

“Journey to Rhoad Island”

WHEN Isaac Norris II, a young merchant of Philadelphia, undertook a business trip to Newport and Boston in September and October, 1725, he recorded the events and expenditures of his trip, as well as some personal impressions, in a journal he kept on pages interleaved in an available almanac, a practice he had learned from his father. Thus, on the bound cover of Jerman's *Almanack* for the year 1725, the inscription “Journey to Rhoad Island” seems to indicate the major destination of the younger Isaac Norris, and the daily entries and expenses as he listed them clarify the route taken and record the reactions of a not entirely seasoned traveler.¹

In 1725, Isaac Norris II was a partner in his father's mercantile enterprise, variously known as Isaac Norris & Company and Norris and Griffiths, located in Philadelphia. He had previously gone to England on company business, and had carried out many other duties for the company, particularly keeping accounts and transcribing business correspondence in the Norris letter books.²

The ship *George*, completed and launched by Isaac Norris & Company in February 1724/5, had sailed for Lisbon on her maiden voyage

¹ This article is drawn from the manuscript journal of Isaac Norris II (1725), bound with Jerman's *Almanack* for that year, found in The Historical Society of Pennsylvania and from other manuscript sources in the Society's collections.

While the elder Isaac Norris (1671-1735) lived, his son Isaac (1701-1766) was occasionally referred to as Isaac Norris, Junior, but immediately upon his father's death the younger man dropped this modifier entirely. Indeed, after Isaac the father had served in the Pennsylvania Assembly in 1734-1735, and his son Isaac had served in the same office in 1735-1736, pay for both years was made the same day and recorded as follows: “Cash rec'd, Esta. of Isaac Norris, Assembly Wages 1735 7.5.-; Cash rec'd, Isaac Norris, [Assembly Wages] 1736 11.0.-.” Norris Daybook (1735-1742), 7. The resulting confusion in names has led to the historical distinction between Isaac Norris I and II, hereinafter referred to as Isaac I and Isaac II. See William T. Parsons, “Isaac Norris II, the Speaker” (Ph.D. thesis, University of Pennsylvania, 1955), 69-70.

² Norris Ledger (1724-1731), *passim*; Isaac II (London) to Isaac I, Aug. 15, 1722, Norris Family Letters, I, 8; Isaac I to John Askew, Apr. 9, 1722, Norris Letter Book (1716-1730), 291; Philadelphia Monthly Meeting Minutes, II, 81, 83, Friends Book Store, Philadelphia.

under Captain Samuel Farra in April, 1725. The return to Philadelphia was completed on August 14, and part of the cargo of salt was then directed to Newport and Boston. Isaac Norris II was sent as the trade representative to handle affairs, especially in Newport, and to procure a cargo for the return trip to Philadelphia. The return cargo included one thousand pounds of cheese and two hundred and fifteen gallons of rum.³

The trip to New England was carefully planned, and, with the usual Norris efficiency, almost completely documented and accounted for.⁴ Young Isaac proceeded to his destination and returned on horseback, accompanied by his Negro servant Larry. Taking two horses named Newport and Younker, they traveled along the "Dutch Road" through New Jersey, crossed to Long Island, and from thence rode on to the Boston Post Road through points in New York, Connecticut, and Rhode Island. This latter route approximates the "Old Shore Path" of the Indians which connected Manhattan and the Narragansett settlements.⁵

Norris commented on way stations and interesting sights along the road, was tolerably successful in trade, and returned home with lasting impressions of the people and towns he had visited. He was not the first traveler, nor certainly the last, to complain of the miserable state of Connecticut roads,⁶ but he does recount his misfortunes with a certain dry humor. The people and places he visited

³ Journal of Isaac Norris II (1725); Journal of Isaac Norris I (1725), bound with Hughes's *Almanack*, 1725. Samuel Farra also sailed other Norris ships, and was one of his most trusted captains. Norris wrote to Madeira in 1733, requesting shipment with Capt. Farra, who took "care in good Stowage & that the Sailors do not broach or pilferr." Isaac I to Pantaleon Fernandez, Nov. 9, 1733, Norris Letter Book (1733-1739), 3; "Ship Registers for the Port of Philadelphia, 1726-1775," *The Pennsylvania Magazine of History and Biography*, XXIII (1899), 258.

⁴ The Norris account books, however, do not shed much light on the trip; one ledger contains a brief entry under the cash account to "Credit By Isaac Norris . . . on my going to Boston—£16.0.—." Norris Ledger (1724-1731), 3.

⁵ Journal of Isaac Norris II (1725); Elise Lathrop, *Early American Inns and Taverns* (New York, 1926), 131; Elinor H. B. Ingersoll, ed., *Connecticut, Its Indian Trails, Villages, and Sachemdoms* (n.p., 1934), 18-19; Edmund Thompson, *Maps of Connecticut before the Year 1800* (Windham, Conn., 1940), 31.

⁶ Most notable account was Sarah K. Knight's *The Private Journal of a Journey from Boston to New York in the Year 1704* (Albany, N. Y., 1865); road conditions are described in Isabel S. Mitchell, *Roads and Road-Making in Colonial Connecticut* (New Haven, Conn., 1933), 9, 15, 17-19.

and recorded are generally of minor historical interest, but he did stay at some distinctive inns and taverns, and he dealt with men who were at least locally important.

In addition to new geographical and trade vistas, the trip also provided opportunity to test Norris' language achievements, for in the back of the almanac is brief and cryptic evidence of a challenge to Isaac's mastery of French. In an unidentified handwriting appears the sentence, "Evry thursday ye post comes to Seabrook," and immediately beneath it in Isaac's writing, "Le post Il vient a Seabrook a Chaqu—." One can almost hear the challenger break off Norris' efforts with the reminder that "Evry thursday" should be rendered "tous les jeudi," or simply "le jeudi." There, apparently, the matter rested.

This, then, is the account of a young Pennsylvanian who made the six-week trip between Monday, September 13, and Sunday, October 24, 1725, arriving home the day after his twenty-fourth birthday.⁷

The Journal

September 13— From Planta[tion]. Abt 10h got to Brist[ol] to dine and lodg'd at Trenton. From Fairhill to Bristol is abt 20 Miles. The Road pretty good & thence to Trenton is generally a levell pleasant Road. 'Tis I think as near as may be 10 MI [miles].

14— Milstone river is near upon 15 miles from Trenton & abt ½ way between it & Raritan—dined at Raritan & lodg'd at ye Narrows. From Trenton to Maidenhead is 5 M, near unsettled but good Road & from Maidenhead to Milstone River is very pleasant even, good way. All the way thick Settled, but onward from ye Bridge abt 3 miles nearly no House and a new Road but pretty good when It mends and is a delighfull way down to Raritan. About 30 miles all the way. Very well Settled and an Extraordinary good Level road.

15— Got over to Long Isld a little after 9 and came down to N. York Ferry before 12, where I met Jos. Rodm[a]n,⁸ with whom I

⁷ Although Norris kept two running accounts of events, I have listed them as single entries, omitting only repetition of words. I have also put the expense accounts into a chronological order lacking in the original.

⁸ Joseph Rodman (1685-after 1728) of Flushing, whose family had come to New York from Barbados, was a member of the Society of Friends, probably a physician as was his father and uncle, and the cousin of Clarke Rodman of Newport (see Note 16). William W. Hinshaw,

went home at night. His house is abt 20 m. from [New] York. The Road over Long Island Is abt 30 Miles from ye Narrows to White Stone mostly [good?] travelling & Levell.

16— Ill road most of ye way. Lodg'd at Stanford [*Stamford*]. From Wt Stone ferry to East Chester is mostly Stony Road; between E. Chestr & N. Rochelle very Stony & Hilly, bad Rhoad 3 mile. Dined at N. Roch[ell]e 7br 16, and by Night got to Stanfd. In time. Ye Rd. between N. Rchelle & Rye bad & from Rye to Horse-neck is very hilly and continues bad from thence to Stanford all along Stony & Hilly.

17— Got to Stratford abt ½ past One. Mist my way at Stratford ferry and put in to Milford to shoe Younker & staid there all night. Pretty good Road, mends as you go to Norwalk wch is abt 10 Miles and is Still better to Fairfield, thick Settld all the way from Fairfld to Stratford and mostly a pleasant Road. Din'd at Stratford at Lorins [*Loring?*]⁹ a good house and got to Milford at abt 4; Shod Younkrs, cost 6/- for shoes. The road pretty good. N.B. I lost my way by riding past ye ferry house abt 2 miles.¹⁰ Thos. Cruney at Stratford ferry cheated me & I got repara[tion].

18— Made a kind of ha[lf] dinner at Brantfd [*Branford*] and got within 5 m. of Seabrook [*Saybrook*]. From Milford to N. Haven is about 8½ or 9 miles, mostly Stonie. Just on ye Entrance from ye West, [*torn*] great road turns to ye Sea; to [*torn*] hand. As you come from East, ye Prospect is very [*torn*] from ye hill at Wst End. N. Haven lying on a large plain, well settled and has a handsom Colledge on ye Roadside. It is between 250 and 300 ft front as I Judge and not above 30 or 35 ft deep. The Road is pretty good from Brantford to Guilford [*Guilford*] 10m. Thence to Killingsworth 10 Miles very

Encyclopedia of American Quaker Genealogy (Ann Arbor, Mich., 1940), III, 273; John O. Austin, *Genealogical Dictionary of Rhode Island* (Albany, N. Y., 1887), 166.

⁹ Nehemiah Loring of Stratford was involved in several land disputes from 1725 to 1729. J. H. Trumbull and C. J. Hoadly, eds., *Public Records of the Colony of Connecticut (1636-1776)* (Hartford, Conn., 1850), VI, 522, 537, 567; VII, 77, 236, hereinafter cited as *Colonial Records, Connecticut*.

¹⁰ Norris' mishap was not uncommon, for the road "was not marked with sufficient clearness, in many places, to be easy to find or to follow. Travellers were forced to provide themselves with a guide or run the risk of losing their way." Sarah K. Knight hired a guide; Norris lost his way. As to the condition of the road, James Birket even in 1750 noted that from Fairfield to the New York border ran "a most intolerable road." Mitchell, 20, 24-25.

good way, hence to Seabrook is good 12 M., ye road Worse, both hilly & Stony. I lodg'd at a house abt 5 mile from Connecticut ferry, having this 18th overtaken one T. Pamerton about New Haven ferry.

19— First day— ridd down to Sbrook to S[amue]l Dotty's. Ye 19th day of 7br was Sabbath, so, forbidden to Travel, red [*read*]. From our Lodging to Seabrook tollerable Road where I stay'd that Night at Saml Dotty's.¹¹

20— Between Seabrook & N. London is very bad way, Rocky and Very Hilly 'tis abt 19 miles. Din'd at New Londo. Detained at N. London ferry above 3 hours. Got that night to William's abt 8 miles beyond ye ferry, where I Lodged very well, but no good Enterta[inment] for ye Horses.¹² This finished ye 20th.

21— Sett out from William's and stopt at [*torn*] [T]hompsons abt 10 miles on ye road. Most [*torn*] bad & Stony. From Tompsons a pretty deal of ye way is Indifferently good, pticularly wt. leads on ye Sea side being level and not stony but grows worse as you turn up to ye hills for abt 5 miles to Robt. Case's¹³—hilly & Stonie—thence to ye ferry—good road abt 3 Miles. I got down to ye ferry (Staying at Case's near an hour) abt ½ past 4 a Clock and got over ye Ferry in an hour and 5 Minuits and Rid over Connanicut [Island] to Rhode Island Ferry where I lodg'd at one Abel Franklin's¹⁴ and put my horses to Pasture with Sam'l Clark where I am Oblig'd for his very civil treatment and an excellent Pasture.¹⁵

22— Got over near noon to Newport.

¹¹ "Samuel Doughty of Saybrook" is mentioned as a 1727 militia officer, and in 1732, "Sam'll Dotey" was elected "Deputy from Saybrook" to the Connecticut Assembly. *Colonial Records, Connecticut*, VII, 131, 363. Lands or interests in South Jersey may be indicated by a brief item dated Jan. 2, 1724/5, by Isaac Norris I: "I went to Burlington abt Doughty's business." *Journal of Isaac Norris I* (1725).

¹² Ebenezer Williams (1666–1747) had arrived in Stonington about 1685. "He settled on lands . . . just north of what is now [1900] Old Mystic, near the junction of the Lantern Hill Road with the turnpike," or about six to eight miles east of the New London ferry. Richard A. Wheeler, *History of the Town of Stonington* (New London, Conn., 1900).

¹³ Robert Case of Kingstown was admitted freeman of the colony of Rhode Island in May, 1722. John R. Bartlett, *Records of the Colony of Rhode Island and Providence Plantation* (Providence, R. I., 1859), IV, 310, hereinafter cited as *Colonial Records, Rhode Island*.

¹⁴ Abel Franklin of Jamestown was admitted freeman of the colony of Rhode Island in April, 1723. *Ibid.*, 326.

¹⁵ Samuel Clarke was elected deputy for Jamestown to the Rhode Island Assembly in 1719, 1724, 1727 and 1732. *Ibid.*, 246, 345, 395, 468. In February, 1727/8, it was "voted and declared

For two weeks young Norris stayed in Newport, lodging "with Joseph Borden," although he also wrote to his father that "Clark Rodman¹⁶ and Capt'n Whipple,¹⁷ the greatest Merchts here, have given handsome Invitations to Lodge with them and use the freedom I should at home." It appears that Isaac declined the offers; he did, however, sell Captain Joseph Whipple approximately three hundred bushels of salt for £60. In the course of his trade negotiations, Norris conferred with the governor and the port collector, and after the collector's demand that at least a thousand bushels of salt be sold at Newport was met, the Philadelphian added the cheese and additional rum to the cargo and sent Captain Farra home on the *George*.¹⁸

October 3— The ship *George* Sail'd from Rhode Island to Philada.

5— Rid over to Bristol Ferry Accompa[nied] by Jos. & Jno. Borden, Geo. Golding, S. Holm[e]s, Jos. Whippile & dined there, the road very pleasant.¹⁹ Abt 11 m. the wind blew very high that I could not pass over till

by this Assembly that Mr. Samuel Clarke of Conanicut, provide and keep one other good ferry boat, and ferryman more that he now hath, to ply and tend the ferry from Jamestown to Newport." Later in 1728, he received a subsidy of two pence per pound for 1,207 pounds of hemp he had "raised within the Colony." *Ibid.*, 400, 410.

¹⁶ Isaac II (Newport) to Isaac I, Sept. 24, 1725, Logan Papers, VIII, 56. Joseph Borden had recently been "elected General Treasurer of the Colony of Rhode Island and Providence Plantations." *Colonial Records, Rhode Island*, IV, 360. Clarke Rodman (1698-1752), a physician, in 1719 had been admitted freeman of the colony.

¹⁷ Capt. Joseph Whipple (1662-1746) best exemplifies "the greatest merchants" of Newport. He held a hundred-acre estate as early as 1688, was a deputy to the Rhode Island Assembly nearly twenty years of the period 1698 to 1725, and was a member when Norris visited. Whipple was also on the Newport town council in 1725, and had been named colonel in the provincial militia in 1719. In 1710, he had been "licensed to keep a public house," and at his death in 1746, he left an estate valued at £5,292, including six Negroes. Whipple and Borden were appointed to numerous Assembly committees, usually on financial matters. *Colonial Records, Rhode Island*, IV, 47, 87, 212, 246, 267, and other pages; Austin, *Genealogical Dictionary of Rhode Island*, 166, 223. Joseph Whipple as a shipowner was also involved in a number of admiralty cases, particularly regarding illegal cargo in 1721, and in wage and property disputes with "Mariners." Dorothy S. Towle, ed., *Records of the Vice-Admiralty Court of Rhode Island, 1716-1752* (Washington, D. C., 1936), 85 (note), 125-126.

¹⁸ Isaac II to Isaac I, Sept. 24, 1725, Logan Papers, VIII, 56; Journal of Isaac Norris II (1725).

¹⁹ As early as Aug. 2, 1698, the father or grandfather of the Borden clan "was permitted to keep the ferry from Rhode Island to Bristol," and renewals were granted at seven-year intervals. John and Joseph Borden may well have been brothers, but it is also possible this John was an uncle of Joseph. Between 1710 and 1715 there were three John Bordens of three genera-

6th, Abt Nine. Rid up to Frenches by 1 a Clock.²⁰ Dined there & lodg'd at Kingsberrys, at the RoeBuck Tavern. The road mostly good.

7— At Abt 11 a Clock got to Boston and lodg'd at Mother Holmes'.²¹

[*Undated*]— Francis Holmes at ye Bunch [of] Grapes near ye Town-house—Boston.²²

Pollard at ye 3 Horseshoes.²³

13— Set out of Boston at 10 h. and was overtaken by two men bound through Noris [*Norwood?*], so that I rid ye upper road and lodg'd at Providence. Abt 46 [miles].

tions in Bristol and Newport. The eldest had died in 1716, but Norris has not clarified which of the surviving Bordens was indicated. Austin, *Genealogical Dictionary of Rhode Island*, 23-24; *Colonial Records, Rhode Island*, IV, 47, 68, 142, 311, 316, 360, 390.

George Goulding (1685-1742) participated in Rhode Island political and business affairs as early as 1707 and served as a deputy in the Assembly from 1716 to 1720 and from 1727 to 1742. He was associated with Joseph Borden and Joseph Whipple in 1729, "procuring silver and gold to send to our agent"; in 1740, Goulding vigorously opposed the emission of paper money. Austin, *Genealogical Dictionary of Rhode Island*, 84; *Colonial Records, Rhode Island*, IV, 17, 416. Samuel Holmes and Joseph Whipple were joint owners of the brigantine *Pelican*, among other ships. Towle, 125-126.

²⁰ Nathaniel French and others "who had thought themselves" to be under jurisdiction of Connecticut, asked in 1729 for clarification of their status and guarantee of land titles since it then seemed they had come "under the jurisdiction of this [*Rhode Island*] government." *Colonial Records, Rhode Island*, IV, 416.

²¹ Sarah Holmes kept an inn "in Ann Street . . . at ye South end of ye Town." She had first (1709/10) been granted the right "to Sell Strong drinck as a retaylor," but in 1711 was allowed a "Lycence to Sell drinck as Inholder." *Records of Boston Selectmen, 1701-1715* (Boston, 1884), 101, 148, 166.

²² Francis Holmes's Bunch of Grapes Tavern is variously cited "at the head of Long Wharf," "in King Street," or "on the west corner of Mackrell Lane (later Kilby St.), and King St. (later State St.)." Although Holmes had a "House of Publick entertainment" in June, 1709, at which five soldiers were ordered billeted, the name "was apparently chosen" in 1712. The proprietor was cited in 1713 for keeping a disorderly house, but the complaint was withdrawn a week later. Rebecca Holmes, widow of Francis, was "approved for Innholder" in 1726. Whether Norris stayed or visited there is not known. *Records of Boston Selectmen, 1701-1715*, 90, 188-189; *Records of Boston Selectmen, 1716-1736*, 155; Samuel A. Drake, *The Old Boston Taverns and Tavern Clubs* (Boston, 1886), 33-34, 62.

²³ The family of Old Ann Pollard maintained her "House of Publick entertainment" in Brattle St., just a block from Queen St. In 1709, Ann Pollard billeted three soldiers; Pollard's corner is identified in Boston street records about the same time, but by 1726 "Mary Pollard in Brattle Street" was approved to sell drink. A portrait of the centenarian Ann is in the Massachusetts Historical Society. *Records of Boston Selectmen, 1701-1715*, 90; *Boston Records from 1700 to 1728* (Boston, 1883), 52; *Records of Boston Selectmen, 1716-1736*, 154.

14— Ill road al the way. Got no breakfast or dinner, Rid abt 8 miles In ye rain, mostly very bad road, Stonie & hilly. Then it clear'd up & we rode by noon to a house abt 5 [miles] Westwd of Angells. Soon after, I [per]ceived Younkr. had lost a shoe. Rid about 4 miles further to a Smithy Shop & Shod him. Cost $1/3$. A little after, my horse Newpt. prov'd lame. We past Quenebak River [Quinebaug] by boat (8d.) and rid thence 6 M. to Burnham's²⁴ where I supp'd & lodg'd; within 6 miles of Norwich. Bad Road, 44 [miles]. Put this down an uncomfortable day—4s. lodg.

15— Pretty good road to Norwich. My horse went lame so that I walk'd him most of ye way to Norwich, wch is abt 7 Miles (tho' I tho't It much more). Forded Seatuckett [River] wch was very rappid & high. Put a new Shoe on my horse, Nport, at Norwich ($1/9$) Expecting his lameness was in his foot [although] I could not find my horse's lameness. Walked him pretty much from Norwich to Jno Leffingwell's²⁵ (abt 2 Miles from Norwich) where I lodg'd and got my horse blooded, [now] beleiving his lameness to be in his Shoulder. Put this down Ditto, having lost my way twice, a drissling afternoon till I got to Leffingwell's. 10 [miles].

16— A Pleasant day, Nport better [but] continued Lame. Walked him thro' New London to Nahantick [Niantic] ferry and going to Enquire at Maj[o]r Busere's [?] ye way down to ye Ferryhouse, I Alighted. Some Congr [?] came In, Stopt me some time—ye Major's [pre]ssing Invitations as my horse very [torn]. I lodg'd there. 16 [miles].

8br. 17th.— Sabbath prevailed, continued at ye Major's.

18— Met Some difficulty passing Nahantick Ferry. Got nothing to Eat all day. My horse went lame [*continued lame*] (tho' I think a little better). Stay'd some time at Connecticut ferry, ye wind high. Lost my way abt 2 Miles from ye Ferry. Bated at Post's²⁶ abt 5 miles

²⁴ Eleazer Burnham (*d.* 1743) owned land north of Norwich at this time. Frances M. Caulkins, *History of Norwich, Connecticut* (Hartford, Conn., 1866), 98, 259.

²⁵ John Leffingwell (*b.* 1688/9) was the son of Thomas Leffingwell (1649–1723/4), who had been one of the most famed innkeepers in Connecticut. Both John and his father were born in Norwich. Norris arrived the day after "John Leffingwell of Norwich" was named captain of militia by the Connecticut Assembly. William R. Cutter, *et al.*, *Genealogical and Family History of the State of Connecticut* (New York, 1911), II, 604; *Colonial Records, Connecticut*, VI, 557.

²⁶ Abram Post of Saybrook was named "Lieut. of the company of Seybrook" in 1727. *Ibid.*, VII, 102.

from Seabrook & lodg'd at Killingsworth. Walk'd most of ye way. 25 [miles].

19— Jupiter looked bright this Morng. as a good Omen. My horse I hope near well. Set out from Killingsworth at 7 and got down to Brantford 20 m[inutes] past 11. From Killingsworth to Gilford very pleasant Road by ye Sea side [but] you loose sight of ye Sea. Thence to Brantford Stony & hilly abt 10 Miles; thence to New haven pretty good way & continues thro' Milford (10 ml). Got down to Stratford, very good road. Lodg'd at Lorin's at Stratford. My horse went very well; bated at Brantford. 45 [miles].

20— My horse continued very well. Sett out [early?] At near 9 h. din'd at Norwalk and lodg'd at Horse Neck. Mostly bad road. 36 [miles].

21— Got out early, Road pretty good, and reach'd New York timely. Dull weathr—some rain.

24— Got home.

Norris' expenses were also tabulated in his journal:

At Saml Hogsfleshes—4d., Nes[haminy] Ferry 1/6	£ 0. 1.10
At Bagley's 3/—, at Severn's 10/5 ²⁷	.13. 5
At Raritan 3/8, ditto ferryage 10d.	. 4. 6
Ferry to Stat Isld 2. & Cyder 6d.	. 2. 6
Donn [?] 4d., ferry at ye Narrows 4/—, Eat[in]g .3.9	. 8. 1
At N. York Ferry	. 3. 2
Ferr[yage] at Wt stone 3/—, dram 1/Larree 5d. [sic]	. 3. 5
At N Rochell 2/—, at Stanford 3/9	. 5. 9
[Fairhill to Stamford] Con[necticut] Mony viz. £ 2. 2. 8	
At Stratford 2/9, Sho'g Younkr 6/—	. 8. 9
At Milford Briants Lodg'd ²⁸	. 8. —

²⁷ John Severns in mid-1725 bought property from James Trent, but sold it in 1730 to William Allen. This is the site of the Rising Sun Tavern, later called the American House. Edwin R. Walker, *et al.*, *A History of Trenton* (Princeton, N. J., 1929), I, 320.

²⁸ Richard Bryan was "the richest man in town" about 1700. Norris may have lodged with Richard Bryan, Jr., in North Milford, an area known as Bryan's Farms. Milford shipped quantities of malt and hops to Philadelphia, where in 1735 Isaac Norris II became three-sevenths owner of the largest "Brewhouse Company" in the city. *History of Milford, Connecticut, 1639-1939* (Bridgeport, Conn., 1939), 39, 44; Leonard W. Labaree, *Milford, Connecticut: The Early Development of a Town as Shown in its Land Records* (New Haven, Conn., 1933), 13-14, 19; Daybook of the Brewery of Freame, Norris & Charles, Library Company of Philadelphia.

At Brantford 1/3, Gilford 9d.	. 2. -
At Killingsworth	. 1. 3
Near Seabrook lodg'd, Oats, &c.	. 5. 6
At Seabk	. 8. 2
Ferry 1/4, at New London 4/6	. 5. 10
At William's 5/-, at Tompson's 3/	. 8. -
At Robt Case's 4/6, passing Cunanicut ferry 16 d.	. 5. 10
Gave Larree at Newport	. 3. -
Posta[ge] of adv[ice] to Fathr. 4/1. Exp. 2/	. 6. 1
Exp. 2/6, Pd ye Taylr, for Larree 8/	. 10. 6
Paid at Franklin's, Sundr.	. 10. -
Don' 2/6, at Jno Chan[nin]gs 45/- ²⁹	2. 7. 6
To Jos Borden 5pd, to Bess 5/	5. 5. 0
Pd Samuel Clark	. 10. -
[Stamford to Newport]	<u>£12. 5. 6</u>

[Cargo of the ship *George*]

Amount of Salt	£256. 7. 0
I recd from Gold[in]g	£20.
& 50 bushl @ 4/4	10. 16. 8
	<u>£30. 16. 8</u>
& of Capt. Farra	25.
Rum	44. 15. 10
Farra's bill	66. 18. 3
Due from Whipple	60. -. -
	<u>£252. 10. 9</u>
Due from Capt Farra	3. 16. 3
An Addition to Farra's bill	2. 1. -
	<u>£ 1. 15. 3</u>
2 louis d'or's wt 12 dwt., 15 gr.	£ 1. 15. 3
Excha. with T. Steel for £7.4.3	
Exp. brot up:	
At Burdens @ Bristol [R.I.] ferry	£ 0. 6. 0
At Frenches 6/10, at ye RoeBuck 11/2	. 18. -
Exp. at Boston 1/-, pr Stockgs 40/	2. 1. 0

²⁹ John Channing (1684-1731), born in England, became a Newport merchant. The vice-admiralty court convened "at the house of Mr. John Channing in Newpt" to rule on a court case involving the sale of cargo illegally imported in Rhode Island in 1721. John O. Austin, *Ancestry of Thirty-Three Rhode-Islanders* (Albany, N. Y., 1889), 17; Towle, 111.

A Capp for Larree	.10. —
At Ho[l]mes' 20/-, for my horses 40/-	3. —. —
At Dedham 1/ , at Hughs 4/	0. 5. 0
At Providence 6/11, abt Parkers [?] of 1.8	0. 8. 7
More at Quenebagh ferry	. —. 8
At Burnhams 4/ at Seatucket 2/	0. 6. 0
At Norwich 3/3, At Major Buiers 7/6	.10. 9
At Leffingwell's 10/ , Nahantick Ferry 6d.	.10. 6
At Connecticut Ferry, 1/4, Posts 8d.	. 2. —
At Killingsworth 7/8. Brantfd. 1/4	. 9. —
At Stratford Ferry 1/4, at Stratfd 5/6	. 6.10
At Fairfield 6d., at Norwalk 2/2	. 2. 8
At horseneck 3/10, at Maroneck 3/-	. 6.10
[Bristol R.I. to Mamaroneck, N.Y. via Boston]	£10. 3.10
At Kingsbridge 2/ (N.Y. sur.)	. 2. 0
At. N. York 6/3, House &c .7.0	[]
Ferry of ye Horses to Elisa[beth]town	. 9. 0
At Hamptons—Lodg. &c.	. 3. —
At Raritan for Oats	. —. 6
Dined & Bated this side Raritan	. 1.10
At Trenton	. 3. 0
At ye Ferry coming & going	. 2. 6
At Bristol ferry	. 1. 6
[Kingsbridge, N.Y. to Fairhill]	£ 1.10. 4

Norris closed out his trip accounts with the following unclassified entries:

Jas. Alexa[nder] & Dr. [Cadwallader] Colden had. recd. ltrs.³⁰
 Hamilton, Col. Morris, Jno Audley, Jno. Rogers—R. Isld.³¹

³⁰ Colden (1688–1776) and Alexander (1691–1756) were leading political figures in New York. Colden was also a physician, scientist, and historian, who exchanged letters with James Logan of Philadelphia. Alexander was a member of the governor's council of New York, and was the first lawyer to defend John Peter Zenger, but was replaced by Andrew Hamilton of Philadelphia. Presumably, Norris visited them on the way. Only these three, Colden, Alexander, and Norris, of all the personalities in this article have biographies in *Dictionary of American Biography*.

³¹ John Audley (1666–1738) of Newport, a substantial landholder, served as deputy in the Assembly in 1724. John Rogers (*d.* 1732) was a Rhode Island merchant, a freeman in Rhode

Memo. I left a pisto. at William's for 45/ & my reckoning there was 5/.

Left at Weeds, 20/ Pensil[vania] & a Dollr., for wch he gave 33/6

Sent my horse to Wm. Hinton's ye 16th Xbr.

Collegeville

WILLIAM T. PARSONS

Island in 1708, when he gave financial advice to the Assembly. His son John Rogers, Jr., of Newport was admitted as a freeman in 1725. Norris may refer to either father or son. Austin, *Genealogical Dictionary of Rhode Island*, 5, 167; *Colonial Records, Rhode Island*, IV, 33, 37, 359. The references to Hamilton and Col. Morris are cryptic at best, but it seems rather a coincidence that John Hamilton of New Jersey, Col. Lewis Morris, Jr., of New York, and Dr. Cadwallader Colden of New York were among those who would shortly be named or rewarded as commissioners in the settlement of the Massachusetts—Rhode Island boundary dispute. *Colonial Records, Rhode Island*, IV, 586; Samuel G. Arnold, *History of the State of Rhode Island and Providence Plantation* (New York, 1874), I, 112.