The Voyage of the Empress of China

On Sunday last sailed from New York, the ship Empress of China, Captain John Green of this port for Canton in China. . . . This handsome commodious and elegant ship modelled after and built on the new invented construction of the ingenious Mr. Peck of Boston, is deemed an exceeding swift sailer. The Captain and crew, with several young American adventurers, were all happy and cheerful, in good health and high spirits; and with a becoming decency, elated on being considered the first instruments, in the hands of Providence, who have undertaken to extend the commerce of the United States of America to that distant and to us unexplored, country.” Thus ran, early in 1784, a journalist’s account of this important event.

Independence won, the merchants of the new-founded United States were to discover that peace had economic consequences as well as political ends. No longer British colonials, certain profitable markets in the West Indies were closed to them; but at the same time the far eastern trade promised much to such adventurous merchants and seamen who dared balance the risks of a long voyage against the large profits sure to attend a safe return. Robert Morris of Philadelphia and Daniel Parker, a New York merchant, were the first of the American entrepreneurs to venture capital in the China trade. Early in 1784 they dispatched the Empress of China for Canton, one of the most important tea markets of the world, and the only Chinese port open to the western nations. For tea and other products of the Far East, the Americans hoped to exchange ginseng, furs, camlets, cotton, lead, and some cash, but their chief reliance was on ginseng, a root in great demand among the Chinese for its supposed medicinal properties. Formerly this root had been collected in the colonies for sale to the East India Company. Now it seemed that a native American product

1 A New York item in the Maryland Journal and Baltimore Advertiser, Mar. 5, 1784.
would no longer be used to increase British wealth; but that America herself would realize all the profits to be had from ginseng. Samuel Shaw expressed the prevailing optimism when he wrote:

The inhabitants of America must have tea, the consumption of which will necessarily increase with the increasing population of our country. While, therefore, the nations of Europe are for the most part obliged to purchase this commodity with ready money, it must be pleasing to an American to know that his country can have it upon easier terms; and that the otherwise useless produce of her mountains and forests will in a considerable degree supply her with this elegant luxury.

With this cargo and with high hopes the *Empress of China* sailed from New York, February 22, 1784. She was commanded by John Green, with Peter Hodgkinson, second captain; Robert McCarver and Abel Fitch, mates; John White Swift, purser; Robert Johnson and Andrew Caldwell, surgeon and surgeon’s mate respectively; the captain’s son John Green, Jr., and Samuel Clarkson of Philadelphia, midshipmen; and Frederick Molineaux, captain’s clerk. There were also thirty-four persons before the mast including a gunner, two carpenters, a cooper, and four boys. Samuel Shaw, whose journal was quoted above, went as supercargo.

The course of the *Empress* was laid across the Atlantic, with a stop at the Cape Verde Islands to secure water, fresh fruits and vegetables, then around the Cape of Good Hope, across the Indian Ocean to the Strait of Sunda. They arrived there on July 17 and young John Swift made use of an opportunity to send a letter to his father:

*The Journals of Major Samuel Shaw, the First American Consul at Canton,* with a life of the author by Josiah Quincy (Boston, 1847), 481.

*Ibid.*, 133. John Green, the commander of this important venture, was born in Ireland, March 20, 1736, and since his coming to America, he had sailed off and on in the employ of Robert Morris. In 1766 the register of the port of Philadelphia listed him as master of the *Diana*, thirty tons, Willing and Morris owners. In 1769 he is listed as master of the *Nesbit*, one hundred tons, the same owners; and in 1774 he was registered as master and part owner of the two-hundred ton *Pomona*. At the outbreak of the Revolution, Green offered his services to the colonies and was engaged therein more or less constantly throughout the war. On January 15, 1784 an order from the Marine Office temporarily releasing Green from government service was issued: “Captain John Green of the American Navy has permission to engage in private business until he shall be called upon to resume the public service. [Signed] Robert Morris.” This document is in the possession of the family.

John White Swift to his father, July 18, 1784, Hildeburn Papers, H. S. P.
Off New Island—within the streights [sic] of Sunda. between the Islands of Java & Sumatra—

July 18th 1784

My Dear Father

At last I address you from the East Indies. We came too in this Bay last Ev'ning after a Passage of three months & 18 Days from the Island of St Jago, (our first halt, & from whence I address'd Letters to you—) We have had no agreeable passage. It has been one dreary waste of Sky & water, without a pleasing Sight to cheer us. I am heartily tired of so long a Voyage, more especially as we are not yet at our Journeys End by about Sixteen hundred Miles. We are employ'd Wooding & Watering & expect to sail in about four Days, in Company with a french Ship of Sixty four Guns, which we found riding at Anchor here, & employ'd in the same business. In about a Month more we have a prospect of being at Canton.

I send this to Batavia by a ship bound to that Port, (which we also found here) under a promise from a Dutch merch't on board, that he wou'd forward it to Holland. I am in tolerable good health—tho exposed to hotter sun than I ever before experienced. The Thermometer stands Commonly at 86°. We are constantly visited by the Malayans— Inhabitants of Java & Princes Island, & have got a fresh supply of Stock including a Doz or two of fine green Turtle, (I wish you had the largest) Make my Love & Comp to all my friends. Capt Hodgkinson who is along side of me, offers his likewise, he is very hearty but does not write by so precarious & long opportunity, but lest I shou'd never have another, I embrace it, with this only view, to tell you how much, how often I think of you & how ardently I wish to see you again in America. Canton next, & then, O Ye Gods! how happy shall I be when I am returning.

I am most affectionately & Most sincerely Yours &c

John W. Swift

M. D. H.

This Opportunity being Uncertain I have Only to Inform you I am in Perfect health, & wish this may meet you so. I could wish to say or write you a long letter but this Conveyance will not admitt of it for Reasons I cannot at Present make mention of—I will only add that I hope in the Course of Twenty days to Arrive at Canton, the most Tedious Part of our Passage being now Compleated, & After three or four Months Detention thear, we shall then take our leave of

5 Santiago, one of the Cape Verde Islands.

6 According to Shaw it was necessary to take on enough wood at this point in the voyage to last until the end of the voyage because "the season makes it unsafe to stop here on the return, and . . . at Canton wood is sold by weight, and none to be had at the Cape of Good Hope." The Journals of Major Samuel Shaw, 153.

7 This was the Triton.

8 Amasa Delano noted this custom: "On making the westerly part of Java, and drawing near to the land, it will be found that the Javans will come off in their canoes to the ship to trade. They will bring fowls, parrots, monkees, and sometimes pigs, plantains, melons, sweet potatoes, cocoa-nuts, oranges, and green turtles." Amasa Delano, A Narrative of Voyages and Travels, in the Northern and Southern Hemispheres: Comprising Three Voyages Round the World; Together with a Voyage of Survey and Discovery, in the Pacific Ocean and Oriental Islands (Boston, 1817), 37.
FAN IN THE COLLECTION OF THE HISTORICAL SOCIETY OF PENNSYLVANIA SHOWING THE HARBOR AT WHAMPOA WITH THE EMPRESS OF CHINA ON THE FAR LEFT
this Eastern part of the World [sic] & Bend our Course for America, & believe [sic] it is my Ardent Wishes to meet You Once more on Green Bank. Untill then I am what I alway Profess'd

P. Hodgkinson

M. D’Ordelin, captain of the Triton, took a friendly interest in the affairs of the newly-arrived Americans and suggested that they accompany his ship to Macao. This they were pleased to do inasmuch as D’Ordelin had been out to China eleven times and “is perfectly acquainted with the navigation in these seas.” From this meeting of the Empress with the Triton at Sunda to the departure of the former from Canton several months later commercial enterprise abroad appears in an unusually pleasant light. The men whose ships rode at anchor at Whampoa were of different nations but in China they were all foreigners on sufferance, and all a long way from home. Here national rivalries were temporarily suspended in favor of a united front of mutual courtesy—a bit formal perhaps—and alliance against the Chinese. When the Empress arrived at Wammpoa Shaw records:

... we saluted them [the other ships at anchor] with thirteen guns, which were returned by the vessels of each nation. At eight o’clock we came to anchor, and again complimented the shipping with thirteen guns.

Previously to our coming to anchor, the French ships sent two boats, with anchors and cables, under an officer, who assisted us in getting into a good berth, and staid on board till we were moored. The Danish sent an officer to compliment; the Dutch a boat to assist; and the English an officer “to welcome your flag to this part of the world.”

Subsequently when on board the English ships Shaw remarked that it was impossible to avoid speaking of the war. He added:

They allowed it to have been a great mistake on the part of their nation, were happy it was over, glad to see us in this part of the world, hoped all prejudices would be laid aside, and added, that, let England and America be united, they might bid defiance to all the world.

Some idea of the anchorage at Whampoa as it appeared in 1784 may be gained from a contemporary drawing now in the possession of The Historical Society of Pennsylvania. Among the souvenirs of his first Oriental voyage brought home by Captain Green was a fan given him by the authorities of Canton. Carved mother-of-pearl sticks support a painted fan on which a Chinese artist drew his version of

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9 All ships bound for Canton were required to stop at the Portuguese port of Macao to report at the Chinese customhouse and get a permit and a pilot for Canton. *Ibid.*, 408.
10 *The Journals of Major Samuel Shaw*, 163–64.
12 The fan was presented to the Historical Society by Miss Mary M. Green.
the Whampoa anchorage. Twelve vessels are shown riding at anchor, the European vessels as usual in the lower reach, while the American, as continued to be the custom afterwards, is in the upper, shallower water. Astern the Empress of China is a ship purporting to be the Triton, identified by a flag with a white field on which are the lilies of France. Each ship seems to be attended by a host of little sampans. On the island opposite are the bankshalls of the anchored vessels. These bankshalls were “large buildings, framed with bamboo reeds, and covered with mats and straw. They are erected by the Chinese, who pull them down immediately on their being left, in order that they may have the advantage of setting up new ones.” The cost of a bankshall was about two hundred dollars, and they were used as warehouses for the storage of spars, sails, lumber, and water casks, and as a sort of infirmary for any members of the crew who might be ill. Since the American ship was small, the French offered Captain Green the use of as much of their bankshall as was required; but the Chinese authorities were not to be put off so easily. Before they would permit anything to be sent ashore they “demanded a douceur to the price of a bankshall—alleging that it was the same thing to them, whether we had one of our own, or made use of another.”

This was but a foretaste of the complicated system of carrying on business with which the Americans had to cope. First came the hoppo or head customs official who measured the ship as soon as it was anchored in order to determine the amount of customs duty to be paid. This done, it was necessary to make arrangements with one of the merchants of the co-hong to act as surety and to transact the business of the ship. It was also necessary to have a comprador to furnish provisions, and a linguist to satisfy the customhouse and provide sampans for loading and unloading. The procedure, wrote Shaw, was as follows: “As soon as the ship is measured, the fiador takes out a permit for unloading, and the linguist provides two sampans to receive the goods, which are hoisted out of the ships in the presence of two mandarins.... When the goods arrive at Canton, one of the principal

13 Contemporary pictures of eighteenth-century American ships are relatively rare, and while the likeness may not be great, the ship bearing the American flag is the type built before 1790 in the opinion of M. V. Brewington.
14 The Journals of Major Samuel Shaw, 175–76.
15 Ibid., 176.
16 Ibid., 177.
CONTEMPORARY VIEW OF WHAMPOA HARBOR SUPPLIED BY DR. WOODHOUSE
mandarins . . . attends to weigh, measure, and take account of every thing, after which liberty is granted to sell. . . . When the return cargo is to be sent on board, the mandarins attend, as before. . . . The expense of unloading is paid by the Europeans, and the Chinese deliver the return cargo alongside the ship, free of all duties and charges whatever." In spite of this complex procedure Shaw could write: "commerce . . . here appears to be as little embarrassed, and is, perhaps, as simple, as any in the known world." 17

The affairs of the Empress of China seem to have been concluded much to the satisfaction of all concerned. At first the Chinese had some difficulty in understanding the difference between the English and the Americans whom they called the "New People." After they had studied a map and been made aware of the extent and population of the country, "they were not a little pleased at the prospect of so considerable a market for the productions of their own empire." 18 In much the same vein John Swift wrote to his father: "The Chinese had never heard of us, but we introduced ourselves as a new Nation, gave them our history with a description of our Country, the importance and necessity of a trade here to the advantage of both, which they appear perfectly to understand and wish." 19 For the rest Swift was not so enthusiastic, probably he was not a little homesick. "Our Cargo," he wrote, "turn'd out but so so. We brought too much Ginsang, a little of the best kind will yield an immense profit but all the European Nations trading here bring this Article, & unfortunately this Year ten times as much arrived as ever did before. Old Doll' are 7 p. c. better than new. A little Tar a little Ginsang a little Wine & a great many Dollars with some Tar &c makes the best Cargo. I just mention this as a hint to Jacob, if he inclines to come here, which is my advice if he can get the Command of a Ship. Her burthen out to be at least 700 or 800 Ton, our's is much too small." 20

Perhaps young John Swift did not realize that "a great many Dollars" was one thing the American merchants would have difficulty in gathering for export to China. However, in spite of a deficiency of dollars, the Empress of China was able to collect a large and valuable cargo. According to a report of the Select Committee of the East India

17 Ibid., 168.
18 Ibid., 183.
19 John White Swift to his father, Canton Dec. 3, 1784. Hildeburn Papers, H. S. P.
20 Ibid.
Company to the Court of Directors of that company, the Empress of China left Canton loaded with 2460 piculs of black tea, 562 piculs of green tea, 24 piculs of nankeens, 962 piculs of chinaware, 490 pieces of silk, and 21 piculs of cassia. Possibly the officials of the East India Company were dismayed by the advent of the Empress of China and the probable loss of custom her arrival portended. The American merchants were correspondingly jubilant when the Empress returned safely on May 11, 1785. A New York item in the Pennsylvania Packet for May 16, 1785 announced with satisfaction "the arrival of the ship Empress of China, captain Greene, from the East Indies,... after a voyage of 14 months and 24 days.... As the ship has returned with a full cargo, and of such articles as we generally import from Europe, a correspondent observes, that it presages a future happy period of our being able to dispense with that burdensome and unnecessary traffick, which heretofore we have carried on with Europe—to the great prejudice of our rising empire, and future happy prospects of solid greatness."

A record of some of the transactions in which Captain Green was engaged are preserved in a little Chinese paper receipt book kept by F. Molineaux the captain's clerk. This bit of evidence illustrating the economics of the early China trade was found by Mrs. Helen Godey among her uncle's effects and is published here with her permission.

Philadelphia

SAMUEL W. WOODHOUSE

Rec'd at Canton October 9th of F. Molineux for Acc't of Capt. Green ten Dollars being in part of a Contract for several ombrellas.
10 Dollars

Woy-Sang—Ombrella maker
the upper part of Hog Lane.22

Rec'd at Canton October 14th, 1784 of F. Molineux for Acc't of Captain Jno. Green ten Dollars being in part for making of Sattin Breeches at 1/2 Dollar pr' pair.
10 Dollars

Apan, Taylor on the lower Bridge.

Rec'd at Canton, October 20, 1784 of F. Molineux for Acc't of Capt. Green twenty Dollars on Acc't of Satin Breeches
Dollars 20

Apan, Taylor on the lower Bridge.

21 Foster Rhea Dulles, The Old China Trade (Boston, 1930), 11. A picul is a commercial weight, varying in different countries but equal to about 133 1/3 lbs.

22 One of the streets near the foreign factories at Canton.
Rec’d at Canton October 28th, 1784 of F. Molineux for Acc’t; of Capt. Green Fifty Dollars being in part for Acc’t of Satin Breeches having delivered Forty Eight pair this day.

50 Dollars
Apan, Taylor on the lower Bridge.

Rec’d at Canton Nov. 17th, 1784 of F. Molineux for Acc’t of Capt. Green twenty Dollars on Acc’t of Sattin Breeches having delivered in all seventy six pair in part of the hundred.

20 Dollars
Apan, Taylor on the Lower Bridge

Rec’d at Canton November 13th, 1784 of F. Molineux twenty six Tael, three mace, five candereen,\(^{23}\) being thirty five Dollars & One Mace, the Am’t in full for an Invosee Box of Lacquered Ware for Capt. Green.

35 Dollars i Mace
Echong lacquer man.

Rec’d at Canton November 14th, 1784 of F. Molineux Sixty Nine Dollars and a half in full for making one hundred and thirteen Pair of Sattin Breeches I say received

69 1/2 Dollars
Apan Taylor on the lower Bridge.

Rec’d at Canton Nov. 17th, 1784 of F. Molineux for Acc’t of Capt. Green One hundred Dollars for six hundred Mitts in full say Ladies Silk Mitts.

100 Dollars
Tuckwee, China Street.\(^{24}\)

Rec’d at Canton Nov. 18th, 1784 of F. Molineux for Acc’t of Capt. Green One hundred & twelve tael—Eight mace, Nine Candereens Six Cash being in full for a small invoice of Merch\(^{25}\) equal to 150 1/2 Dollars
Simon Andres, China Street.

Rec’d at Canton Nov. 18th, 1784 of F. Molineux for Acc’t of Capt. Green Thirty Eight Dollars in full for a Box of Chow Chow\(^{25}\) Articles bought this day.

38 Dollars
Tyune, Image Maker.

\(^{23}\) A *candareen* was a Chinese money of account, the hundredth part of a Chinese tael. A *mace* is one tenth of a tael. A *tael* is a Chinese money of account.

\(^{24}\) One of the streets near the foreign factories.

\(^{25}\) In this sense *chow chow* is defined as a mixture of all sorts of things, a hodge podge.
Rec'd at Canton November 19th, 1784 of Fred'k Molineux for Acc't of Capt. Green twelve Hundred and twenty Dollars being the amount of an Invoice of Silks in full bought of me—I say rece'd p'me

1220 Dollars

Ponqua, Silk Merch't

Rec'd at Canton Nov. 20th, 1784 of F. Molineux for Acc't of Capt. Green One hundred and twenty seven Dollars & two thirds for an Invoice of Sundry Merchandize in full.

127 2/3 oz. Dollars

Tucshing, China Street.

18

126 90 ths. Dollars

see Charge Pr. Book.

Rec'd at Canton November 26th, 1784 of F. Molineux for Acc't of Capt. Green Eleven Dollars in full of all Acc'ts of Taylor's work to this day having before received twenty Dollars, making in the whole thirty one Dollars.

11 Dollars & 20 D's. Aphong, Taylor.

make 31 Dollars.

Rec'd at Canton Nov. 27th, 1784 of F. Molineux for Acc't of Capt. Green four hundred and thirty seven Dollars six Mace five Candereens four Cash being in full for several Invoices of China Ware.

437; 6; 5; 4. Exchin, China Merch't.

9 C 8 Cash Change never received.

Rec'd at Canton November 30th, 1784 of F. Molineux for Acc't of Capt. Green Forty two Dollars being in full the Am't Sales of two Barrells Tarr to the Ship La Necker Capt. Woolmore

42 Dollars

S. Shaw

Ships stores were scarce in Canton which may be one reason John Swift advised the inclusion of tar among the cargo of a vessel setting out for China.
Rec'd at Canton Dec. 2d, 1784 of F. Molineux for Acc't Capt. Green five hundred & thirteeen Dollars and three fourths of a Dollar in full for an Invoice of Silks, I say rece'd

513 3/4 Dollars

Poonqua, Silk Merch't.

Rec'd at Canton, Dec. 2d, 1784 of F. Molineux for Acc't Capt. Green One Hundred Dollars for paper Hangings for Robt. Morris Esq'. the Borders not being included for Eshing Paper Merch't.

100 Dollars

The Clerk to Exching paper merch't.

Rec'd Canton Dec', 2d, 1784 of F. Molineux for Acc't Capt. Green Eight hundred & seventy three Dollars in full for two Invoices of Silks, say for two Boxes.

873 Dollars

Want Long, Silk Merch't.

Rec'd at Canton December 7th, 1784 of F. Molineux for Acc't Capt. Green three hundred and four Dollars, four Mace, one Cand'n. being in full for two Invoices Nankeens sold him I say rece'd for Lunque

Dollars. M. C

304 4 1 Doll's

176

480

Rec'd at Canton, Dec. 7th, 1784 of F. Molineux for Acc't of Capt. Green One hundred and sixty seven Dollars two Mace five Candereens in full for Sundry Merch. sold him p. Invoice

167 Dolls. 2 M. 5 C.

Way Sang, Ponqua.

Rec'd'd at Canton Dec'. 10th, 1784 of F. Molineux for Acc't Capt. Green One hundred & Nineteen & Half Dollars in full for an Invoice of Teas.

119 1/2 Dollars

Conqua

100

27 The Chinese wallpaper imported for Robert Morris was never used in Philadelphia. It now hangs in the Powel Room of the Metropolitan Museum.
Rec'd at Canton, Dec. 13th, 1784 of F. Molineux for Acc't Capt. Green three & half Dollars for Borders for Paper Hanging for Mr. Morris.

3 1/2 Dollars Eching paper merch't.

Rec'd at Canton Dec. 13th, 1784 of F. Molineux for Acc't of Capt. Green Eighty four Dollars in full for Tayloring Acc't.

84 Dollars Apan, Taylor.

Rec'd at Canton Dec. 16th, 1784 of F. Molineux for Acc't of Capt. Green's Acc't, Six Dollars for Six p'. Sattin Shoes Ladies

6 Doll's. Syung, Shoe maker

Rec'd at Canton Dec. 14th, 1784 of F. Molineux for Acc't of Capt. Green One hundred and twenty five Dollars in full for an Invoice of China Ware of Sundries.

125 Dollars Synchong, China Man.

Rec'd at Canton Dec. 15th, 1784 of F. Molineux for Acc't of Capt. Green Four Hundred and Ninety Two Dollars being in full for an Invoice of Silks.

492 Dollars Assing, Silk Merch't.

Rec'd at Canton Dec. 15th, 1784 of F. Molineux for Acc't Capt. Green Seventy Six Dollars & 1 Mace in full for an Invoice of Sundries.

75 D. 1 mace Tyune Image Maker.

Rec'd at Canton Dec. 16th, 1784 of F. Molineux for Acc't of Capt. Green twenty four Dollars for Cordage, say three Hundred W's. at Eight Dollars pr. ft. as sold the Ship Empress of China.

24 Doll's. Abel Fitch.

Rec'd at Canton Dec. 16th, 1784 of F. Molineux for Acc't of Capt. Green thirty Dollars being in full for an Invoice of Fans for Mr. A. Bunner

30 Dollars Simon Andres.
Rec'd at Canton Dec. 16th, 1784 of F. Molineux for Acc't Capt. Green thirty Eight Dollars for Chop & Boat and Duties on Silks Ombrellas &c, &c.

38 Dollars

Huqua Linguist.

Rec'd at Canton Dec. 17th, 1784 of F. Molineux for Acc't of Capt. Green Eight Dollars, One Mace, five Candereens at the ballance of Acc'ts in full

8 Dl. 1\textsuperscript{m}. 5

Ayou Compradore

Rec'd at Canton Dec. 18th, 1784 of F. Molineux for Acc't of Capt. Green Seventy four Dollars and a half in full for China Ware to this day

74 1/2 Dolls

Exchin, China Merch't.

Rec'd at Canton Dec. 18th, 1784 of F. Molineux for Acc't of Capt. Green forty Seven Dollars five mace two Candereens, five Cash being in full for sundries.

M C C

47 D\textsuperscript{l}. 5 2 5

Waysang Pouqua.

Rec'd at Canton Dec. 18th, 1784 of F. Molineux for Acc't of Capt. Green fifty six Dollars in full for China Ware for Souchin Chowqua

56 Dollars

Anyong 56 Dolls.

Rec'd at Canton, Dec. 18th, 1784 of F. Molineux for Acc't of Capt. Green Forty Nine Dollars & 5 Candereens in Full for a Dressing Box and Four Lacquered Fans for Mrs. Morris.

49 Dollars

Howqua Lacquer Man.

Rec'd at Canton Dec. 18th, 1784 of F. Molineux for Acc't of Capt. Green forty three Dollars 6 Mace 5 Candereens in full for an Invoice of China Ware.

43; 6; 5

Winchong China Man.

Rec'd at Canton Dec. 18th, 1784 of F. Molineux for Acc't of Capt. Green Nineteen Dollars in Full for two tubbs of China Bowls and one Dish

19 Dollars

Sayhoun China Merch't.

\textsuperscript{28} The customs boat.
Rece'd at Canton Decr. 18th, 1784 of F. Molineux for Acc't of Capt. Green thirty five Dollars & half in full for an Invoice of Cassia & Flowers

35 1/2 Dolls.

Want Long Silk Merch't

Rece'd at Canton Decr. 19th, 1784 of F. Molineux for Acc't of C. Green thirty five Dollars in full for Cloaths and making for Capt. Green & his son in full

35 Dollars

Achong, Taylor

Rece'd at Canton Decr. 19th, 1784 of F. Molineux for Acc't of Capt. Green Seventy Eight Dollars & half in full for Sundry China Ware for ?r. Synchong, China Merch't.

78 1/2 Dollars

Cheu - - for Synchong

Rece'd at Canton Decr. 19th, 1784 of F. Molineux for Acc't of Capt. Green three & half Dollars for the Duty on a Glass for Mrs. Morris' dressing box & half D'l. for Duty on two Bundle Bamboo Silk Mounted Window Blinds

4 Dollars

Heequa Linguist

** Rece'd at Canton Decr. 18th, 1784 of F. Molineux for Acc't of Capt. Green twelve Dollars in full for a Glass & painting same for a dressing Box for Mrs. Morris.

12 Dollars

Puqua painter on Glass &ce. &ce.