

**THE
SOUTH CAROLINA
HISTORICAL MAGAZINE**

APRIL 1969

VOLUME 70

NUMBER 2



COPYRIGHT © 1969 BY

**THE SOUTH CAROLINA HISTORICAL SOCIETY
CHARLESTON, S. C.**

CONTENTS

Articles:	Page
The Letterbook of Peter Manigault, 1763-1773, edited by Maurice A. Crouse	79
Richard Champion, Nicholas Pocock, and the Carolina Trade: A Note, by Walter E. Minchinton	97
A Profile of Columbia in 1850, by Mary Fulton Green	104
The Schirmer Diary	122
Reviews:	
Dormon, <i>Theatre in the Ante Bellum South, 1815-1861</i> , by Frank Durham	126
King, <i>James Edward Oglethorpe's Parliamentary Career</i> and Phillips, <i>Georgia and State Rights</i> , by Phinizy Spalding	127
McDonald and McDonald, <i>Documentary History of the United States: Confederation and Constitution, 1781-1789</i> and Cun- ningham, <i>Documentary History of the United States: The Early Republic, 1789-1828</i> , by Robert M. Weir	129
Notes	130
Archives News	134

RICHARD CHAMPION, NICHOLAS POCOCK, AND THE
CAROLINA TRADE: A NOTE

WALTER E. MINCHINTON *

Since my article on Richard Champion, Nicholas Pocock, and the Carolina trade was published, two further logs of the vessel concerned have become available.¹ These flank the period covered by the previous discussion and enable the author to make some additional comments. First of all these new logs show that, for a period at least, the ship *Lloyd* was a constant trader, regularly employed in the Carolina trade. The earlier of the two new logs concerns a return voyage from Bristol to Charleston, S. C., between June 21 and November 4, 1767.² The *Lloyd's* entry and clearance at Charleston on August 8 and September 18 were noted respectively in the *South-Carolina Gazette*. In the following year, as the log previously discussed bore witness, the *Lloyd* made two return voyages between Bristol and Charleston, S. C.; the first was between January 4 and May 16 and the second between June 1 and October 5. The second of the new logs shows that the *Lloyd* did not remain long in port but set out on a further voyage to Charleston on October 24, 1768.³ This journal contains the record of two return voyages, the first ending on February 21, 1769 and the second between June 2 and October 6, 1769.⁴ What happened to the *Lloyd* after that is still unknown, but Nicholas Pocock apparently ceased to be master of her for from a further Pocock log which survives we learn that he sailed from Bristol in the ship *Betsey* on a voyage to Cork, Cadiz, and Leghorn on February 28,

* Professor Walter E. Minchinton is a member of the Department of Economic History, University of Exeter, Exeter, England. His earlier article, "Richard Champion, Nicholas Pocock, and the Carolina Trade," was published in this *Magazine*, LXV (1964), 87-97.

¹ These logs are in the National Maritime Museum, Greenwich, London, England.

² Nicholas Pocock commanded the *Lloyd* on a previous voyage to South Carolina. According to *Felix Farley's Bristol Journal* (hereinafter *FFBJ*), Oct. 18, 1766, the *Lloyd*, Pocock, master, cleared from Bristol during the preceding week and the *South-Carolina Gazette* reported her arrival at Charleston on December 11. On Jan. 11, 1767, Pocock sailed for Falmouth. *FFBJ*, April 25, 1767, reported that the *Lloyd* had arrived at Cadiz, and *FFBJ*, June 6 and 13, 1767, contained an advertisement stating that Pocock was then in Bristol and wanted cargo for Charleston.

³ *FFBJ*, Oct. 22, 1768.

⁴ *FFBJ*, June 15, 1769.

1770.⁵ This voyage ended not at Bristol but in the port of London on September 8, 1770.

Secondly, these successive logs give us somewhat more information about the intensity of ship employment in the Carolina trade and about the lengths of the voyages and the stay in port. Although Ralph Davis has stated that "It was difficult for a ship to make two voyages in the season. . . . The great majority of America and West Indies operators regarded one voyage out and home as a proper year's employment of the ship,"⁶ these three logs of the *Lloyd* show that two round voyages could be made within twelve months. The outward voyages were customarily longer than the return voyages which were faster by reason of the following southwesterlies. The outward voyages took 48 days, 53 days, 59 days, 68 days, and 35 days, an average of 52.6 days, while the homeward voyages took 53 days, 45 days, 48 days, 32 days, and 47 days, an average of 45 days. Although the aim was to spend as little time as possible in port, both to maximize the use of the vessel and to minimize the dues paid to port authorities, the actual number of days varied widely according to such factors as the weather which could hold up unloading and loading and delay or advance the harvesting of the return crop. The lengths of time spent by the *Lloyd* in Charleston were 41 days (August-September), 31 days (March), 15 days (August), 28 days (January), and 26 days (July-August), an average of 28.2 days, while the stays in Bristol were 61 days (November-January), 15 days (May-June), 19 days (October), and 101 days (February-June), an average of 49 days.

Each of the logs also contains a muster roll. In January 1768 the *Lloyd's* crew consisted of thirteen members, of whom five had sailed on her previous voyage. In November 1768 the crew numbered fourteen (two of them apprentices). For five of the crew the two voyagers in this journal were at least their fourth and fifth voyages together. In addition to Nicholas Pocock and his brother, William Innes, Thomas Gay, Thomas England, and John Keene, all of Bristol, were constant shipmates.

No precise details are available of the outward cargoes of the *Lloyd* but some indication of her cargoes can be gleaned from advertisements, which appeared in the *South-Carolina Gazette* on a number of occasions during the years concerned, offering for sale goods "just imported in the Ship *Lloyd*, Captain Pocock, from Bristol." Two examples run as follows:

⁵ This log is also in the National Maritime Museum, Greenwich.

⁶ Ralph Davis, *The Rise of the English Shipping Industry in the Seventeenth and Eighteenth Centuries* (London, 1962), p. 190.

JAMES M'CALL,
Has just imported in the ship Lloyd, Capt. Pockocke,
from BRISTOL,

Striped duffils, blue
and green plains,
Striped and cross-barr'd
flannels
3d. 4d. 5d. 6d. 10d.
and 20d. nails,
Saw per do.
Iron pots, bird and swan
shot, and bullets,
Short pipes
 Linseed oil, white lead,
Spanish brown, yellow
oker ground in oil, lamp
black, dry red lead, and
powder oker
 8 by 10 and 10 by 12
window glass, crates do.
CHOICE DOUBLE
GLO'STER CHEESE
 Irish beef, bottled beer
cyder, ale and perry,
 Loaf sugar, almonds in

and out of the shell, split
peas in jugs and vinegar in ditto.
Handsome saddlery, Bridles and whips
 Mens buck gloves, womens white un-
glaz'd & red flower'd buck gloves and
mitts.
 Womens and girls leather and black
callimanco shoes and pumps,
 Mens and boys shoes and pumps,
coarse shoes for negroes.
 A great choice of children's black
leather and Morocco shoes & pumps
 Large red hearth tiles,
 Red unglaz'd china tea and coffee
potts,
 Brown bowls, compleat setts of pencil
work tea china, glass salvers, jelly, sylla-
bub and wine glasses, quart, three quart
and gallon decanters.
 Tumblers, patty pans, salts & candle-
sticks &c.⁷

Two years later the following advertisement appeared:

JAMES McCALL
Has just imported in the Ship Lloyd, Captain Pockocke,
from BRISTOL

**A VERY VALUABLE and COMPLEAT
CARGO OF GOODS:**

Amongst many Articles are,

Handsome flowered silks, India bordered
Chints, Silk Petticoats, Brocade and Sattin Pumps, Silk
Umbrelloes, blond Laces, white, blue and green Pavillion
Gauze, Silk, Straw, and Chip Hats, Fans and Ribbons, Mens
and Womens very neat Saddles, complete; Hose and Shoes of
all Sorts, Wilton Carpeting, and Carpets for Rooms and Tables,
very handsome China and Glass Flower Potts, very neat Glass
Salvers, with Buckets and Baskets, Glass Shades, Bird Foun-
tains, Candlesticks, &c. China, Earthen, Stone and Queens
Ware of all Sorts: red Hearth-Tiles, 9 and 12 Inches square;
newest fashion Broad Cloths, Wiltons, Whitneys, &c. ready

⁷ *South-Carolina Gazette*, Aug. 17, 1767.

made Cloaths, white, blue and green Plains, striped Duffil and Bed Blankets, Linens, Canvas, Drugs, Medicines, Plantation and Workmens Tools, Gun-Powder, Shot, Lead, Iron and Nails, &c. a great choice of WOOL and COTTON CARDS, best double Gloucestershire Cheese, Beer, Cyder, Ale and Perry; Raisins, Currants, Prunes, Figs, Almonds, Candy, and Sugar-Plumbs &c. &c. &c.—These, with a great variety of USEFUL ARTICLES, are all to be had at his store, in Tradd-Street, remarkably cheap, especially for CASH.⁸

On each occasion, as well as cargo the *Lloyd* carried ballast which was unloaded at Charleston. On a number of the voyages the *Lloyd* also carried passengers. On January 2, 1768 *Felix Farley's Bristol Journal* included an advertisement stating "For Charles-Town, South Carolina (ready to sail) the ship *Lloyd*, Nicholas Pocock master, having exceeding good accomodation for passengers." Each return cargo consisted of roughly the same assortment of plantation goods. In 1767 Pocock discontinued the log whilst in port and there is no record of the cargo,⁹ but in March 1768 he brought back 650 barrels of rice, 78 barrels of turpentine, 12 hogsheads and two bundles of skins, 159 bundles of hemp, and 74 hogsheads of indigo; and in August 1768, 598 barrels and 25 half barrels of rice, 199 barrels of turpentine, and three hogsheads of skins. In January 1769 the homeward cargo consisted of 534 barrels and 56 half barrels of rice, 16 hogsheads and 39 loose skins, 118 bundles of hemp, and four barrels of indigo, and in August 1769, 402 barrels of rice, 29 hogsheads of skins, 483 bundles and 11 bales of hemp, and 24 hogsheads of tobacco. Thus, on each of the four voyages, the *Lloyd* carried consignments of rice and skins.

In addition to information about the weather, the winds, the vessel's position, its rig, and the distance sailed Pocock also recorded, as was customary, any other vessels which were sighted on the voyages. The most frequent sightings were recorded on the voyage from Charleston to Bristol between August 20 and October 6, 1769 when the relevant entries ran as follows:

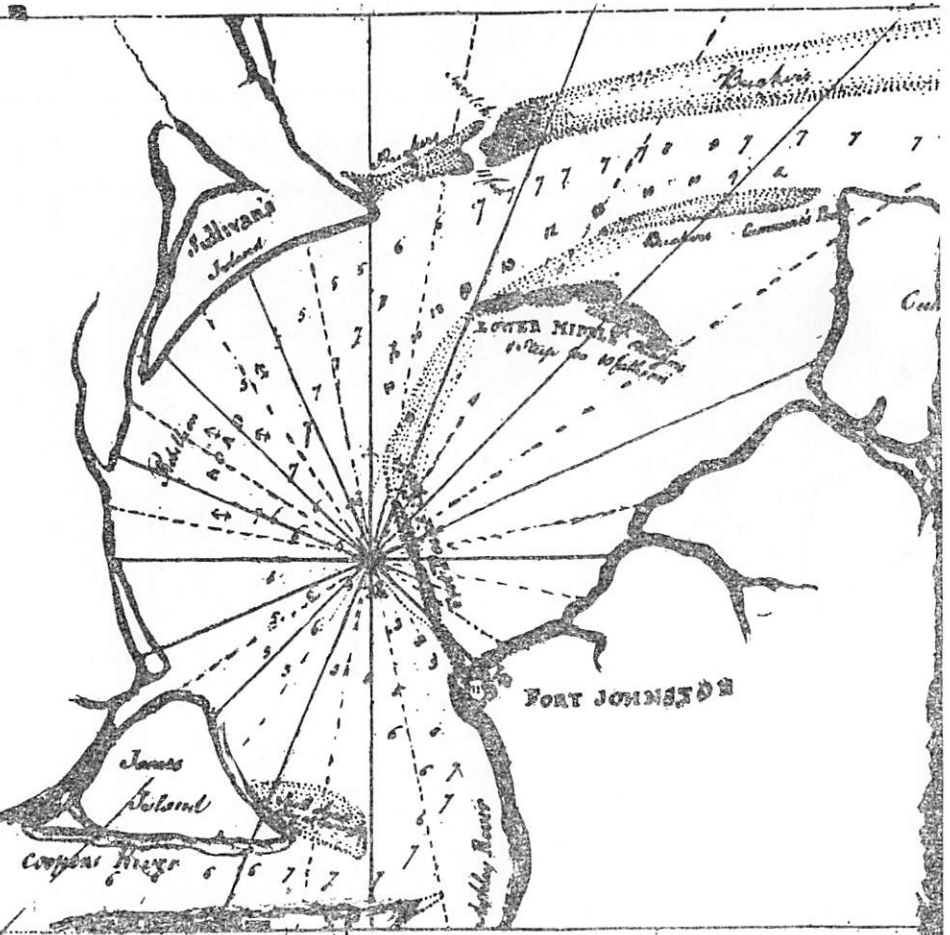
- | | |
|-------------|------------------------------------------------------------------------------------------------------------------------------------------|
| September 2 | Spoke the Brig[antin]e <i>Susanna</i> , Capt Moore, from London for Philadelphia out 9 weeks. |
| September 5 | At 4 p. m. Spoke the Ship <i>Catherine</i> , C[aptai]n Gibbon, from Virginia for Glasgow out 8 days. Reckons himself in 65° [longitude]. |

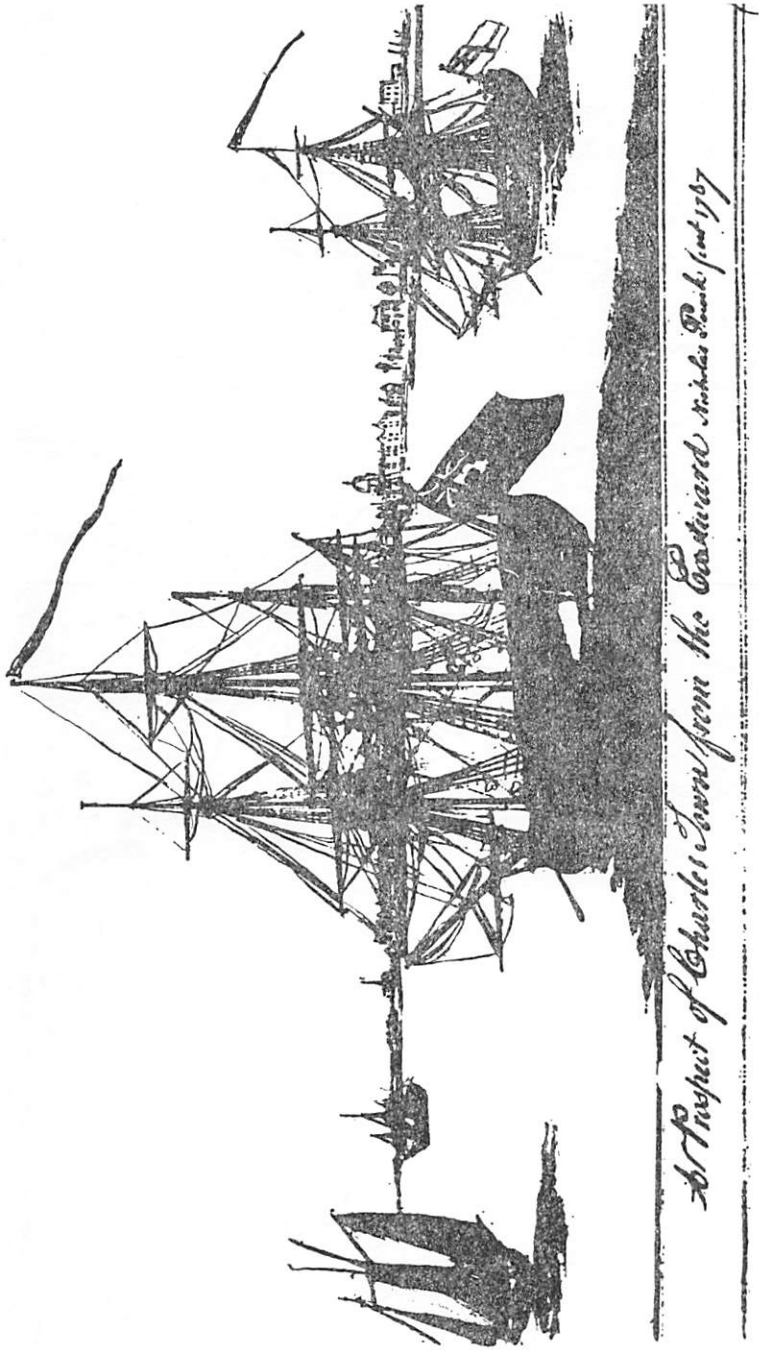
⁸ *South-Carolina Gazette*, Aug. 3, 1769.

⁹ The Naval Office Shipping Lists for North Carolina state that on this occasion the *Lloyd* cleared with "sundry goods and 26 Cocketts." CO 5/511, Public Record Office, London.

Plan of the Harbour
of
CHARLES TOWN.
NICH^s. POOCK 1769


a Scale of three English Miles





A Prospect of Charles Town from the Eastward, within French Point 1767

- September 10 Passed a Ship Standing to the westward.
- September 13 A Brig on the lee bow st[andin]g to the Eastward. At 11 spoke her has been out 16 days from Phil[adelphi]a bound to Lisbon.
- September 16 At 10 p. m. spoke the Snow *Britannia*, Sam: Ayres, from Philadelphia bound to Lisbon. Says he is in Long 49.
- September 21 Brig in sight Standing to the Eastward.
- October 1 At 6 a. m. spoke a Brig from Corke bound to Yarmouth.

Similar encounters are recorded on the course of the other voyages. Such meetings are usually more frequent at the beginning or end of the voyage, when the *Lloyd* is close to the coast rather than in mid-Atlantic.

All these logs are illustrated by pen and ink drawings. In addition to the numerous portrayals of the vessel under sail in all conditions, there are drawings of various birds and fish, often named. The first log (for the voyages in 1767) has a drawing of an opossum for October 7 and "a bug in sight going to the Westward" for October 15. It also has two full page drawings of "A Prospect of Charles Town from the Eastward" and a "Plan of the Harbour of Charles Town" between the entries for September 17 and 18. In addition to the drawings of the *Lloyd* the second new log has only a few coast scenes, including drawings of the coast-line approaching Port Isaac, Cape Cornwall, and Cape Finisterre.

In the perspective of both South Carolina's and Bristol's trade in the eighteenth century, these few voyages of the *Lloyd* obviously bulk small. But their value should not be underestimated since we have so little material of a comparable kind. Our information about aggregate figures is better than that of the activity of individual enterprises and voyages. If our knowledge and understanding of the pattern and organization of eighteenth-century Atlantic trade is to be advanced, it will be by the analysis of business records such as these.

A PROFILE OF COLUMBIA IN 1850

MARY FULTON GREEN *

In the recent past the South has watched its way of life transformed by what seems to be the inevitable fall of an agricultural society before the forces of urbanization. This change intimately affects many southerners who view it with resignation or distrust as they dream of the days "before The War" with nostalgia for a society free from the problems of a modern world. Yet although the South trails behind the rest of the nation in facing this shift from an agricultural to an urban orientation, the base of this change was laid before 1860 when men began planning cities and founding urban centers in southern states. Columbia, South Carolina, was one of these cities planned quite early for a center of the state's activity by men who perhaps already perceived the future.

The South as a whole contained few considerable cities and towns in 1860. The reasons for this are complex and not entirely clear, but what is clear is that some southern towns were growing and beginning to exhibit truly urban characteristics when the shock of the war caused a severe setback. Columbia was one of these, and it is of considerable interest to try to put together a picture of its stage of urban development at the beginning of the fifties, a decade during which it was destined to grow 33%.¹

In 1850 Columbia had existed as official state capital for over half a century. Conceived and organized to be the seat of government and a trading depot, the midlands town by 1850 exhibited a character quite different from that of the state's dominant metropolis, Charleston. Columbia by 1850 was satisfying the expectations of her planners as her citizens moved toward her outskirts and her town council sought the power to cope with greater urban problems. Columbia's population, her physical characteristics, her government and politics, her economic development, her social institutions and organizations, and the reaction of her citizens to national events—these factors shaped the nature of the town in the ten years before the Civil War.

Columbians in 1850 numbered 6,060 white persons, free Negroes, and slaves. This was a 40% increase over the 1840 figure of 4,340 in contrast

* Miss Green is a student at Duke University.

¹ Miss Green wishes to acknowledge the helpful criticism of Professors Anne F. Scott and Sidney Nathans of the Department of History, Duke University. *Preliminary Report on the Eighth Census, 1860* (Washington, 1860), p. 242.