 ditto 4/10	0.14.6
6 Lathing Hammers 4/9	0.10.6
1 dozen 2 foot rules	0.15.0

2 dozen hand saw files 2/6	0.5.0
1 dozen ditto 2/9	0.2.9
2 dozen chalk lines 2/3	0.4.6
30 Mo. 10 d Nails 7	15.10.0
10 Mo. 6d 4/3	2.2.6
15 Mo. 20d ditto 10/4	7.15.0
5 Mo. Scupper ditto 3/	0.15.0
8 Bed Cords 14d	0.9.4
6 pieces China 25/6	7.13.0
The half of the Sloop <i>Dolphin</i> with two suites of sales, 2 anchors And cables with running & standing rigging	20.0.0
The Sloop <i>Contrivance</i> , one suit sales, 2 anchors and cables, one flat with running and standing rigging	60.0.0
The Sloop <i>Fancy</i> one suit of sails, 2 anchors and cables, one flat with standing and running rigging	40.0.0
2 Spare Flats 4 lbs. each	8.0.0
2 New Anchors (wt 2 lbs. & 14 lbs.)	2.7.0
A parcel of old trunks	<u>2.10.0</u>
	£2066.15.4

In witness whereof we have hereunto set our hands and seals this 8th day of
October, 1733.

Appraisers: William Chapman, Joseph Cowman

We as Creditor to the Deceased approve of this inventory: Benjamin Moorehea,
Richard Hill.

APPENDIX C

(Adapted from Kerns-Nocerito, 2003.)

The following is a glossary of terminology relating to foreign textiles imported to London Town during the seventeenth and eighteenth centuries with descriptions of production methods and locations. The textiles come from probate inventories and newspaper advertisements of London Town residents. The excerpted origin or likely manufactory center associated with the textile can be found in parenthesis. Alternative spellings or synonyms are in *italic*. The textile descriptions are from an encyclopedic work by Florence M. Montgomery, *Textiles in America 1650-1870* (New York: W.W. Norton & Company, 1984). This work has thirty-two pages of color plates depicting colonial period textiles collected from archives all over Europe as well as a comprehensive dictionary describing the fabric, its fiber content, its use, and the geographic area of production. Supplementary information on fabric term and antiquated words from *The Compact Oxford English Dictionary, 2nd Edition* (Oxford, England: Oxford University Press, 1999).

Bandanna- a washing silk handkerchief that originated in India. This came in yellow or red. Patterns of diamonds and other geometric shapes are produced by tying knots in the fabric or by applying a template with pressure thus keeping the dye from coloring all the fabric. (India)

Barley Corn – any fabrics woven with a small barleycorn design usually fine worsted cloths.

Bearskin- a coarse durable woolen cloth with a shaggy nap used for overcoats, outerwear, blankets, and rugs. Used for servant and slave clothing. Also known as *Dreadnaught* and *Fearnaught*. (Witney, Oxfordshire, England)

Binding- fabric tape or braid used to trim fabric usually, furniture and bedding. It was used as a protective covering for the raw edges of fabric.

Bombazine- made from silk and worsted wool in a twill weave. Very popular in seventeenth century and used for mourning cloths and other clothing. Also known as *Bombazeen*. (Norwick, England)

Broadcloth- made of carded wool in plain weave and fulled after weaving; colors black, red, brown, and white. (West England and Yorkshire)

Buckram- a coarse fabric made of hemp, gummed and dyed many different colors used to provide shape in garments.

Bunting- narrow fabric made of long staple, coarse English wool in an open and plain weave. Used to make ship's flags.

Calico- originally from India this cotton cloth had many different multicolored patterns, as well as white. During the seventeenth century the fabric would have come from India; during the eighteenth century there was a stop to the importation as it was hurting English fabric manufacturers. By 1774, Calico was manufactured in Hargreaves, Arkwright, and Crompton, England.

Cadastral- Reference to the extent, value, and ownership of landed property, a measurement of a plot of land used in public register such as for taxes or for conveyance.

Cambric- fine white linen cloth in a plain weave could be used to make handkerchiefs and aprons. (Ireland and France, Fr. batiste)

Canvas, Duck- very coarse hemp cloth very tightly woven, thus very strong used for making ship's sails.

Canvas, Sheeting- a coarse cloth of hemp, unbleached which served to make towels and other utilitarian materials.

Cheney- worsted furnishing material usually dyed red, green, blue, yellow, or purple sometimes watered. Used for curtains and chair coverings.

Chintz- a cotton material used for clothing and furniture usually with printed patterns.

Coating- thick, heavy woolen clothing with a long nap used for outerwear and blankets.

Cord- stout, heavy woolen, or cotton and woolen fabric woven with a raised cord or ridge running in the warp with a plied surface. Also known as *Queen Cord* and *Corduroy*.

Cottanee- a fabric made of silk and cotton with a satin weave. This came in stripes and floral patterns and was used for upholstery and quilts. Also known as *Cuttance*. (India)

Counterpane- cotton woven bedcover usually all white with geometric figures in a loop pile technique, usually with fringe. Also known as *Bolton Coverlet* or *Quilt*.

Crape- light transparent stuff, gauzelike made of raw silk often made stiff. Sometimes the silk was mixed with worsted wool. Used in dressmaking and for mourning clothes.

Denim- strong, stout twilled cotton cloth usually blue or brown sometimes striped.

Diaper- linen fabric (sometimes woven with cotton), twill weave that has a distinct pattern with lines crossing to form diamonds. Used for tablecloth, napkins, and tea cupboard cloths, curtains and other household applications. (Ypres, Flanders)

Dowlas- coarse linen, inexpensive used for sheets, pillowcases, as well as coarse clothing. (Brittany)

Drab- thick stout, closely woven over-coating which was heavy and expensive.

Duffel- heavy napped woolen utilitarian cloth used for overcoats and seaman's garments. Came in blue , red, and green.

Duroy- lightweight worsted material used in men's clothing. (London, Norwich, West Riding, England)

Everlasting- stout, closely woven worsted stuff usually black and used for women's shoes. Sometimes with a double tweed with a small diamond pattern. Also known as *Lasting*.

Fearnothing- a thick cloth with long pile used for outerwear, trousers, and slave clothing. Also known as *Fearnaught* and *Dreadnought*.

Flannel- made of woolen yarn with an open texture.

Fulling-process of cleaning and shrinking woven wool cloth usually done at a Fulling Mill by a Fuller with wooden paddles used to beat the fabric. Depending on the sophistication of the mill, rollers and stones were used to smooth the fabric and clay was used to remove oils for woolens.

Fustian- a vague term referring to a large group of linen and cotton fabrics. Occurred as a coarse sturdy cloth made from cotton and flax. In the colonies, the fabrics were used for curtains, furniture, and sometimes petticoats. (Lancashire, England)

Garlix- fine white Linen "Holland" shirting material usually for men's shirts. High quality linen was sent to Holland for bleaching. Also known as *Garlick*, *Gulick*, or *Gulix*.

Gingham- a fabric of cotton and silk that originated in India traditionally found in stripes and checks, a hearty fabric. (India)

Green Rug- coarse wool cloth with a shagged or frizzed finished used for garments by the poorer classes and as bed covering. Also known as *Rugg*.

Guineas- inexpensive, brightly colored Indian cotton that came in stripes or checks and was usually used for slave clothing. Also known as *Guineas Stuff* and *Guinea Cloth*.

Haircloth- made of long mane and tail hair of horses on linen, cotton or woolen warp and used for sacks sieves, to stiffen clothing and for upholstery.

Half Thicks- coarse woolen cloth, similar to Duffels. Also known as *Yorkshire Cloths*. (Yorkshire, England).

Holland Linen Cloth- linen cloth, of fine quality. Could be made outside Holland but was in most cases was sent to Holland for bleaching. (Holland)

Hunkaback- linen-based fabric woven with a pattern, usually diamonds, that were implemented to make the fabric absorbent. Used for napkins, tablecloths, and towels. (Liverpool, England)

Jean- a fabric made from cotton and linen with a twilled weave. Jean is in the Fustian family. Used for lighter clothes, pants, and waistcoats. This came in white and many other colors as well as stripes. Also known as *Jane* or *Jeans*. (Ulm and Genoa, Italy)

Kendal- coarse woolen cloth either frizzed or plain used for outerwear traditionally green in color made for very coarse wool. Also known as *Kendel Green* or *Kendel Cottons*. (Westmoreland and Kent, England)

Kersey- an inexpensive coarse woolen cloth of twill weave. Used for outer garments such as coats and military garb. (Yorkshire, East Anglia)

Linen- a cloth made from processed flax fibers. This fabric came in many different grades and weights. Some fine linen fabrics are Damask, Diaper, Lawn, and Garlix; these were traditionally used for clothing table linens, handkerchiefs, aprons, and towels. A coarse sort. Also, middleweight linen was Ticking used for bedding and other utilitarian uses. The heaviest type of linen is Canvas. This also came in many different utilitarian styles but was most traditionally used for making ship's sails. (Holland, France, and Ireland)

Linsey-woolsey- Fabric made of wool and flax threads; a coarse (usually home spun) outerwear dress-making material.

Mohair- cloth made from the wool of the Angora goat used for clothing and upholstery.

Muslin- very fine cotton fabric. Before 1779, it came from India, after it was made in England and Scotland. Used for curtains and clothing.

Norwich-Stuffs- this is a general term for worsted (woolen) fabrics manufactured in East Anglia also known as *Norwick Stuffs*, *Camlets*, *Camleteens*, *Damasks*, *Calimancoes*. (Northamptonshire, Norwich, England)

Osnaburg- coarse and unbleached cloth made from either linen or hemp. Originated in Osnebruck, Germany. Commonly used for trousers, sacking, bagging and often the material of slave clothing. Also known as *Oznabrig*.

Persian- thin, plain silk used for lining coats, petticoats, and gowns. (East Indian)

Poplin- lightweight dress goods made from wool and silk used for fine women's gowns and dresses. (France and Dublin, Ireland)

Sagathy- slight woolen stuff of twill weave sometimes mixed with silk used for waistcoats and other clothing.

Sarcenet- thin transparent silk of plain weave used for lady's dresses and handkerchiefs.

Seersucker- striped fabric made of cotton and silk produced in India. This was used for medium weight clothing and curtains depending on its weave and weight. (India)

Shag- a heavy worsted material, with a long nap (thus shaggy) used to make waistcoats, and outer-garments. This material was available in many colors during the eighteenth century.

Shagreen- a spotted silk taffeta made in all colors, especially black, with a pebble surface, used for lining clothes.

Shalloon- inexpensive twilled worsted. This fabric is considered a light stuff. Very popular colonial import used for lining clothes. (Yorkshire via Bristol)

Tabby- a strong lightweight worsted of plain weave and open texture, often glazed to make a shiny surface. Sometimes wool was mixed with cotton or silk. Used for bedding, window treatments, dresses, petticoats, and coat lining. This came in many colors, green, yellow, brown, black, red, and blue as well as stripes. Also known as *Tammies*. (Yorkshire, England and Amiens, France)

Ticking- linen twill, mostly a utilitarian fabric used for coarse artisan aprons, feather mattress cases, bolsters and pillows (bed ticking). In the late eighteenth century they could be found in blue, white, tan and white striped. The variety of Superfine Ticking was used to line clothing.

Turkey Work- a woolen pile fabric made to imitate Turkish carpets. The base was a sturdy hemp cloth to which multi-colored worsted yarns were tied by hand. Used for upholstery. Also known as *Turkey Worked* or *Norwick*. (England)

Twill- a weaving process that produces a diagonal pattern in the finished cloth. The cloth does not have a smooth flat surface.

Woolen- cloth made of carded short-staple wool fibers, after weaving, the cloth was fullered or shrunk to make it denser and heavier.

Worsted- lightweight cloth made of long-staple combed wool yarn. There are many types of worsted fabric. (Worsted, Norwich, England)