



STRAY'D or stolen from
about *Charles Town*, on the 23d
of *March* last, in the night, a bay
horse 14 hands high, with a star in
his forehead, and branded on the

mounting shoulder *M*; he is about 9 years old, and
does not pace. Whoever bring him to me, shall have
TWENTY POUNDS Reward. *Joseph Ward.*



For **LONDON** directly,
The Ship *Beulah*,
JOHN RICHEY Master,
(A Prime Sailor.)

WILL carry about 600 bar-
rels of rice; great part of
which is already engaged; and has good accommo-
dations for passengers. For freight or passage, please
to apply to the said master, lying at *Mr. Mayne's*
wharf, or to *John Sinclair.*

For *Cowes, Holland, or Hamburg,*

The Ship **PATIENCE**,
JOHN BITCARNE Master,

(Having good Accommodations for Passengers.)

FOR Freight or Passage, agree with the said Ma-
ster, on board the said ship, now lying at *Mr.*
Wright's Wharf.

For **PORTSMOUTH** directly,

The Ship *Edinburgh*,
(Well accommodated for Passengers.)
Thomas Arnett Master.

WILL sail towards the end of this month. For
Passage agree with the said master, on board
at *Capt. Simons's* wharf.

For **LONDON**,

or any
other part of *Great-Britain*,
Or **HOLLAND**,
The Ship **MINERVA**,

(A Prime Sailor) **PATRICK JAMES** Master.

FOR Freight or Passage, agree with the said Ma-
ster, at *John McCall's* wharf.

For **LONDON** directly,

The Ship *Leahy Rebecca*, a Prime Sailor,
ROBERT DAVIS Master,
Has good Accommodations for Passengers.

WILL certainly sail the latter end of this month,
having two thirds of her cargo already enga-
ged. For freight or passage, agree with said master,
at *John Pickering, & Co's* wharf.

A SURVEY OF
ECONOMIC ACTIVITY IN
CHARLESTON,
1732 - 1770

BY

JEANNE A. CALHOUN, ELIZABETH A.
PAYSINGER AND MARTHA A. ZIERDEN

MARTHA ZIERDEN,

PRINCIPAL INVESTIGATOR

The Charleston Museum

Archaeological Contributions 2

OCTOBER 1982

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by

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and Martha A. Zierden

Martha A. Zierden, Principal Investigator

The Charleston Museum
Archaeological Contributions 2

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The South Carolina Department of Archives and History

ABSTRACT

The documentary research was undertaken in order to expand and refine the preliminary archaeological preservation plan for the city of Charleston. Research focused on newspaper advertisements as a source of information on site location. Advertisements were recorded systematically for the period 1732-1770. From the research, information is presented on clusters of merchants and craftsmen sites within the city, changing trends in these locations, and trends of land use in the colonial city. The trends of multiple land use and the fluidity of the colonial society are discussed in reference to archaeological site interpretation, and the implications of such activities are stressed as a caution for future archaeological investigations. The project was funded by a Community Development Grant from the City of Charleston and by a federal matching Historic Preservation Grant from the Department of the Interior, administered by the South Carolina Department of Archives and History. This matching grant was made possible under the National Historic Preservation Act of 1966, as amended.

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INTRODUCTION

The historical importance of the city of Charleston has long been recognized, by both the citizens of Charleston themselves and by the many visitors who pass through the city. The area encompassed by the city of Charleston was first settled by the English in 1670. Charleston prospered, and by the 1730's had changed from a frontier community to an important port and urban center. During the eighteenth century Charleston was the fourth largest urban center in the American colonies (Bridenbaugh 1955), the center of trade for the plantation economy of the southeast, and the home of peoples from a variety of backgrounds. Charleston continued to be a focal point of American development until economic developments following the War between the States resulted in its decline.

Charlestonians have long been interested in the history of their city, and have had an effective, ongoing program in historic preservation since the 1930's. Because of the preservation of its uniqueness and charm, thousands of tourists visit Charleston every year. Continued preservation of and research on its historic past is important for Charleston.

Despite the long tradition of an interest in the city's history, archaeology has only recently come to play an important role in a greater understanding of this history. One reason for this is that historical archaeology has been a recognized discipline only since the 1960's and an awareness of historical archaeology's potential contribution to urban studies is even more recent (Salwen 1973: 151-168; Staski 1982: 97-133). The preparation of an archaeological research design for Charleston (Zierden and Calhoun 1982a; 1982b) represents a major step in the endeavor to identify, preserve and protect Charleston's archaeological resources.

This newspaper study underscores the importance of documents to historical archaeological research. The present study greatly increases the understanding of early site location in Charleston, and provides valuable information for the study of Charleston as an urban site.

Importance of Archaeology

Historical archaeology developed as a field of research distinct from other areas of American archaeology because, unlike prehistoric research, written records are available for the populations being studied. This documentary resource, in turn, affects the interpretation of the material remains of past behavior (Deagan 1982a: 153). At the present time, historical archaeologists take several approaches to archaeological research and are contributing to a range of concerns and interests.

The earliest thrust of historical archaeology was as a supplement to historical studies, especially in the form of architectural and restoration studies. Many historical archaeological studies are still oriented toward this goal, with valuable results. The public interpretation programs resulting from such projects are important to the recognition of the discipline as a valuable source of information.

An important development from this historically oriented thrust has been termed the reconstruction of past lifeways (Deagan 1982a: 160). This emphasis was part of the shift from the archaeological examination of the sites of famous historical figures to that of the anonymous American citizen. Historical records are often biased towards the upper class - those with the time and ability to leave extensive written records. Such archaeological research has focused on those groups of Americans who are poorly or incorrectly

represented in the written record (Deagan 1982: 161; Glassie 1977: 29), including Afro-Americans (Singleton 1980; Otto 1975; Fairbanks 1972), Asian-Americans (Schuyler 1980), and Hispanic-Americans (Deagan 1982b). This approach to historical archaeology has an important role to play in archaeological research, and can result in a more objective view of American history.

In addition to augmenting and altering the historical record, recent investigations have addressed questions of anthropological interest. A primary focus of such research has been the testing and verification of patterning in the archaeological record. The basic premise underlying such research is that human behavior is patterned, and this patterning will be reflected in archaeological patterning. The recognition of these patterns (South 1977) and the examination of these patterns as part of a more general research question (Lewis 1976; Deagan 1982b) will enhance our understanding of past human behavior. Studies of this type have recently expanded to include examinations of patterns in contemporary material culture (Rathje and McCarthy 1977; Gould and Schiffer 1981), resulting in an all-encompassing aspect of the discipline that has been labeled "the science of material culture" (Deetz 1977b). An extension of this "science of material culture" approach has been the development of cognitive studies (Deetz 1977a; Glassie 1975), aimed at discovering and defining the mental structures and cognitive systems of people through material culture. Historical archaeology, then, is focused in many directions, and can contribute information to a variety of problems.

Urban archaeology is a quite recent development in the field of historical archaeology, and the results of most urban projects are yet

to be well circulated within the discipline. Urban archaeology poses its own particular set of problems and advantages, both in terms of methodology and research orientation.

Unlike the surrounding countryside, the city is a scene of major and numerous land alterations. Because of this, the archaeological record is often deep and well preserved, but disturbed and mixed by subsequent activities. These deep deposits, plus the relative scarcity of contiguous areas of open space, pose special methodological problems that archaeologists have only begun to address (See for example Deagan, Benton and Bostwick 1976; Dickens and Bowen 1980; Rubertone and Gallagher 1981; Honerkamp, Council and Will 1982). The urban archaeologist is working in an environment of current and intensive use. Because of this the urban archaeological site may be intensely and complexly disturbed, often leaving little evidence of previous surfaces. Studying the nature of this disturbance, though, can significantly contribute to an understanding of urban processes, and to an appreciation of the particular potential of urban archaeology to recover information (Staski 1982).

The most recent focus of urban archaeology is the examination of urban processes themselves. Under this model, which has been termed by Salwen (1973) as "archaeology of the city", archaeology can contribute to an understanding of the specific processes of urban development (Staski 1982). The city is viewed as both the environment and the subject of research. Work under this approach can help elucidate the process of urban cultural evolution, thereby making archaeology relevant to studies of present behaviors. The validity of this approach has been amply demonstrated in the Tuscon Garbage Project (Rathje 1977; Rathje and

McCarthy 1977). Dickens and Bowen note that research under this paradigm, especially on nineteenth and twentieth century deposits, can contribute to better archaeological techniques, since the behaviors studied are part of a still-active continuum (Dickens and Bowen 1980: 51).

Archaeologists have noted that a major tool in urban archaeological studies is the wealth of documentary evidence available for such sites. Staski notes that record keeping is an important part of administrative services, and urban centers have the facilities for long term collection of these documents. Careful studies of these materials allows for a well-documented historical outline of the physical and social characteristics of a city (Staski 1982: 120). Such a well-planned and detailed study is essential in order to interpret the complex archaeological record found at an urban site, and to place such events within a larger perspective. Such research is also an efficient manner in which to survey a city. The following report is part of an ongoing effort in this direction for Charleston.

Project Background

In an attempt to efficiently integrate the preservation and/or recovery of archaeological resources with the development goals of the city, the Charleston Museum received a grant from the city to prepare an archaeological preservation plan for Charleston. Phase I of this research was designed to evaluate the archaeological potential for all areas of the peninsular city and to make recommendations to city planners. The goals of Phase I were two-fold:

- 1) To ascertain on a general level the length and type of occupation for all areas of the peninsular city.

2) To pinpoint the location of specific structures, and the remains of specific activities in the city.

Primary documentary sources were examined for information pertaining to the archaeological resources in Charleston. These resources include historic maps and plats, Charleston City Directories, censuses, city ordinances, city yearbooks, family paper collections, Records of the Secretary of the Province, the Shaftsbury papers, and a variety of miscellaneous notes and documents. In addition, numerous secondary sources on Charleston in particular and the Southeastern United States in general were consulted. This was done to place Charleston's history in a national, and even international, perspective and to avoid repetition of data already compiled. All site locations have been recorded as accurately as possible on contemporary maps and aerial photographs.

The product of Phase I research is a skeletal outline of the land use history of Charleston. This skeletal outline contains general information on the length and density of occupation for all areas of peninsular Charleston. As a result of this research, preliminary recommendations have been made to the City concerning the probable nature and extent of archaeological resources at several sites. The results of Phase I research are outlined in a preliminary report submitted to the City of Charleston (Zierden and Calhoun 1982b).

Project Methods and Goals

Phase II of the research project is designed to refine and expand this skeletal outline of Charleston's growth and development. Information is

lacking on the type and density of occupation for the city for both the eighteenth and nineteenth centuries. For the nineteenth century a variety of sources are available from which such information can be extracted. These include censuses, tax lists, city directories, and newspapers. But prior to the incorporation of Charleston in 1783, few such records are available. It was determined that the best sources for such information would be a thorough survey of eighteenth century newspaper advertisements.

Research began with the first edition of the South Carolina Gazette in 1732. Because of time constraints and the wealth of data available, research was terminated at 1770, approximately the beginning of the transitional period leading to the Revolution. These later periods will be the subject of a later, separate study.

The primary purpose of the research was to determine the location of commercial activities within the eighteenth century city. This would be accomplished by recording the addresses of merchants who advertised in the South Carolina Gazette. Such information would allow a definition of the eighteenth century commercial core of the city, and changes in the location and focus of these areas. The data will also facilitate a definition of the range of early craft activities in the city and the location of such activities. A recognized bias of this approach is that not all merchants and craftsmen living and working in Charleston chose to advertise in the newspaper. Thus the newspaper ads will not totally reflect the commercial activities of the city. Yet the extensive information they do contain may serve as a basis for recognizing general trends in the city.

In addition to this primary focus, extensive data was obtained on the land use patterns of eighteenth century Charleston. Such data will be of importance to future archaeological investigations in Charleston on the site-specific level. Data was also obtained on the range of material culture being imported into Charleston and on shipping activity in the port city. Such subjects are outside the scope of this particular project and will be incorporated into later work.

All advertisements and items of related interest were recorded on index cards and filed systematically at the Charleston Museum. Over 7000 items were recorded.

Chapter II seeks to explain eighteenth century South Carolina's position in the British Empire and its effect on the colony's development. Chapter III discusses the effect of these activities on the Charleston landscape. The project is summarized and recommendations are made in Chapter IV. Lists of colonial craftsmen and merchants are contained in Appendix I.

CHARLESTON'S ROLE IN THE BRITISH EMPIRE

In the seventeenth century, Britain's possessions were scattered throughout the world. Despite domestic political turmoil, she retained and improved her position of dominance throughout the seventeenth century until, by the end of the War of the Spanish Succession in 1713, she ruled the seas. Her North American colonies were only a small part of the vast empire which England accumulated. The English government did not view them as political and economic entities entitled to a voice in imperial policy. Instead, the members of the ruling classes considered them agricultural appendages which should serve as both a source of raw materials and a market for the mother country's manufactured goods.

To ensure that Britain's colonies would increase her wealth and not that of her rivals, an economic policy of mercantilism was adopted to regulate her dependents' trade. Mercantilism was an indefinite, loosely defined concept seldom wholly agreed upon by either its adherents or detractors. Its two basic principles, the importance of trade to the British Empire and the necessity to secure a favorable balance of trade in England's favor, served as rallying points for manufacturers, merchants, and landholders eager to exploit their country's holdings.

In the early seventeenth century, the North American colonies were not significant enough to merit much attention. This was just as well, as the rulers of England were too preoccupied with trying to keep their heads to spend too much time, energy or money on their overseas possessions. By the time Charles II gained the throne in 1660, the colonies were beginning to give

indications of their future worth. Virginia and Maryland were already exporting more than seven million pounds of tobacco annually, much of which never reached England, and the merchants of New England traded around the world.

Under Charles II, a consistent, definite commercial policy for the colonies was first evolved. These Navigation Acts had four major sections. The first dealt with shipping. This provision stated that all goods imported or exported from any of the plantations possessed by the British government in Asia, Africa, or America must be carried in ships which belonged to, and were built by, citizens of England, Ireland, Wales, Berwick-upon-Tweed, or any of the said colonies. In addition, the captain and three-fourths of the crew of these vessels must be English. Secondly, it was declared that goods grown, produced, or manufactured in Africa, Asia, or America could only be imported into England in ships navigated, built, or owned as described above. Finally, it was enacted that no goods of foreign growth or manufacture should be imported into England, Ireland, Wales, Guernsey, Jersey and Berwick-upon-Tweed, unless they came directly from the place of production or those ports from which the goods and commodities were usually shipped (Beer 1948:36).

The final clause of the Navigation Acts which proved significant to the growth and development of the American colonies was the enumeration of certain goods. According to mercantilist thought, the colonies were to provide the mother country with the raw materials needed for home industries which she was otherwise forced to import from her rivals. Sugar, tobacco, cotton, indigo, ginger, speckle-wood and various types of dye-woods, such as fustic and brazilletto, the products of the West Indies and Southern colonies, were all placed on the enumerated list. This meant that these commodities could be shipped only to England, Ireland, Wales and Berwick-upon-Tweed and that

they must be transported in ships owned and manned by Englishmen. Furthermore, all ships sailing with enumerated goods on board were required to give bond to land at some part of England, Ireland or Wales (Beer 1948:38-39). Any enumerated commodity could be re-exported from England by English or colonial merchants. This, however, would force the price of the goods to advance to such a point that it would be extremely difficult for the merchant involved to make a profit. Thus this aspect of trade was largely controlled by English factors (Andrews 1938:88).

Of the enumerated commodities, only tobacco could be raised in England but that was forbidden by law. Northern American products - grain, fish and naval stores - were not included on the enumerated list because they were readily available in the mother country. As the manufacturing capacity of England increased, so did the demand for goods to supply her industries. Gradually other articles were enumerated. High duties were levied upon these goods, however, to save the English producer from bankruptcy.

Molasses and rice were soon placed among the enumerated goods. Spain and Portugal were the major European markets for rice which, before South Carolina became a producer, they imported from Egypt and Lombardy. Soon South Carolina had become a serious rival and was monopolizing the Portuguese market and moving into that of Spain. At this point, Parliament was persuaded that the colony's ability to export rice directly to Portugal and Spain was detrimental to English commerce and rice was placed on the enumerated list. The increased freight charges necessitated by this change in status inflated the price of American rice by a third, thus largely forcing South Carolina out of the European rice trade. Finally, by an act passed in 1730 and an additional one in 1735, the rice producers of the Southern colonies were granted the right to export rice directly to any European port south of Cape Finisterre. Almost immediately, American rice had captured its

former market. This indulgence did not, however, extend to the markets of Holland and Germany, the area of the Caribbean and the Spanish Main where some of the best markets were located. This was not remedied until 1764 and 1765 when a series of new acts of revenue and trade opened up the region south of North and South Carolina and Georgia to their rice trade (Andrews 1938:97).

Naval stores and copper were also placed on the enumerated list. As Britain's navy became more and more prominent in European wars, her demand for naval stores increased proportionately. Unable to herself produce a sufficient amount, she was forced to rely on Denmark, Norway, Sweden and Russia for hemp, tar, pitch and masts. This trade created an unfavorable balance of trade for England as these countries refused to be paid in English manufactures and insisted on monetary reimbursement (Beer 1948:55-56). Economists frowned upon this outward flow of specie (in 1703 England's overbalance of trade in this area amounted to 350,000 pounds) while statesmen shuddered at England's dependence on European rivals for materials vital for her naval power (Andrews 1938:103).

The final inducement to find another source of supply for naval stores came at the beginning of the eighteenth century with a shift in Sweden's attitude. At this point, the Swedish Tar Company refused to let England have any pitch or tar except at its own price, despite the fact that money was offered in exchange. Furthermore, the Company decided that only Swedish ships were to be employed in transporting these goods to England and that they, the Company, would determine the quantity delivered. This implicit economic blackmail, combined with the turbulent diplomatic situation on the European continent, convinced the British that the time had come to rely on her American colonies. At the beginning of the War of the Spanish Succession, naval stores were enumerated and bounties granted on tar, pitch, rosin or turpentine, hemp, masts, yards and bowsprits (Beer 1948:94-95).

The act of 1660 covered two of the main objectives desired by the Navigation Acts - the increase of shipping, to bolster England's merchant marine, and the enumeration of certain colonial goods, for the increase in English revenue, greater supply of raw materials, advancement of England's growing domestic industry and enhancement of the Englishman's lifestyle. There was one final objective yet to be achieved. That was insuring that all commodities desired by the colonists would pass through England, thus establishing it as the sole export center to the plantations. To accomplish this final goal, the Act for the Encouragement of Trade was passed on July 27, 1663. Under this statute, two provisions were made which required that all commodities of European growth, production and manufacture intended for the colonies must first be carried to England, Wales, or Berwick-upon-Tweed, in lawful shipping, legally crewed, and there put ashore before being transported to America. When this occurred, the same drawback was allowed, except later on foreign ironware and cordage, as was allowed to goods under similar circumstances re-exported to foreign countries (Andrews 1938: 108).

There were some exceptions to this act. One of these was salt for the fisheries of New England and Newfoundland. A great deal of the salt came from the Isle of May, one of Portugal's Cape Verde Islands, as the English had been granted the sole right of exportation by Portugal in the treaty of 1661. Later, Pennsylvania, New York, Nova Scotia and Quebec were granted the same privilege. The Southern colonies attempted to persuade the government but to no avail; they were forced to obtain the salt needed for the curing and packing of their beef from either the Northern colonies at double freight and a much higher price, or produce their own through the evaporation of salt water. They were able to obtain salt from Turks Island, one of the Caribee Islands, but the southerners asserted it was of a much poorer quality

(Andrews 1938:109).

The restriction on salt had a detrimental effect on South Carolina's export of beef. On November 23, 1749, South Carolina's Governor James Glen, in an address to the Commons House of Assembly, declared,

Our Country abounds in Cattle and lies commodiously to the Sugar Colonies and foreign Settlements for a market.

Despite this hopeful boast, in 1748 the value of South Carolina's exported beef was less than one tenth that of indigo and could not compare even with that of tanned leather. The cause of this was not primarily the amount of beef offered for export but rather the inferior quality of the cured beef compared with that of the Northern colonies. By being forced to rely primarily on American salt, which Governor Glen declared was "of so corrosive a Nature that it waste what it should preserve," South Carolina could scarcely depend on her beef as a valuable export (Gipson 1960:143-144).

Another exception to the Act for Encouraging Trade was servants, horses and provisions from Scotland and Ireland and, later, linen from the latter country. This ceased to apply to Scotland after the Act of Union in 1707 and provoked some delightfully innovative evasive tactics on the part of the Irish, as when some shippers classified candles and soap as "provisions" and, when queried, offered to prove their point by consuming the goods in question. In one such case which was brought to trial, a

witness swore that soap was victuals and that one might live upon it for a month, which the jury readily believed and found (for the defendant).

There are some suspicions that Irish exporters exploited this privilege and carried contraband goods during wartime and manufactured goods in times of peace, but nothing conclusive has been proven (Andrews 1938:109-110).

Thirdly, wines from the Azores, Madeira and, generally, the Canaries were also exempt. A great deal of English business was done through Oporto and Lisbon. Portugal had been an ally in the War of the Spanish Succession

and the Methuen Treaty of 1703, which facilitated the export of English textiles there in return for an import duty on Portuguese wines which was one-third lower than that on French wines, had promoted trade relations between the two countries (Marshall 1962:13). There has been some doubt as to whether salt and wine were the sole commodities thus imported into the colonies in the eighteenth century, despite the Navigation Acts. There are claims that, in addition to the two legal goods, Southern European imports also included oranges, limes, currants, raisins, olives, anchovies, Leghorn hats, Barcelona handkerchiefs and other luxury goods. These items, in fact, are frequently advertised in the South Carolina Gazette throughout the years 1732 - 1770. The American Inspector-General's ledgers do not list such items but, if they were imported, then they were presumably either smuggled or the customs officers were not strictly enforcing the Navigation Acts. The latter case is entirely possible as small amounts of salt were imported directly to the Southern colonies despite its prohibition (Shepherd and Walton 1972:103n).

The problem of establishing a favorable balance of trade in commerce with the colonies was the next area to come under scrutiny. Colonies were supposed to provide not merely the raw materials needed for England's home industries, but also a market for the goods thus produced. To ensure that the colonists would import their manufactured goods from England and not develop their own industries, Parliament passed a series of laws restricting colonial manufactures. Governors were instructed to discourage, and report on, incipient cottage industries. Thus documentation may not reveal the entire truth. The letters of William Gooch, Governor of Virginia, to the English Board of Trade frequently contained derisive remarks about a Yorktown potter. In 1732, he reported,

The same poor potter's work is still continued at Yorktown without any great improvement or advantage to the owner or any injury

to the trade of Great Britain.

In 1739, Governor Gooch wrote, "The poor Potter's Operation is unworthy of your Lordship's Notice." These statements are strikingly contradicted by archaeological evidence which implies both a great deal of potting activity and a fairly high standard of quality (Hume 1963:223).

Manufacturing was most prevalent in the Northern colonies. There was a marked absence of even rudimentary industry in the South. This was due neither to a deficiency of interest or skill, but rather a lack of incentive. As the South had highly desirable staple exports which commanded a ready market in England, she had no need to develop any type of industry. Economically, it was much more profitable to employ a unit of labor in agriculture than in manufacturing. In addition, the extensive network of navigable rivers throughout the South facilitated the transport of raw materials in bulk, thus providing a further disincentive to spend time and money on producing a finished product.

The Northern colonies were not able to grow such valued crops as did the South. Around 1640 in Massachusetts, the staple goods of the colony were wheat, oats, peas, barley, beef, pork, fish, butter, cheese, timber, tar and boards. These commodities enabled the farmers of Massachusetts to feed,

not only...their Elder Sisters, Virginia, Barbados, and many of the Summer Islands that were prefer'd before her fruitfulness, but also the Grandmother of us all, even the firtil Isle of Great Britain.

The landed class of England, however, had too much power to allow this trade to go unchecked. Under Charles II the earliest Corn Laws were put into effect. Designed to protect the country's own agricultural sector, formidable customs duties were put on foodstuffs, such as dye, barley, peas, beans, oats and wheat. Also during this reign, the importation of salt provisions, including beef, pork, bacon and butter from England's colonial

possessions was totally prohibited. Finally, the whale-fisheries of New England were discriminated against with the imposition of high duties on oil and blubber caught and exported to England. Without a trade with England, the Northern colonies were obliged to find a middle market for their goods and become more independent of England in regard to manufactured goods.

The North and South did share two common factors which rendered any real development of manufacturing difficult. The abundance of land in relation to labor and capital, and the limited size of the potential market, both favored the development of agriculture. Also, the small scale on which colonial manufacturers would have to produce would not allow them to maintain competitive prices with the larger English industrialists. The lack of division of labor in colonial manufacturing exacerbated this problem.

Benjamin Franklin commented,

Manufactures, where they are in perfection, are carried on by a multiplicity of hands, each of which is expert only in his own part, no one of them a master of the whole; and if by any means spirited away to a foreign country, he is lost without his fellows. Then it is a matter of extremest difficulty to persuade a complete set of workmen, skilled in all parts of manufactory, to leave their country together and settle in a foreign land. Some of the idle and drunken may be enticed away, but these only disappoint their employers, and serve to discourage the undertaking. If by royal munificence, and an expense that the profits of the trade alone would not bear, a complete set of good and skillful hands are collected and carried over, they find so much of the system imperfect, so many things wanting to carry on the trade to advantage, so many difficulties to overcome, and the know of hands so easily broken by death, dissatisfaction, and desertion, that they and their employers are discouraged altogether, and the project vanished into smoke.

This generalization did not apply to such industries as household manufacturing, shipbuilding, iron production and flour milling. Thus high wages and a limited division of labor conspired to promote importation of English goods rather than colonial industry (Shepherd and Walton 1972:23-24).

England was not content to rely on her superiority in manufacturing to secure her market. Instead, the government took steps to ensure that there would be little, or no, competition with her goods. In addition to instructing

the provincial governors to watch for, and discourage, any serious industry, England also passed several statutes dealing with colonial manufactures. The three restrictive acts which most affected the colonies' manufacturing were those placed on the production of woolens, hats, and finished iron goods. The act on woolen goods allowed production for personal use, but forbade any type of manufacturing for the public. This was not strictly enforced and, in 1743 and 1745, two separate weavers advertised in the South Carolina Gazette (South Carolina Gazette March 7, 1743; South Carolina Gazette January 14, 1745). A hat industry had developed enough in the early eighteenth century to provoke the English Company of Feltmakers, in 1731, to petition Parliament to prohibit the exportation of hats from the American colonies. They asserted that the Northern American colonies were not only exporting their hats to foreign markets, but were also shipping them to England. The statute was passed but not strictly enforced and, in 1759, one writer mentioned that Pennsylvania made beaver hats superior to those produced in Europe.

Iron was present in all of the North American colonies. By the 1720's, the Southern colonies were producing bar and pig iron and exporting it to England in very small amounts. The Northern colonies, especially New England, produced iron in smaller quantities but were already beginning to use it to make finished products in connection with their ship building and fisheries. Despite this, the colonies in the early eighteenth century were largely dependent on England for their finished iron products. On an average, between 1714 and 1717 the colonies imported from England 35,631 pounds worth of wrought iron and nails. They also imported unwrought iron from the mother country as colonial mines could not produce a sufficient amount. The Southern colonies manufactured very few iron wares but exported more raw iron and even partially supplied the Northern colonies with raw materials

for their iron manufacturing.

To discourage and, hopefully, halt the production of iron wares in the American colonies, in 1750 a bill was passed that,

I. Bar iron may be imported duty free to the port of London, and pig iron to any port of England.

II. No mill or other engine for rolling or slitting iron, no plating forge to work with a tilt-hammer, nor any furnace for making steel, shall be erected in the colonies. If so erected it is to be deemed a common nuisance (Beer 1948:81-89).

James Glen, Governor of South Carolina, emphasized this law by issuing a proclamation, which declared that, "no mill or other engine, forge, or furnace for making steel can exist in the colonies " (South Carolina Gazette Dec. 3-10, 1750). Due to this bill, the amount of pig iron exported from the colonies to England in 1745 was 2,228 tons while by 1755 it had risen to 3,425 tons. In 1757, a statute was passed allowing bar iron to be imported free of duty into any English port. This act was extremely beneficial to the English for, while in 1750 the colonists exported scarcely any bar iron to England and, in 1754, only 271 tons, in 1764 they exported 1,059 tons (Beer 1948:84-86).

In addition to the Navigation Acts and restrictions on manufacturing, the British government also had a system of bounties and drawbacks. Many of these are not important to a consideration of the colonies, but two bounties, those on naval stores and indigo, were significant.

A bounty was granted on naval stores to promote their production in an effort both to supply English shipping and to support the development of an export commodity for the Northern colonies. Unfortunately for the Northern colonies, the great pine forests were located primarily in the Carolinas. The Carolinians rapidly added tar, pitch, rosin, turpentine, hemp, masts and bowsprits to their exports. South Carolina's tar was generally made from dead wood in contrast to the Baltic manufacturers who used green trees. As the British Navy, which was the largest consumer of exported tar,

preferred tar produced by the Baltic method, there was a reduced demand for Carolina tar in the second decade of the eighteenth century. To compensate for this declining market, the South Carolinians began to concentrate on the manufacture of pitch. Shipbuilders, however, needed pitch less than tar and soon the increased supply of pitch glutted the market. In an effort to encourage the South Carolinians to produce desirable tar, the English government made the bounty on tar applicable, after September of 1724, only on that produced according to the Baltic method. This specification soon became irrelevant as the act legislating the bounties expired in 1724 and was not re-enacted until 1729, when the subsidies were revived in a reduced form.

The withdrawal of the bounties for the period 1725 - 1729 resulted in a significant decrease in the production of tar and pitch. The lowered bounties established in 1729 failed to stimulate the development of these two commodities and, for an average year between 1734 and 1737, Charles Town's exports of tar and pitch were only slightly more than fifty percent of what they had been in an average year from 1717 to 1720. Many colonists turned from the production of tar and pitch to the manufacture of turpentine and rosin. South Carolina's larger planters devoted themselves increasingly to the cultivation of rice and, from 1725 to 1731, the annual volume of Charles Town's rice exports tripled (Waterhouse 1973:123-125).

Rice became a mainstay of the South Carolina economy. In December of 1744, however, a committee was appointed in Charles Town to investigate the causes of the decline of the rice trade. They concluded that it was,

chiefly owing to the great Freights, high Insurance, Scarcity of Shipping, and other extraordinary Charges on Trade, occasioned by the present War (War of Austrian Succession), which has reduced the Price of Rice so low, that it will not pay the Expence of raising and manufacturing it....(South Carolina Gazette:Dec. 10, 1744)

This situation persisted and, in November of 1745, a letter to the editor

published in the South Carolina Gazette referred to the low price of rice and, mentioning how people were beginning to try the cultivation of other crops, suggested wine, silk, oyl, and indigo as viable alternatives (South Carolina Gazette:Nov. 4, 1745).

Indigo had been experimented with throughout the early years of the South Carolina colony. Eliza Lucas (later Pinckney) first planted indigo in 1741 and succeeded in producing seventeen pounds. Initially, the Assembly granted a bounty on indigo to encourage its production. As more and more planters successfully cultivated the plant, the bounty became too expensive to maintain and was finally dropped in 1746 when the production of indigo reached five thousand pounds (Bentley 1977:60).

Great Britain annually imported over six hundred thousand pounds of French indigo. The possibility of weaning their country from dependence on their archrival France for its supply of this dye induced English legislators in 1748 to grant a bounty on all indigo produced in America and exported to England (Gipson 1960:135). The promised bounty and rumours of the high prices which Carolina indigo was bringing in the English market persuaded many planters to concentrate on this crop. The terms of the act establishing the bounty, however, specified that the subsidy would be paid to the importer, not the exporter. It was expected that this would in turn be passed on to the planter in the form of higher prices paid for their product. Such was not the case, perhaps because of the often poor quality of the Carolina indigo offered for sale (in the Prices Current for Carolina Produce quoted in the South Carolina Gazette, it is specified that the price listed for indigo refers to "good" indigo). Consequently, although many Carolinians continued to grow indigo, the amount exported remained relatively small throughout the late 1740's and early 1750's.

Indigo production was finally stimulated by the outbreak of the Seven

Years War in 1756. The alliances of this war naturally excluded French and Spanish indigo from the English market, thus raising the demand for Carolina indigo. In addition, the increased insurance rates imposed on rice shipped from Charles Town raised its price in Europe and resulted in a decrease in demand. The lowered prices subsequently paid for rice in Charles Town provided an added inducement for planters to diversify their crops (Waterhouse 1973: 130-131).

South Carolina's position in the British Empire rendered her vulnerable to the vicissitudes of European politics. As an English colony, she was subject to attacks on her territory and commerce by England's enemies. Eighteenth century Europe was wracked by lengthy and hard-fought wars. As the major European nations had commercial enclaves and colonial settlements around the world, conflict naturally spread into areas hitherto immune from the consequences of European rivalries. The War of the Spanish Succession, the war of the Austrian Succession and the French and Indian War, which served as both a preliminary, and extension of, the Seven Years War, all disrupted the commercial life of the British Empire, including South Carolina.

In times of war, the British merchant marine served as a source of supply and as an adjunct to the English navy. In each of the conflicts, English vessels were used as warships or carriers by the navy. Many British ships became privateers and others, provided with Letters of Marque, carried on trade but were also empowered to capture any foreign vessel they might encounter. In addition, the number of ships available for commerce was further depleted by the hazards of sailing the seas in time of war. From 1702 to 1708, the French

captured 1,142 British vessels; in the period 1739 to 1742, the Spanish took 337 ships (Ashton 1954: 146).

Charles Town, as the major export center of the Southern colonies, suffered from this disruption of trade. Wars necessarily entailed a limitation of markets for British goods. The dangers involved in shipping these goods resulted in high insurance rates which inflated the price of commodities to the point where demand often decreased proportionately. In 1744, a notice in the South Carolina Gazette informed its readers of the arrival of Captain Hutchins from Philadelphia, whose ship had been chased four days in succession by two privateers (SCG May 7, 1744). An issue in 1745 announced that at least three enemy privateers were cruising the South Carolina coast and, in December of 1748, following the conclusion of the War of Austrian Succession, ships' commanders complained that Spanish privateers were still seizing British vessels (SCG Dec 7, 1748). Wars were also presaged by the appearance of privateers, as when in December of 1753, it was reported that the French were keeping armed vessels in the Windward Passage and that this would probably develop into a major dispute (SCG Dec 3, 1753).

Charles Town made efforts both to protect its own trade and to prosper from the capture of rival ships. In 1743, Captain Thomas Frankland, Commander of His Majesty's ship the Rose,

Had the Thanks of the Merchants of the Place, for his Vigilance and Care in suppressing the Spanish Privateers that infested this Coast. As a further Token of their Esteem, they then presented (him) with a handsome Silver Bowl." (SCG Feb 21, 1743).

By 1744, some of the principal men in town had outfitted the Recovery, a privateer ship of more than 200 tons, which was daily expected from

England, and another Charlestonian was building a large snow destined for the same purposes. Prizes taken by the privateers were brought into a British port and, if condemned, their cargoes sold and the proceeds divided between the government, ship's owners, and crew. As a major port Charles Town profited from this traffic.

Throughout the various wars, there were many notices of French and Spanish vessels being brought into the South Carolina harbour. In December of 1744, Captain Thomas Frankland's Rose escorted into Charles Town's port the French ship Conception of 400 tons, 20 guns and 326 men, including passengers. Reported to be one of the richest prizes taken since the beginning of the war, the ship was bound from Carthagena to Havana and had on board,

"800 serons of Cocoa, in each of which 'tis said is deposited as customary a Bar of Gold, 68 Chests of Silver Coins (already found) containing 310,000 Pieces of Eight, private Adventures in Gold and Silver Coins, and wrought plate of equivalent value.

There was also a complete set of Church plate, large quantity of gold buckles and snuff boxes, a "curious Two-Wheel'd Chaise of Silver, the wheels, axle and c. all of the same metal", diamonds, pearls, and other precious stones, and a large amount of gold. "Fresh discoveries of treasure are constantly made" and

"some gold was secreted even in the Knees... the Heels of the Prisoners' Shoes having been made hollow were also full of gold" (SCG Dec 24, 1744).

Privateering was so common and profitable in Charles Town that, in a South Carolina Gazette of 1745, mention is made of the office of the Commissioners for Distributing Moiety of Prizes taken from Spaniards (SCG Feb 25, 1745) and, later in the same year, a notice was inserted

of the King's demand that the practice of privateer commanders taking it upon themselves to ransom prisoners of war and prize ships must be stopped (SCG Oct 14, 1745).

Few of the cargoes of prize vessels were as spectacular as that of the Conception, but most proved profitable. In June of 1745, the cargoes of two French prizes, consisting of French sugars, indigo, cotton, coffee, mahogany plank and sweet meats, were sold on Captain Frankland's Wharf. As soon as the goods were disposed of, the prize ships themselves were to be sold (SCG June 1, 1745). Similar practices continued throughout the Seven Years War; in April of 1756, an advertisement in the Gazette read,

Just imported from Antigua...a parcel of neat Claret and White Wines, brought directly from Bordeaux, in a French Vessel, lately taken by one of His Majesty's Ships of War, to be sold at public vendue... (SCG Apr 1, 1756).

Privateering ensured that, despite restrictions on navigation, imports and exports, goods from all of the European nations and their colonies entered the ports. Smuggling and casual execution of the acts also mitigated the desired effect of many of England's commercial statutes. England's enforcement of her laws regulating the commerce of her colonies can be divided into three periods: a lenient phase prior to 1696, a strict administration which lasted throughout the reigns of King William and Queen Anne, and a lenient period under Prime Minister Walpole which ended with the advent of the Seven Years War in 1756 (Beer 1948: 131).

Throughout England's history, smuggling had been endemic. Although deplored by lawmakers, the common people and many nobles not only encouraged but actually participated in illicit trade.

In St. Augustine, archaeological remains have indicated the extent to which colonists, despite claims to the contrary, indulged in illegal trade with the British colonies (Deagan 1982a: 160). Smuggling, therefore, was seldom regarded as a heinous crime except by those such as customs officers who were obliged to combat it. Nonetheless, there was apparently very little illicit trade in the Southern British colonies and it was said of South Carolina that, "No country in this part of the world hath less illegal trade..." This was due not to any greater degree of lawfulness but rather to the nature of the exports of the Southern colonies. Tobacco, rice and naval stores all commanded a ready market in England. There was little incentive to send them elsewhere, due to various concessions on the part of the British government, and the manufactures desired by Southerners were easily and cheaply obtained in England. There were, however, two branches of illicit trade in which Southerners indulged. One was the smuggling of tobacco from one colony to another to avoid payment of the duty imposed on enumerated commodities carried from colony to colony. The other occurred primarily during the War of the Spanish Succession when the commercial laws were laxly enforced and trade with the West Indies was particularly feasible and profitable.

The Northern colonies, however, were not so obedient. Due to their lack of a profitable and dependable market in England for their exports, the Northerners were forced to engage in trade with foreign countries. Their trade in fish with Newfoundland was often illegally supplemented by the importation of wines, brandies, and other European goods. They also carried on an extensive trade in fish with Portugal and Spain. On their return journey, ships were allowed to carry salt and small amounts of wine and fruit. Quite naturally, many captains

saw little need to limit themselves so severely. Fish was also exported to Toulon and Marseilles and French products were imported directly from these ports (Beer 1948: 132-136). The prohibitory duties imposed on French goods meant that such highly desirable items as French silks, linnens, and millinery could only be obtained through illicit trade, much of which occurred in the French and Dutch West Indies. Seldom are French goods advertised for sale in the South Carolina Gazette and, when those such as French silk and French brandy are mentioned, their place of origin is not specified (SCG; Andrews 1938: 362-363). The East India Company's monopoly of the trade beyond the Cape of Good Hope was subverted by New England, whose trade with the pirates in the areas of Madagascar, Scotland and Ireland was also a profitable source of illicit goods (Beer 1948: 136).

As of July 4, 1776, South Carolina's commercial life was no longer regulated by a country an ocean away with conflicting, and often opposing, interests. Mercantilism had not proved a real hardship upon this Southern colony. Despite regulatory acts involving her shipping, imports and exports, South Carolina had prospered under English rule. The colony's commodities had commanded a ready market in England and provided it with a favorable balance of trade. Following the conclusion of the Seven Years War, however, conditions changed. Whereas previously the English government had been motivated primarily by economic theory and mercantile interest groups, the growing national debt forced the English to reconsider the colonies' contribution towards the Empire's upkeep. It seemed only reasonable that the American colonies should pay a greater portion of the amount required for their support and defense. To secure collection

of these monies, Parliament sought to tighten the administration of the Navigation Acts and their corollaries. It also sought to impose several direct and indirect taxes upon the American colonists. Soon, however, the people of the colonies found a rallying cry in the idea of "No taxation without representation". It was agreed that Parliament had the power to legislate for the American colonies; it was not agreed that that body also had the power to tax them. The struggle which had begun in an effort to alleviate Britain's national debt evolved into a political quarrel predicated upon precedents implied in the Magna Charta. Thus began the breaking of the ties which had bound the American colonies to England.

CHARLESTON'S COMMERCIAL LANDSCAPE

When the settlers of the new Carolina colony decided to move their village from Albemarle Point on the Ashley River to the peninsula formed by the confluence of the Ashley and Cooper Rivers (Figure 1), they were seeking a more favorable location for their town. The new town was built on the banks of the Cooper, between two marshy creeks which are present day Market Street and Water Street (Figure 2). Unlike the smaller Ashley River, the Cooper was wide and deep, and its banks consisted of relatively high bluffs and little tidal marsh (See Figure 3). This area no doubt offered the best conditions for a port town. The high bluffs were ideal for wharf building and, unlike the Ashley, the channel of the Cooper from these bluffs to the mouth of the harbor was relatively free from shoals (See Stoney 1976: 13).

The new town was laid out according to a plan called the Grand Model. The town covered the three hundred acres from Oyster Point to Beaufain Street, utilizing the central square identified with Philadelphia and the narrow, deep lots characteristic of seventeenth century British colonial towns (Reps 1965: 177, fig. 7). Allowance was made for wide streets; the principal streets were the avenue running along the water, present day East Bay Street, and Broad Street, running west from the waterfront towards the Ashley (Aiken 1809).

The entire town was fortified by the construction of garrisons and walls which surrounded the town (see Figure 2), but the town soon expanded beyond its walls. Even as early as 1704 a few scattered houses were located outside these walls. All of these are located

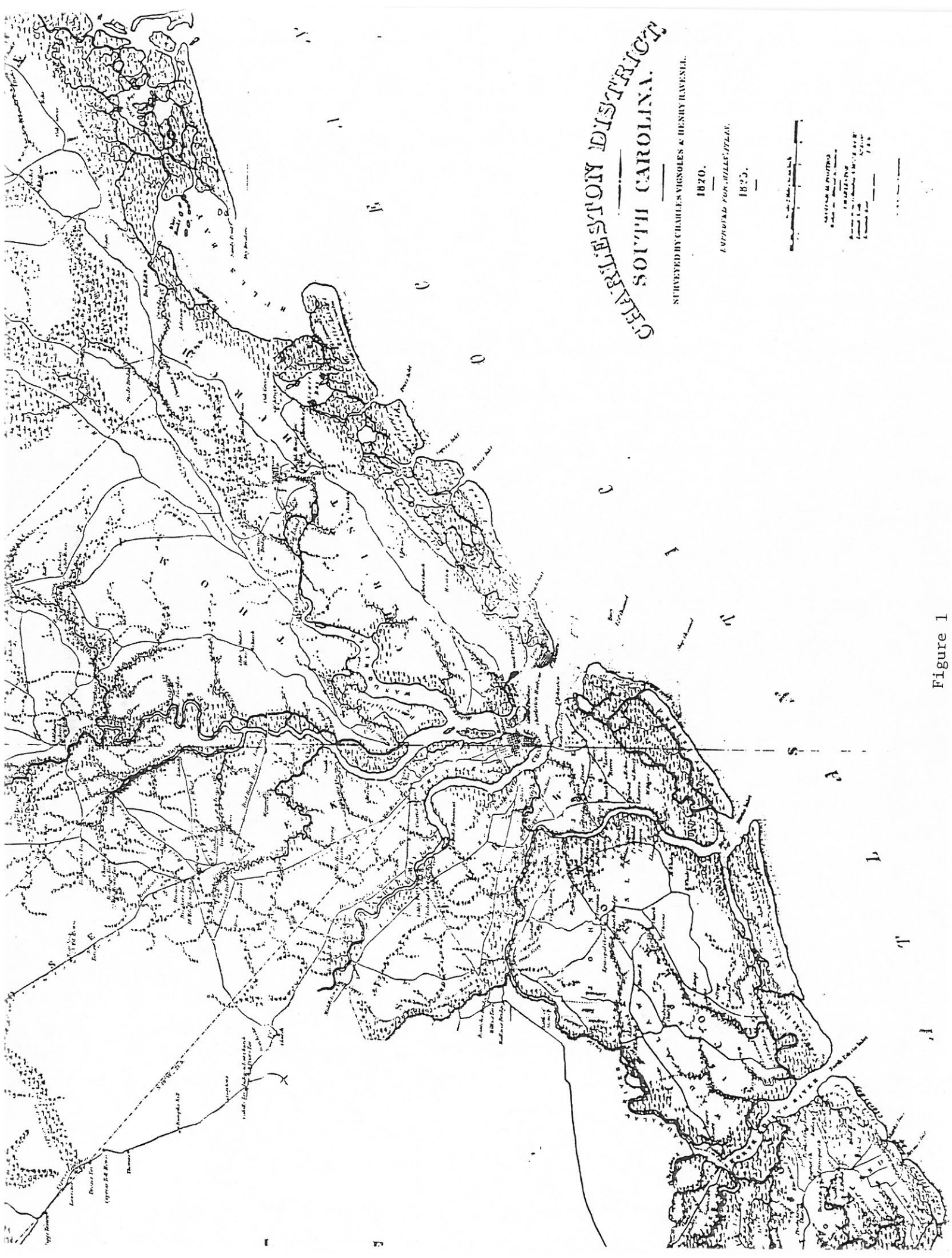


Figure 1

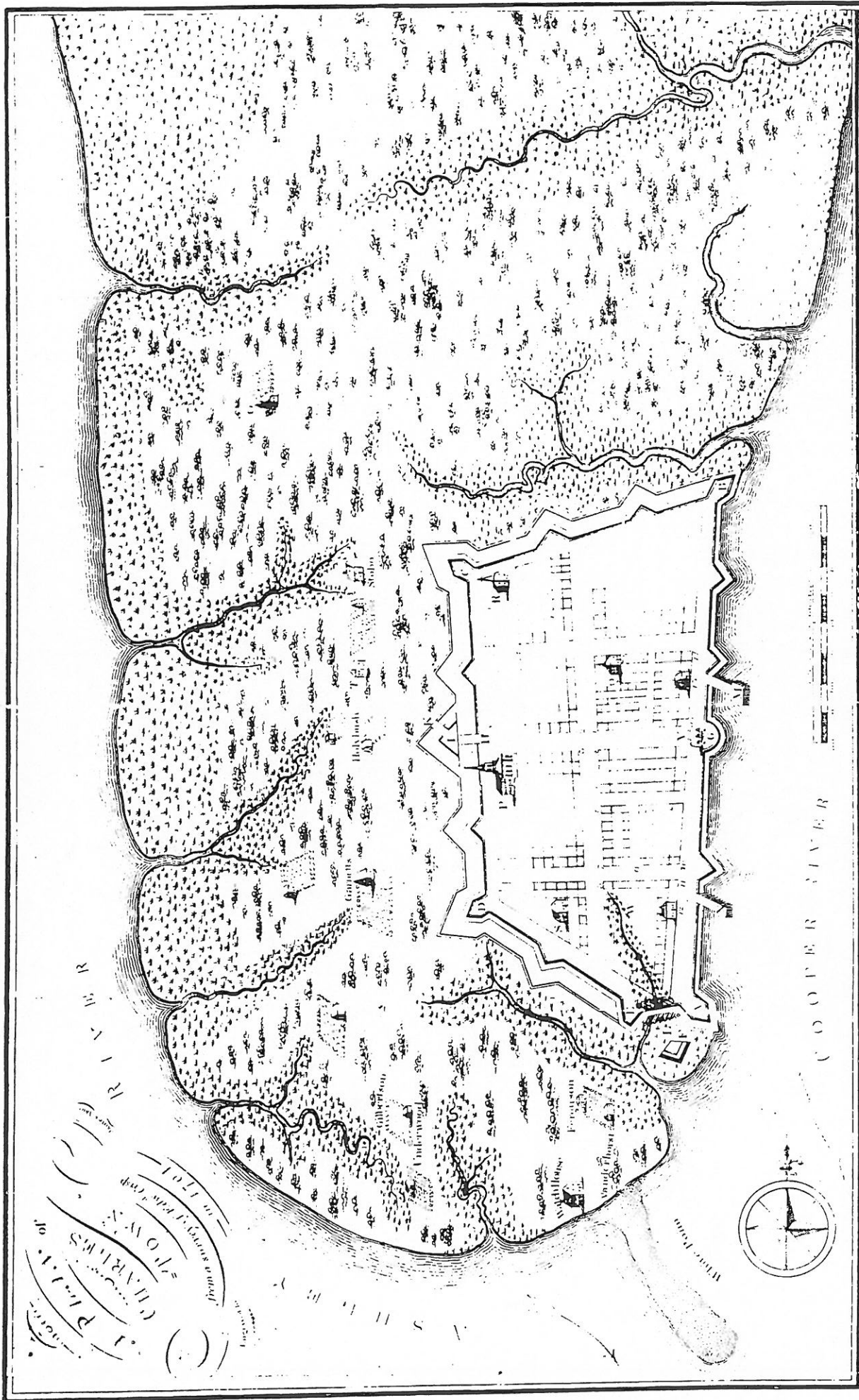


Figure 2

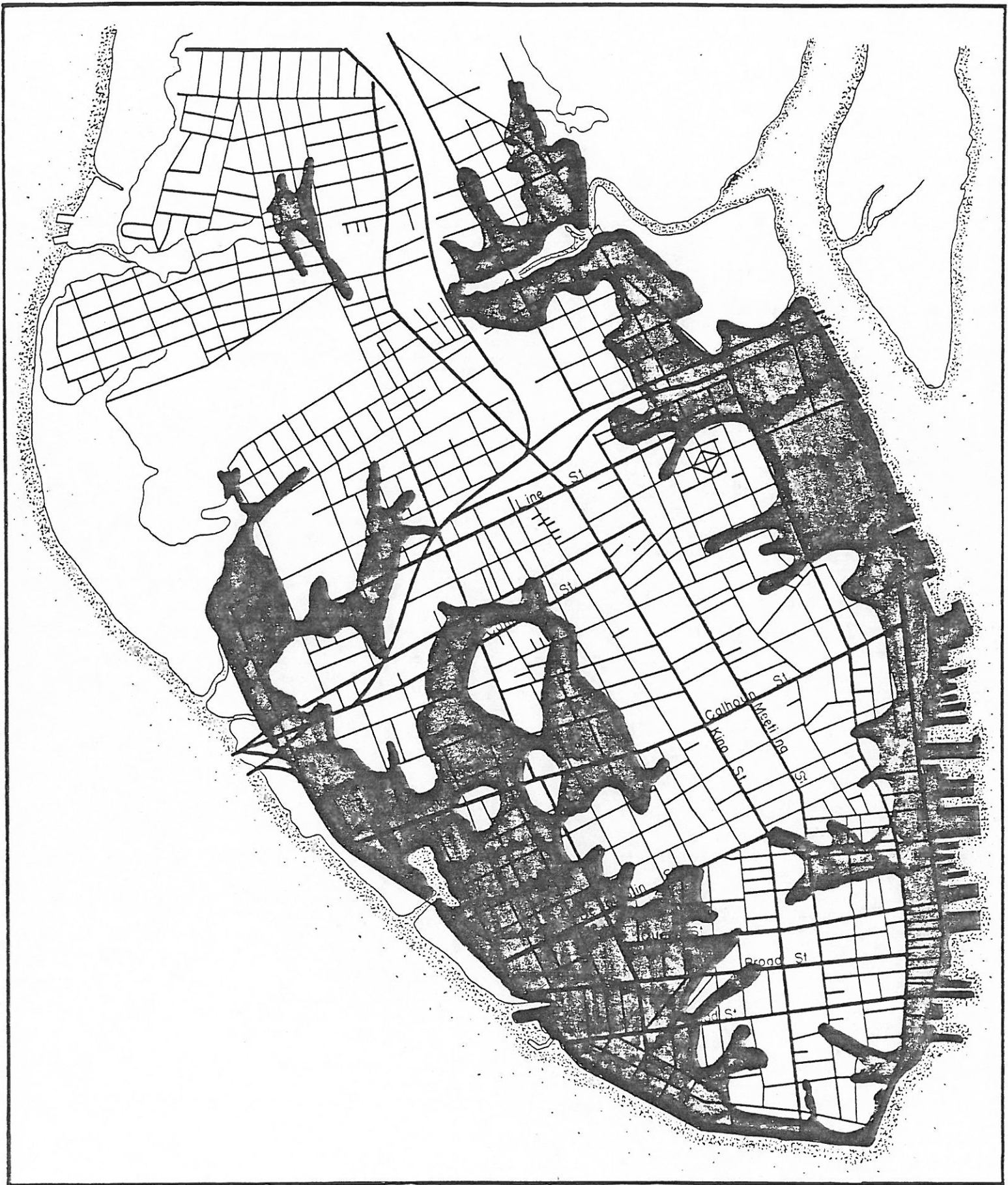


Figure 3

to the south and west of the fortified town. This trend of an initial growth west towards the Ashley, and only then north towards the Neck, was to continue throughout the course of Charleston's development.

The colony first began to plant crops for mere subsistence. They also began to raise livestock, principally cattle, for this purpose. Cattle raising proved very successful and soon the colony was importing beef to the West Indies (see Wood 1975: 32). This along with skins from the Indian trade were the colony's earliest exports. From the beginning days of the colony, though, the proprietors were searching for, and encouraged the development of, a profitable staple. Englishmen planted diverse seeds such as cotton, indigo, ginger, grapes, olives (Wood 1975: 27) and flax and hemp (South Carolina Gazette: Feb 12, 1753).

It was during the decade of the 1730's that Charleston made the transformation from a stable frontier port to a commercial center for a much expanded hinterland. There were several reasons for this evolution. The inefficient proprietary government was replaced by a royal administration in 1719, integrating the colony more closely with the rapidly expanding and increasingly centralized politico-economic system of Great Britain (Lewis 1976: 19). The reduction of aboriginal threat through disease and warfare and the removal of the Spanish threat, partially through the colonization of Georgia, opened the backcountry to settlement. This expansion of the colony inland was given official sanction with the township plan of 1730 which projected a series of frontier settlements to be settled by small farmers. With the development of rice as a profitable staple, the plantation economy expanded,

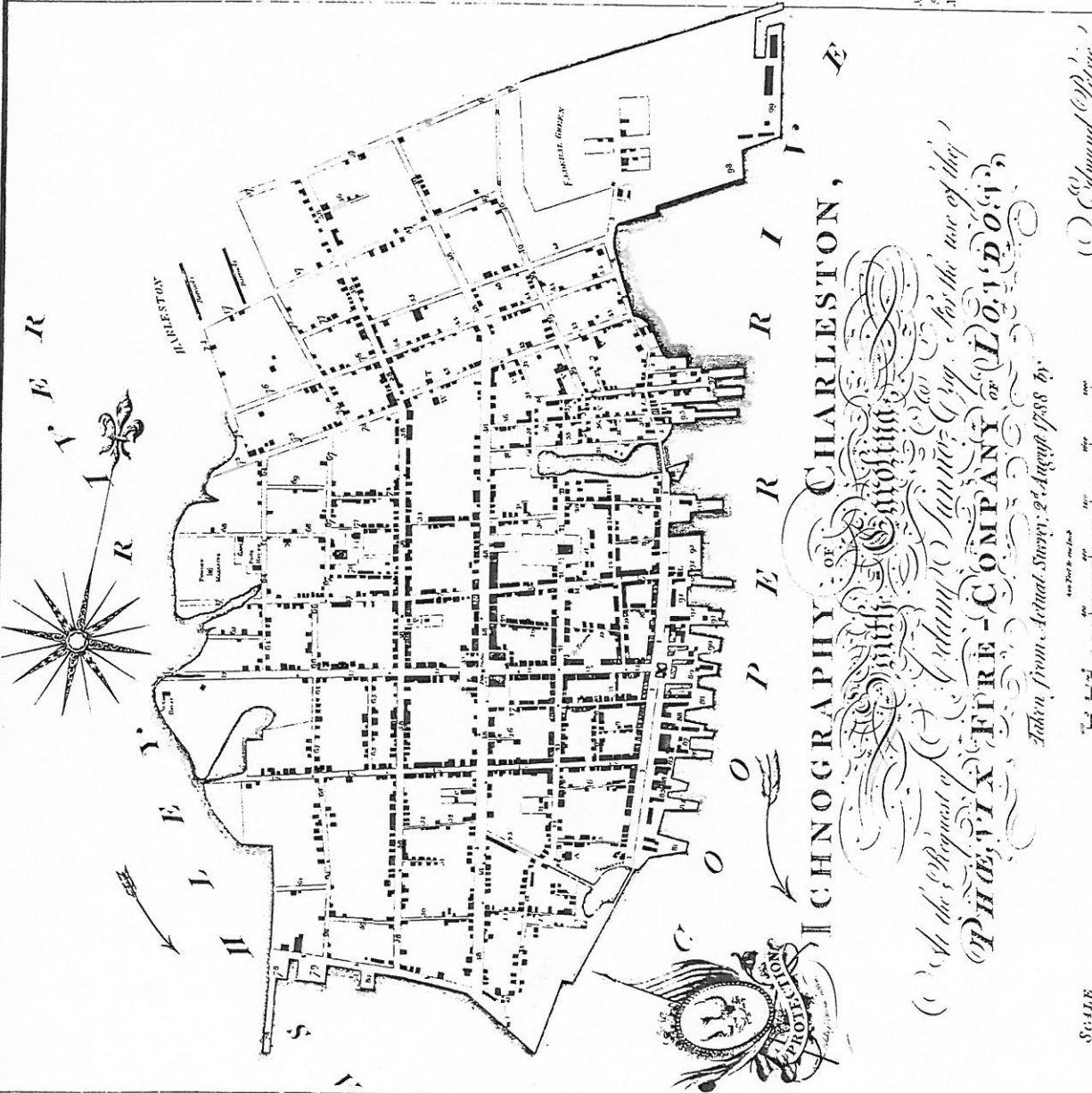
bringing with it a financial stability and enough capital to entice merchants and factors to remain in Charleston and reinvest their earnings rather than returning to England (see Rogers 1980: chap. 3).

Charleston's location on a good port meant that it served as a collecting point for colonial export commodities and a distribution center for imported goods (Sellers 1934: 5). In addition, Charleston was the terminus of the British Indian trade in the southeast (Crane 1956: 108). The growth and prosperity that began in the early eighteenth century and mushroomed in the 1730's continued through the eighteenth century.

The commercial expansion of Charleston was matched by remarkable physical growth. The 1739 map of Charleston (Roberts and Toms 1739) indicates that the city had expanded well beyond the original city walls and that the growth was primarily to the west (Figure 4). The city spread west to the banks of the Ashley River, encompassing the Mazyck Lands, and south to the tip of the peninsula, though much of the peripheral area was only sparsely occupied. An examination of two city maps from the late eighteenth century (Petrie 1788; Bonner 1802) suggest that subsequent growth to the north proceeded more slowly and, instead, the areas already occupied in the early eighteenth century were subject to more intensive occupation (Figures 5 and 6). Examination of these three cartographic sources suggests that the general settlement pattern for the eighteenth century was an initial westward growth prior to a northward movement; from the core commercial area along the Cooper River, development first moved west to the banks of the Ashley River before proceeding up the Neck (See Figure 7).

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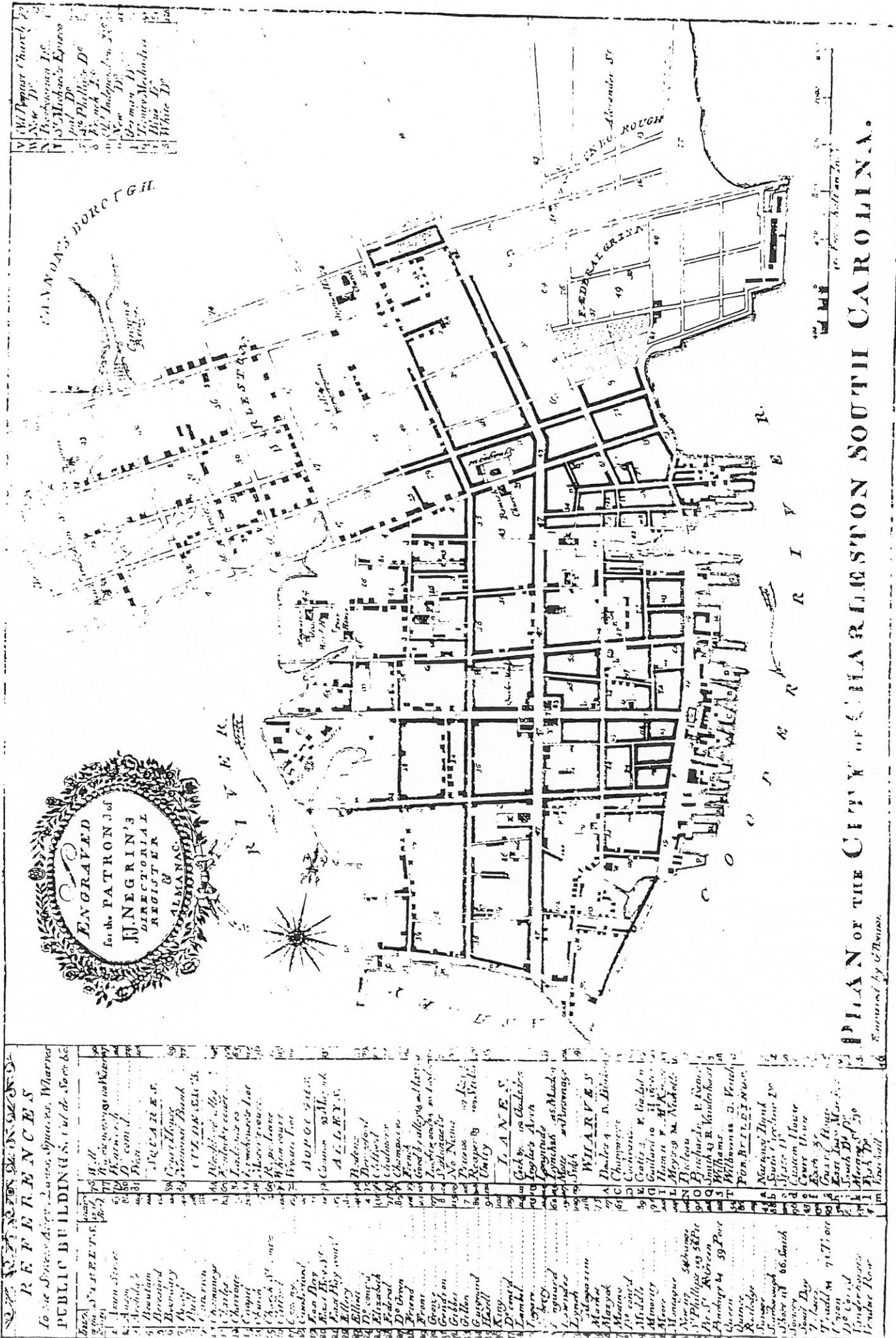
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(C) Edmund Pliny

SCALE

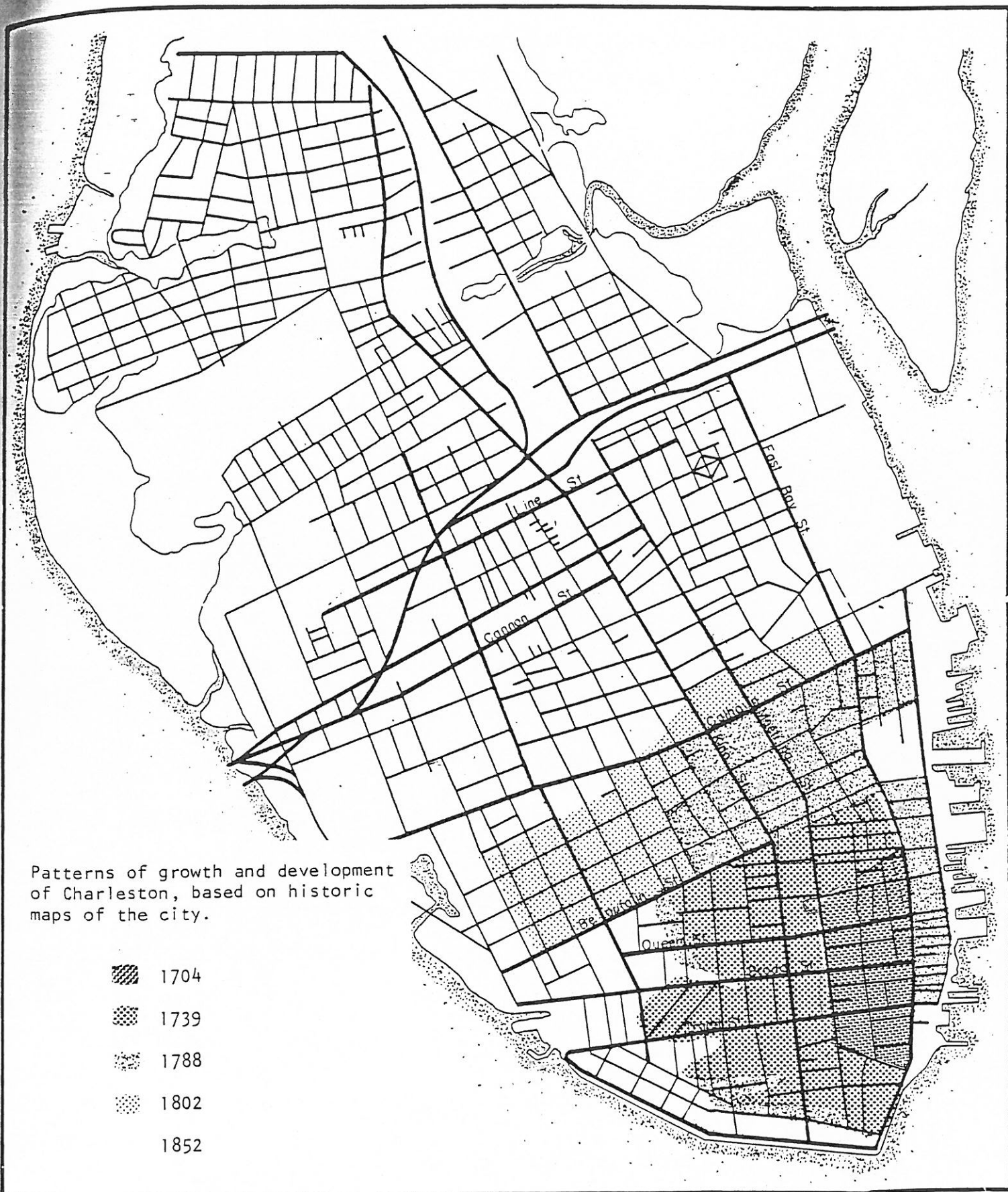


PLAN OF THE CITY OF CHARLESTON SOUTH CAROLINA.
 Engraved by G. Hays.

Street Name	Number	Notes
Market St	1-100	Public Buildings, Custom House, Wharves
Broad St	1-100	Various buildings and shops
King St	1-100	Various buildings and shops
Queen St	1-100	Various buildings and shops
Beaufort St	1-100	Various buildings and shops
... (many more streets listed)

1	St. Michael's Episcopal Church
2	St. Philip's Episcopal Church
3	St. James' Episcopal Church
4	St. Andrew's Episcopal Church
5	St. John's Episcopal Church
6	St. Peter's Episcopal Church
7	St. Paul's Episcopal Church
8	St. George's Episcopal Church
9	St. David's Episcopal Church
10	St. Elizabeth's Episcopal Church
11	St. Ann's Episcopal Church
12	St. Agnes' Episcopal Church
13	St. Rose's Episcopal Church
14	St. Thome's Episcopal Church
15	St. James' Episcopal Church
16	St. Andrew's Episcopal Church
17	St. John's Episcopal Church
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45	St. David's Episcopal Church
46	St. Elizabeth's Episcopal Church
47	St. Ann's Episcopal Church
48	St. Agnes' Episcopal Church
49	St. Rose's Episcopal Church
50	St. Thome's Episcopal Church

Figure 6



Patterns of growth and development of Charleston, based on historic maps of the city.

- 1704
- 1739
- 1788
- 1802
- 1852

Figure 7

The trends of primarily westward growth and increasingly intensive occupation were supported by the newspaper research.

Examination of the newspaper advertisements for the period of 1732-1770 indicates that, in addition to developing in a westerly direction, Charleston was actually oriented on an east-west axis. This is in contrast to the nineteenth and twentieth century orientation on a north-south axis, in which King Street and Meeting Street are the primary thoroughfares and the center of commercial activity (see Rogers 1980: 61-62).

An essential point to bear in mind prior to examination of specifics is the bias inherent in this body of data. The body of merchants and craftsmen advertising in the Gazette do not represent the entire population engaged in commercial activities. Many merchants and craftsmen living and working in Charleston may not have advertised for a variety of reasons. This is especially true for the more established merchants, such as Henry Laurens. Therefore, the figures presented represent only those individuals in the newspaper advertisements and may not be an accurate representation of the entire population. Sporadic advertising by others may account for some of the fluctuations seen in figures 8-17. Nonetheless, the large sample size and its unbiased nature does make it a valid base for determining general trends.

The primary focus of commercial activity in Charleston was, as one would expect in a port city, the waterfront. For the colonial period, 26 per cent of the merchants were located on East Bay Street (Figure 8) with an additional 14 per cent located directly on the wharves (Figure 9) (Figures 8-17 show the relative percentages of merchants and craftsmen

on principal streets for each individual year. For supportive data to the general trends discussed in the text, the reader is referred to these figures. Table 1 summarizes the data.) Merchants were also concentrated on three principal streets running west into town from the docks. An additional 25 per cent of the merchants were spread along Broad Street (Figure 10), the principal commercial and municipal street of the city, with 13 per cent located on Tradd Street (Figure 11) and 11 per cent on Elliot Street (Figure 12). The commercial importance of Elliot Street is somewhat surprising since, unlike Broad and Tradd Streets, it was only two blocks long and is presently a very minor thoroughfare. Researchers have previously suggested that Queen Street was also an important thoroughfare (Rogers 1980: 56), but this was not supported by the newspaper data. Only 1 per cent of the eighteenth century merchants were located on Queen (Figure 13).

The north-south thoroughfares were peripheral to commercial activities. Only 6.5 per cent of the merchants were located on Church Street (Figure 14), which was considered a principal street. Other parallel streets were used even less frequently; 2 per cent of the merchants were located on Union Street (present State Street) (Figure 15), with less than 1 per cent located on Meeting and King Streets. As would be expected, the presence of merchants on Meeting and King Streets is a relatively late development. No merchants are advertised as being on Meeting until 1759 (Figure 16). King Street was sparsely occupied after 1740, with a gradual increase towards the end of the colonial period (Figure 17). Union Street declines in importance at the same time.

The colonial craftsmen of Charleston follow the same trend as the merchants, with some differences. The waterfront was apparently not as

FIGURE 8
RELATIVE PERCENTAGE OF BUSINESSES
ON THE BAY

———— MERCHANTS
----- CRAFTSMEN

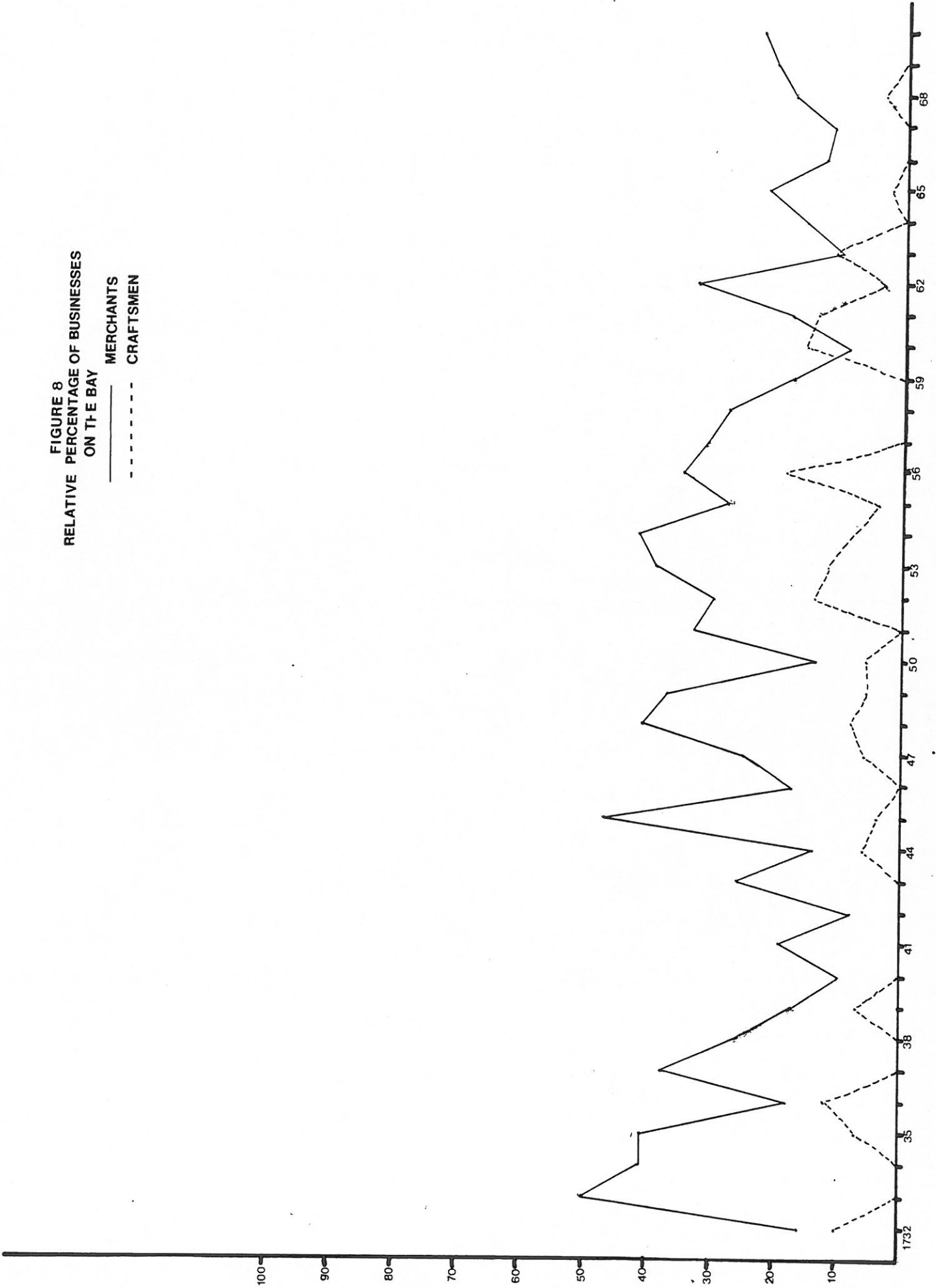


FIGURE 9
RELATIVE PERCENTAGE OF BUSINESSES
ON THE WHARVES

———— MERCHANTS
- - - - - CRAFTSMEN

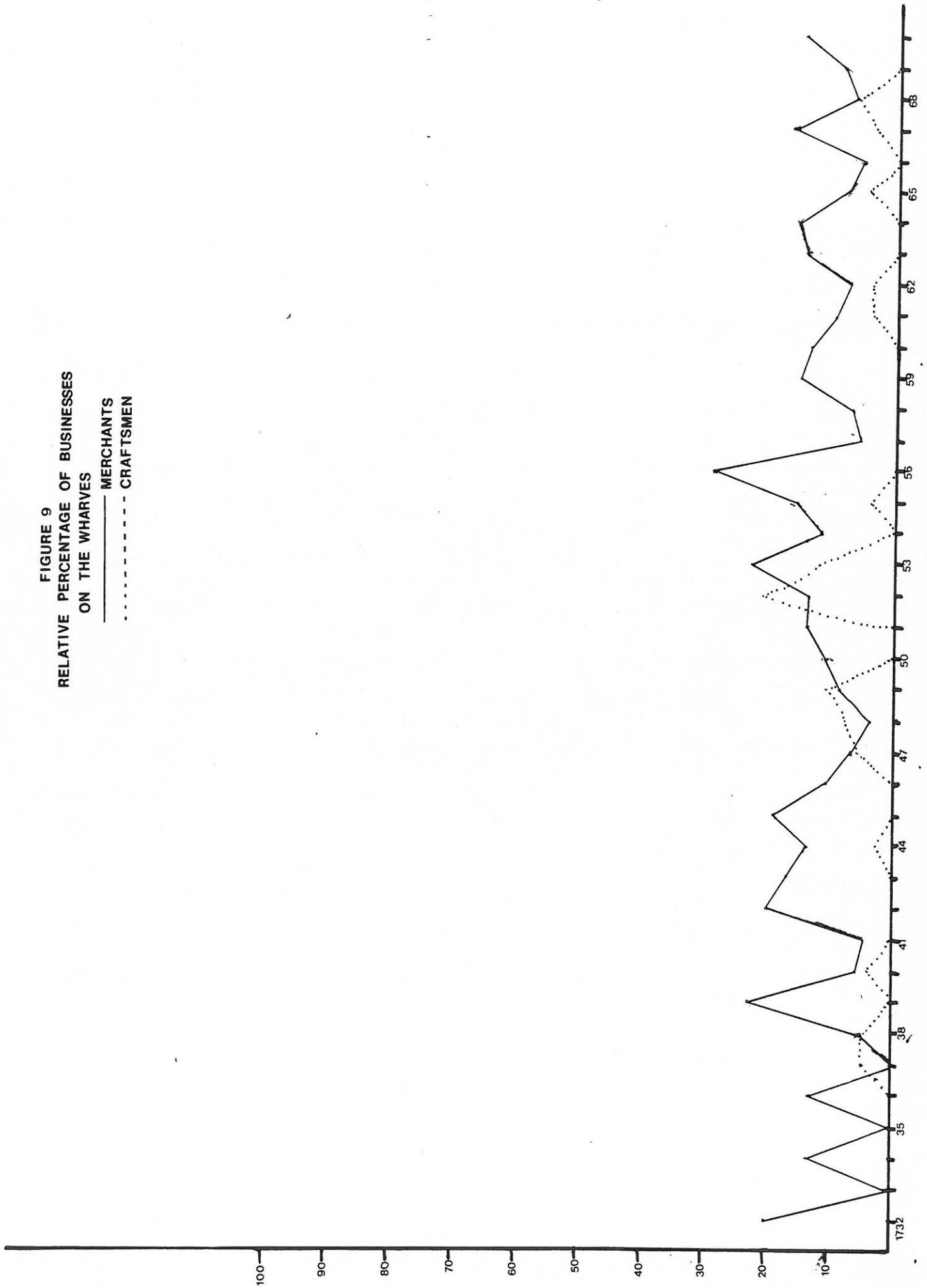


FIGURE 10
RELATIVE PERCENTAGE OF BUSINESSES
ON BROAD STREET

———— MERCHANTS
----- CRAFTSMEN

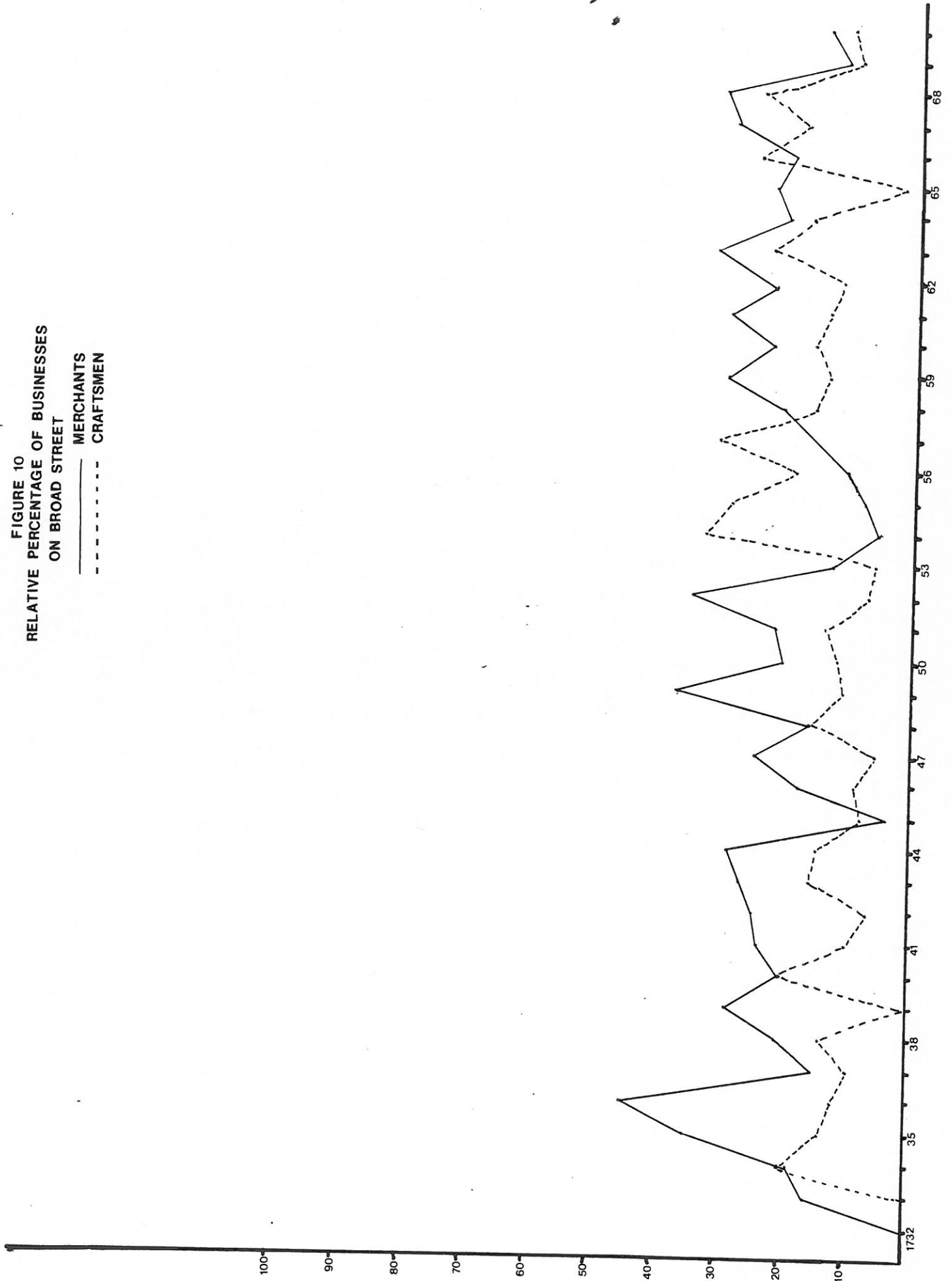


FIGURE 11
RELATIVE PERCENTAGE OF BUSINESSES
ON TRADD STREET

———— MERCHANTS
----- CRAFTSMEN

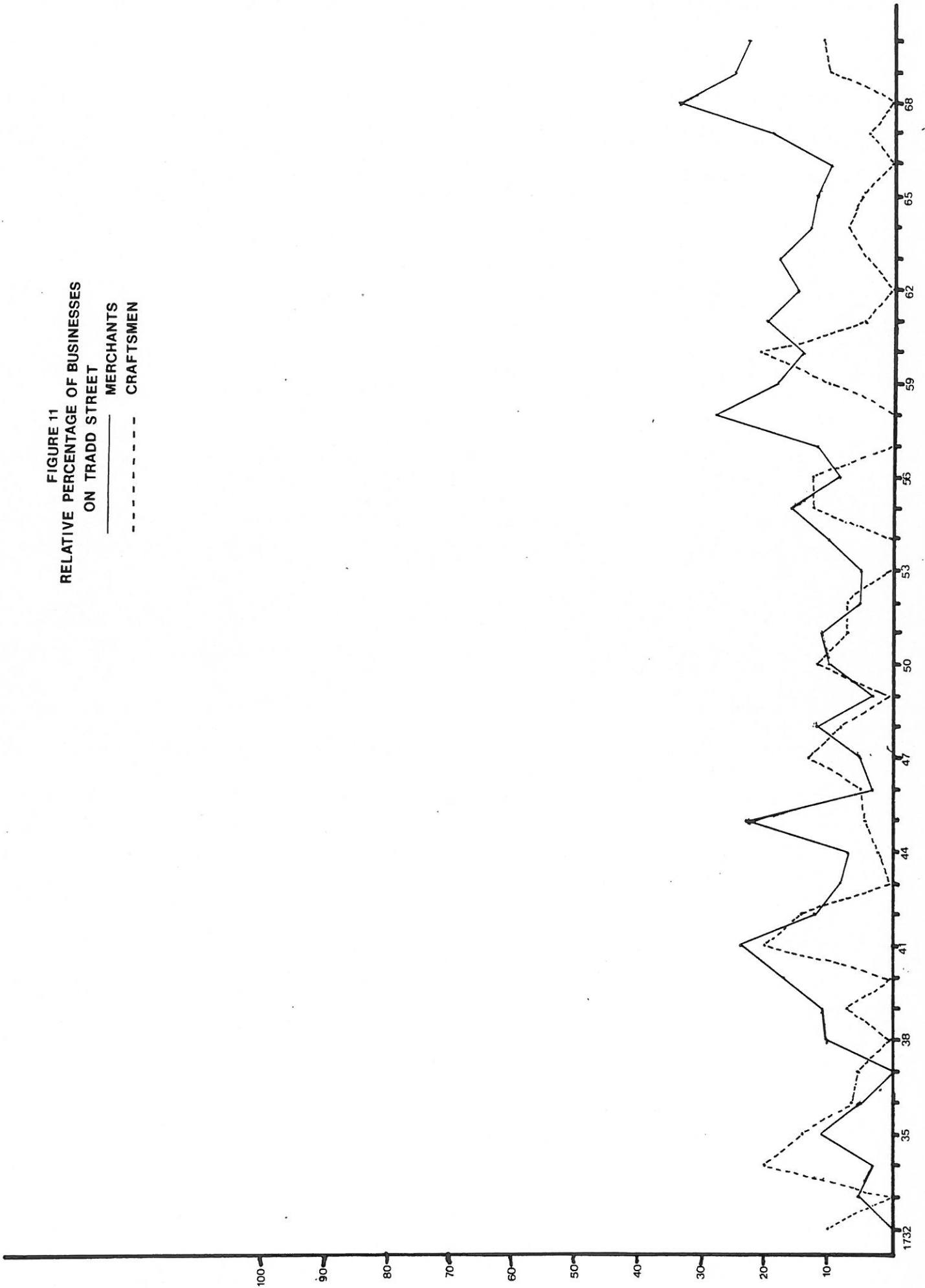


FIGURE 12
 RELATIVE PERCENTAGE OF BUSINESSES
 ON ELLIOTT STREET

———— MERCHANTS
 - - - - - CRAFTSMEN

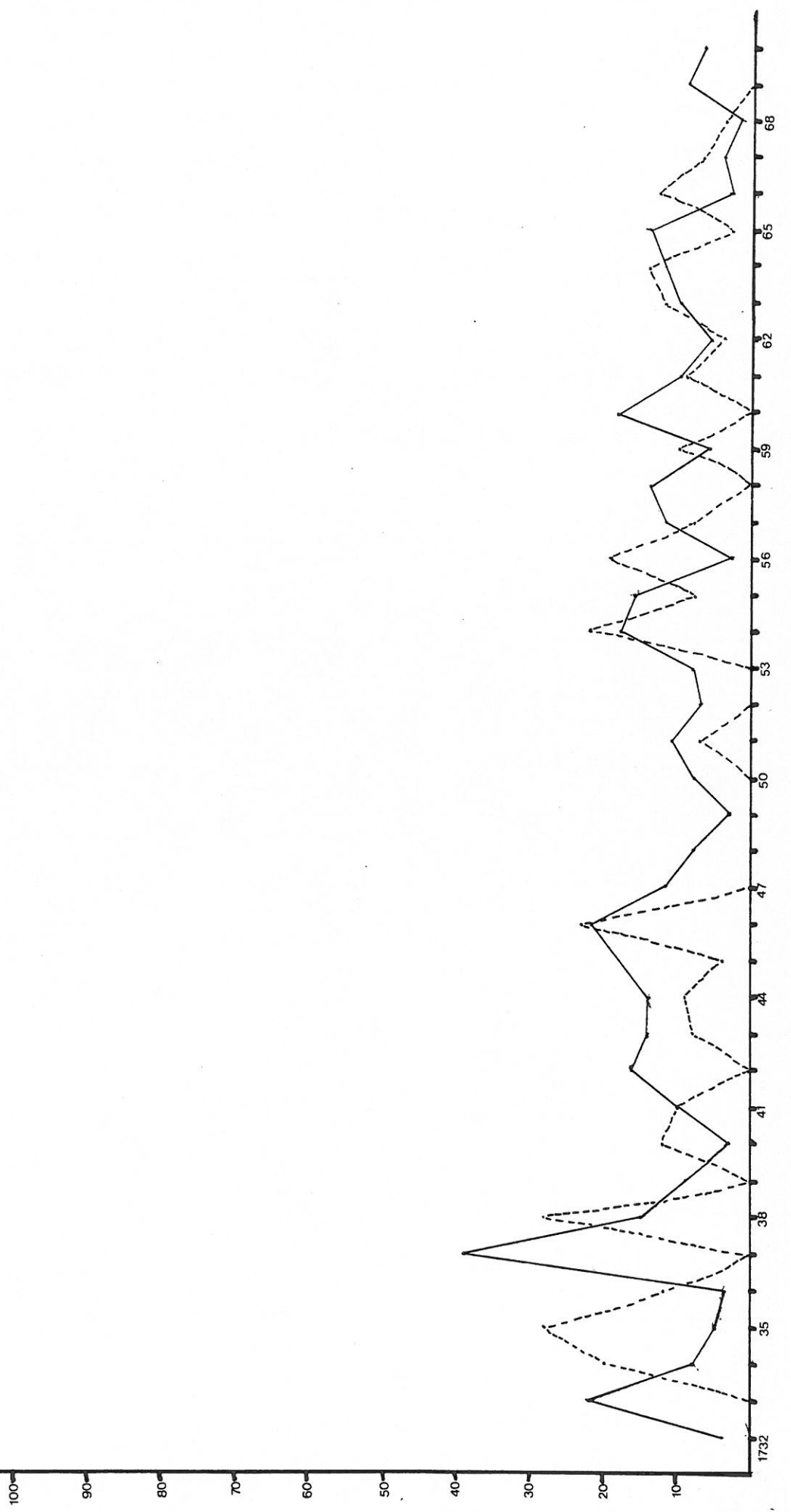


FIGURE 13
 RELATIVE PERCENTAGE OF BUSINESSES
 ON QUEEN STREET
 ————— MERCHANTS
 - - - - - CRAFTSMEN

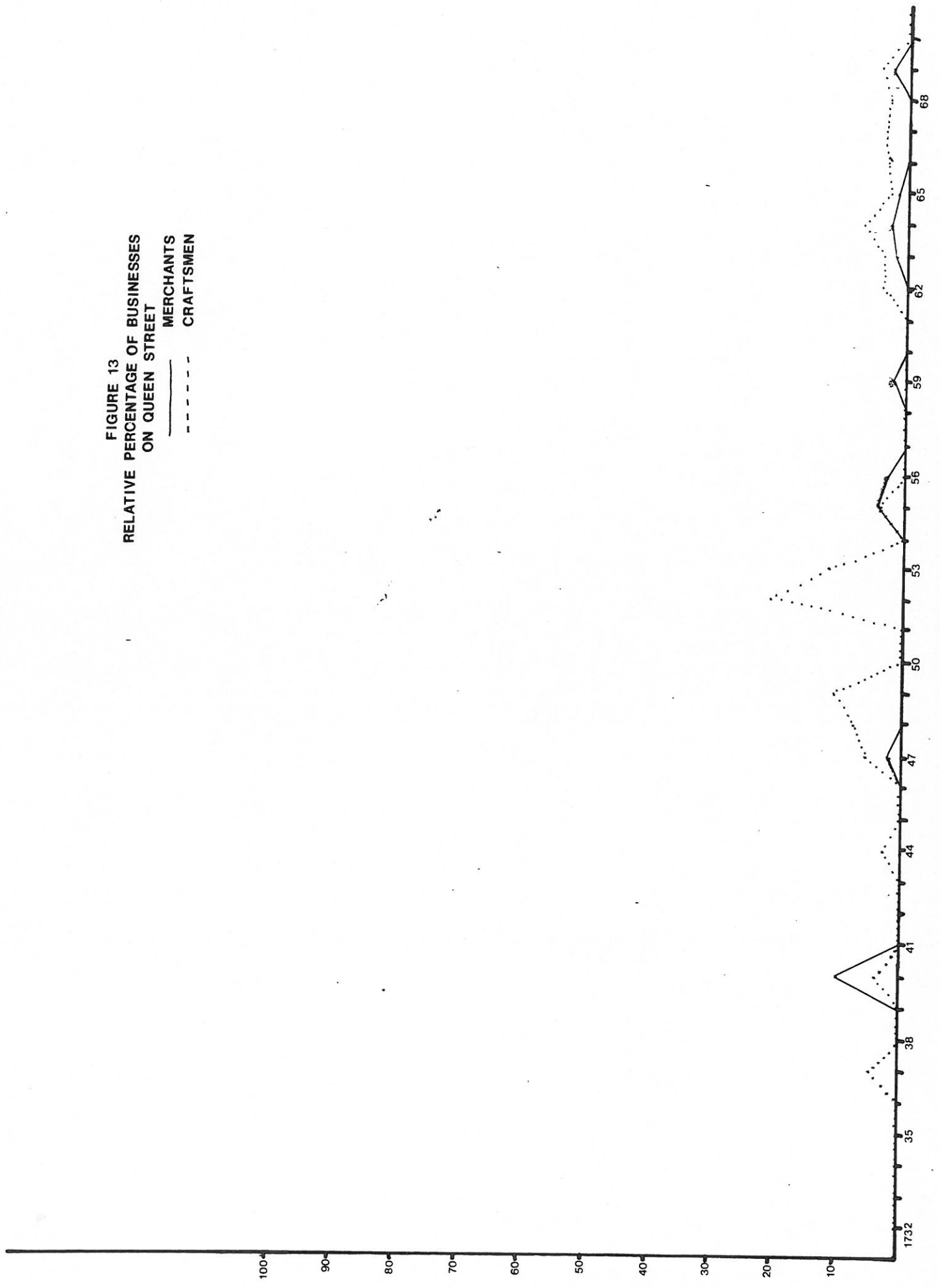


FIGURE 14
RELATIVE PERCENTAGE OF BUSINESSES
ON UNION STREET

————— MERCHANTS
- - - - - CRAFTSMEN

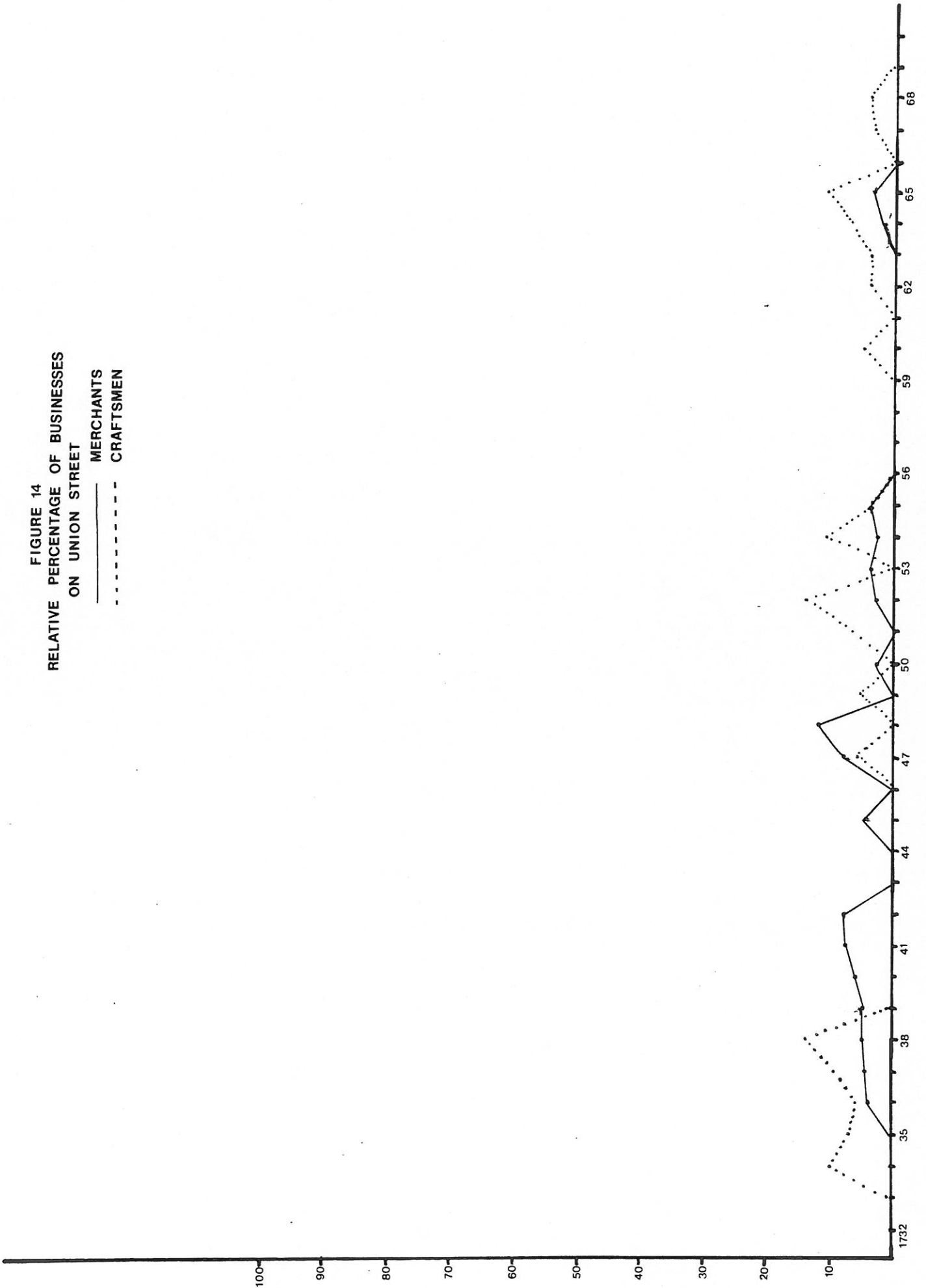


FIGURE 15
 RELATIVE PERCENTAGE OF BUSINESSES
 ON CHURCH STREET

— MERCHANTS
 - - - CRAFTSMEN

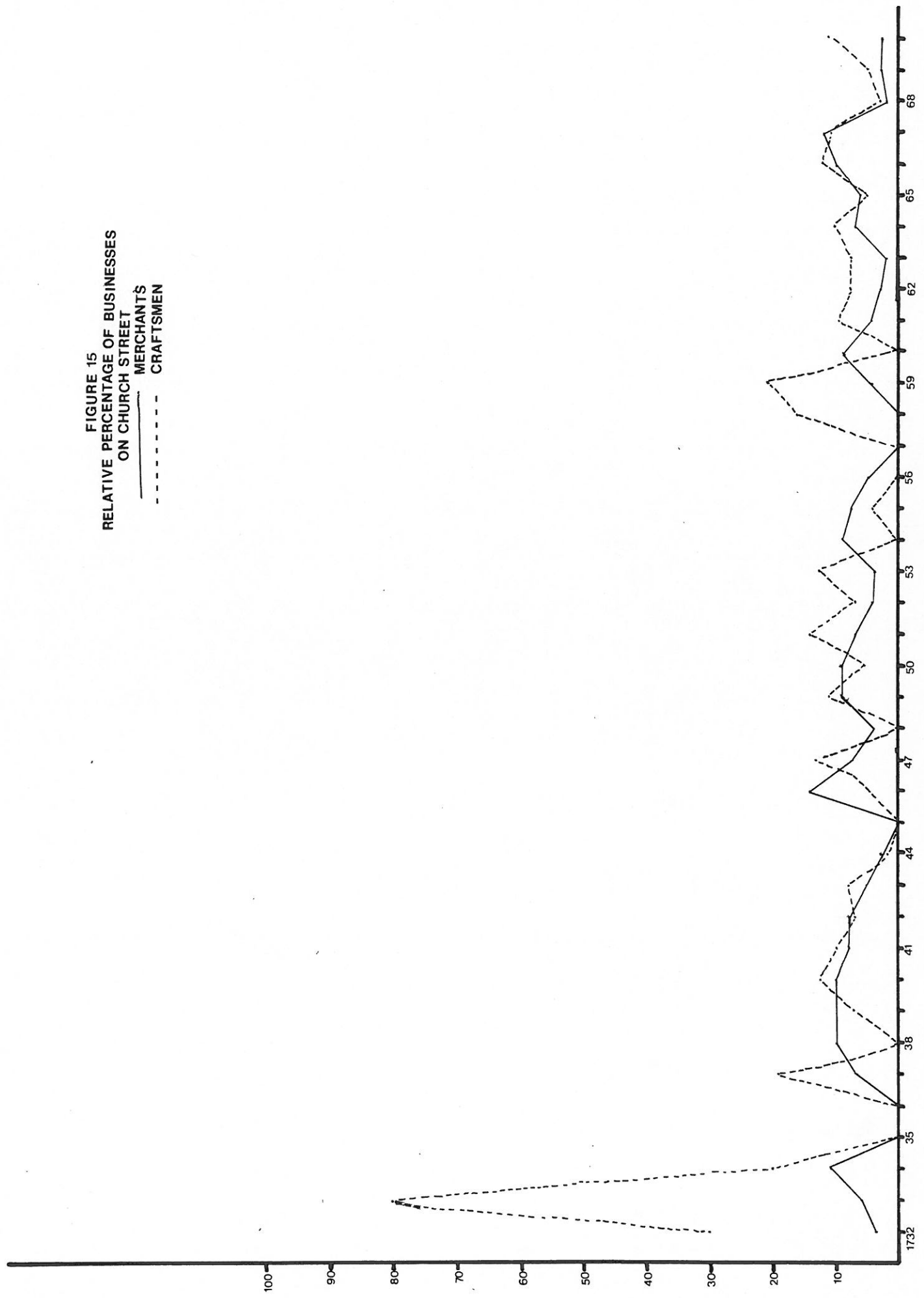


FIGURE 16
RELATIVE PERCENTAGE OF BUSINESSES
ON MEETING STREET

— MERCHANTS
- - - CRAFTSMEN

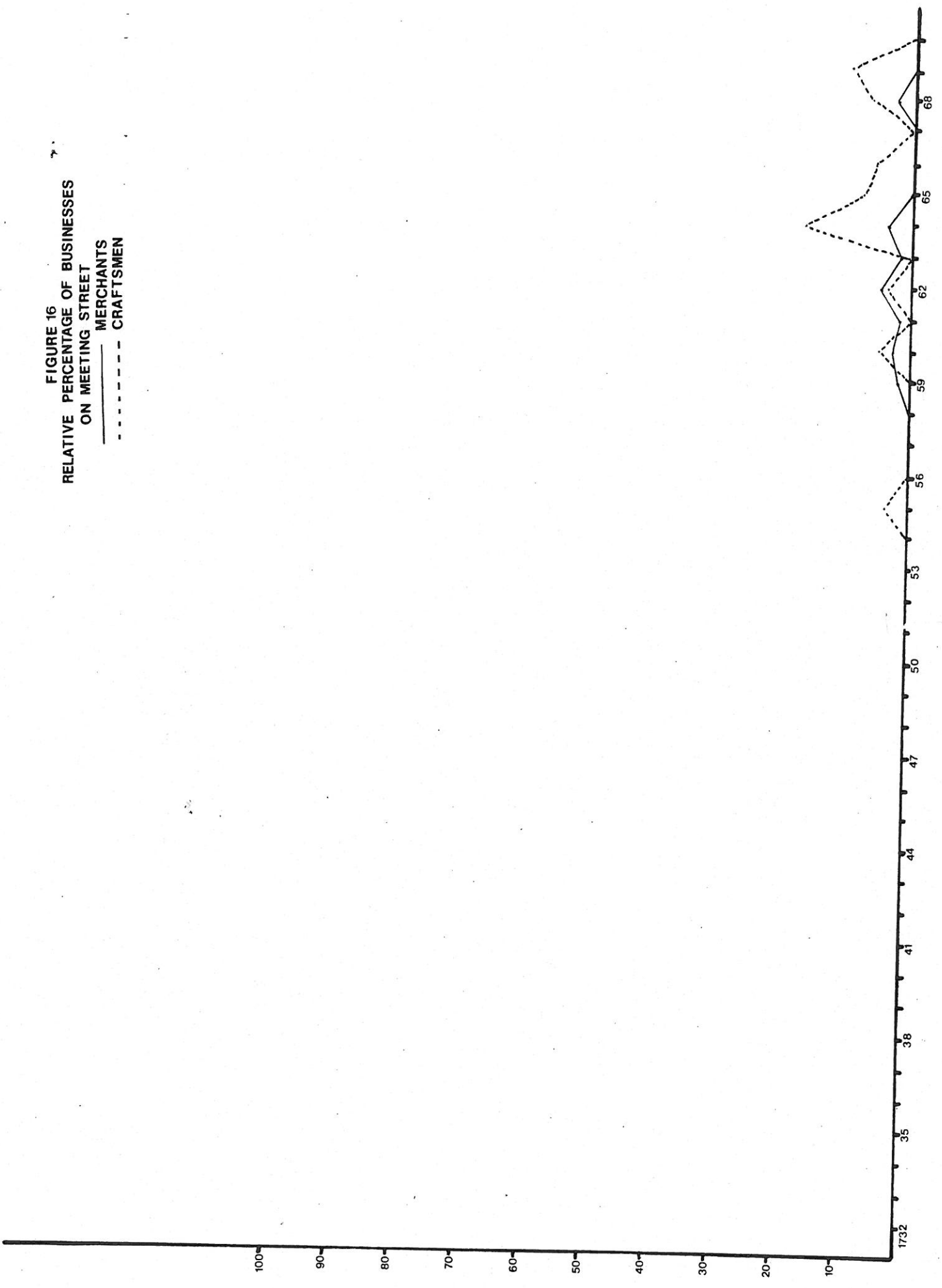


FIGURE 17
RELATIVE PERCENTAGE OF BUSINESSES
ON KING STREET

—— MERCHANTS
----- CRAFTSMEN

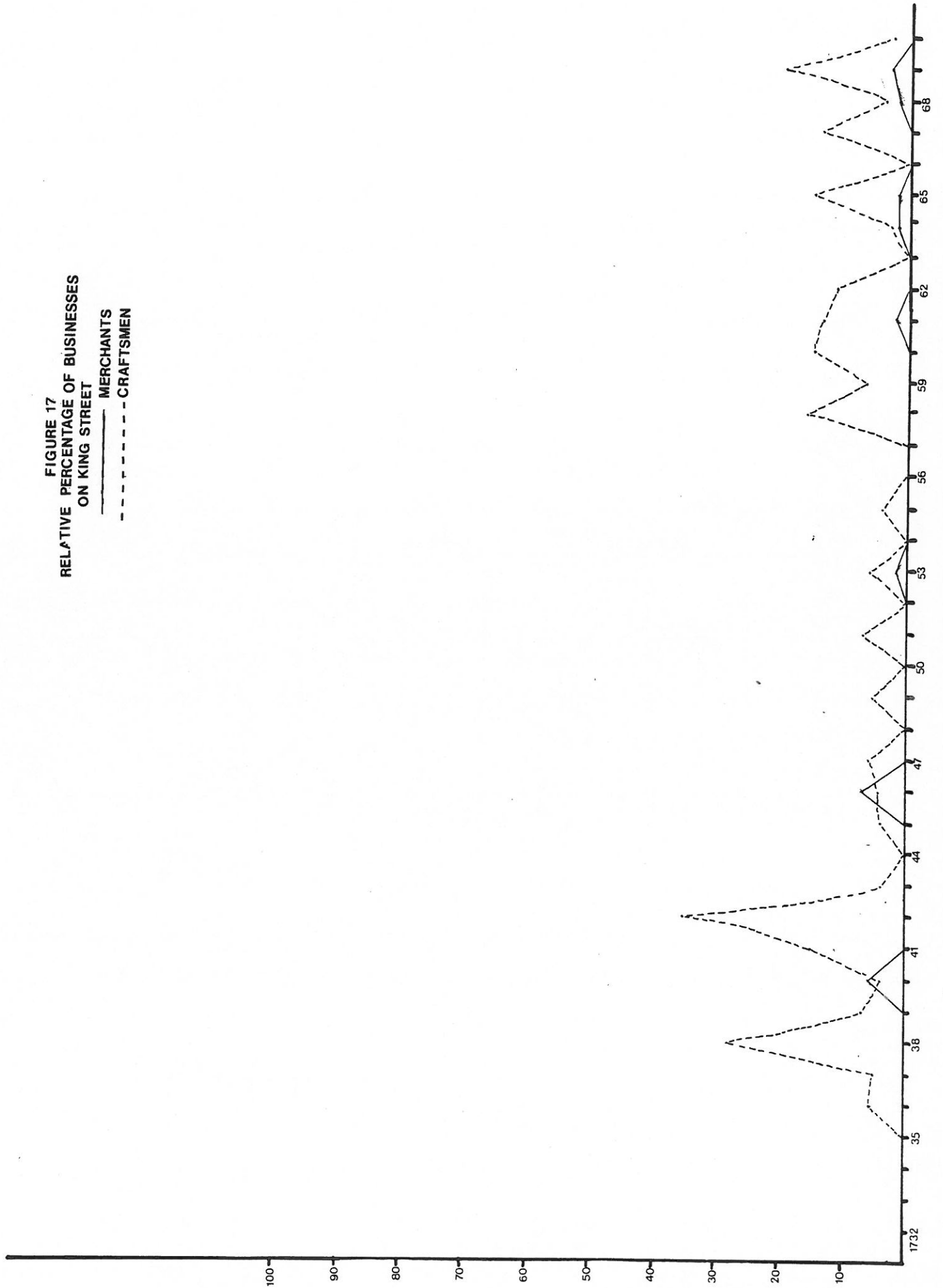


Table 1

Relative Percentages of Businesses by Streets

	Merchants		Craftsmen	
	#	%	#	%
Wharves	165	13.6	20	4.6
Bay St.	314	25.9	29	6.7
Broad St.	297	24.5	101	23.4
Elliot St.	128	10.58	54	12.5
Tradd St.	168	13.8	46	10.6
Queen St.	12	.99	21	4.8
Church St.	79	6.5	61	14.1
Union St.	25	2.06	24	5.5
Meeting St.	11	.9	21	4.8
King St.	10	.82	53	12.3

attractive to craftsmen as it was to the merchants. Only 7 per cent of the craftsmen are located on Bay Street (Figure 8) and only 5 per cent are located directly on the wharves (Figure 9). The three major east-west thoroughfares contain similar percentages of craftsmen to merchants; 24 per cent on Broad Street (Figure 10), 12 per cent on Elliot Street (Figure 11) and 11 per cent on Tradd Street (Figure 12). Although Queen Street is more intensively occupied by craftsmen than merchants, containing 5 per cent of the craftsmen (Figure 13), it is still much less intensively utilized than the more southerly east-west streets.

North-South streets were much more intensively utilized by craftsmen than by merchants. Church Street contained 14 per cent of the craftsmen while King Street contained 12 per cent. It is interesting to note that both these streets were utilized at a more or less continuous level throughout the research period (Figures 15 and 17). Although Union Street and Meeting Street are less important than Church and King, they still contain a mentionable portion of the craftsmen community, 6 per cent and 5 per cent, respectively (Figures 14 and 16). Union Street was occupied sporadically throughout the period being studied; the advertisements indicate that Meeting Street was not utilized until 1754.

There are several probable reasons for the differing settlement patterns between the merchants and craftsmen. Because of their integral involvement with the shipping activities of the city, it was pragmatic for merchants to locate as close to the wharves as possible. For those away from the waterfront, location on a street which ran directly to the wharf would make transportation of goods to and from the docks much

simpler. The importance of easy transportation in the location of businesses is underscored by the Rates of Carriage published periodically in the Gazette (SCG July 9, 1750; June 12, 1753, etc.). Craftsmen, of course, had a different set of criteria for site location. Nearness to customers may have been more important than proximity to wharves. An exception to this trend would be those craftsmen such as coopers and sailmakers whose skills were directly linked to shipping activities. Additionally, some craftsmen may have needed a more spacious facility for their activities, and thus would have located away from the crowded central core of the city. Also, many crafts, such as tallow chandlery, were considered undesirable and were relegated to the periphery. Another possibility is that rent was much higher in the commercial core of the city, making it possible for only the wealthiest merchants and craftsmen to locate there. This idea is supported by the frequent occupation of a single building by two craftsmen. In general, then, craftsmen exhibit a more dispersed settlement pattern than merchants of the colonial period.

The growing prosperity of the city throughout this period is indicated by the increase in absolute numbers of merchants, and especially of craftsmen. Both merchants and craftsmen tend to advertise on a more regular schedule through time, indicating a greater and more frequent influx of goods, and, possibly, more competition. These trends suggest an increasing economic stability for Charleston.

Through the colonial period there appears to be a general westward growth of the city. This is most readily apparent in the decline of businesses on Union Street and the increase of those on Meeting and King. It is more difficult to abstract a westward movement along Tradd and

Broad Streets due to the lack of specific addresses, but examination of the descriptive addresses given (see Appendix I) suggests that businesses were moving to the west, especially on Broad Street as an increasing number are listed in reference to the New Market, or Beef Market, which was located at the intersection of Meeting and Broad, as opposed to known landmarks on the Bay. Very little northward growth is apparent. The presence of a number of businesses on King Street is due probably to the street's function as the main artery from the backcountry. During the Federal period, growth up King Street to cater to the backcountry traffic preceded subsequent development (Rogers 1980: 64). It is likely that this trend began in the colonial period.

The reason for this trend towards westward growth prior to northward expansion is not entirely clear. The orientation of the major thoroughfares to the west may have encouraged development along these existing roads. Additionally, the numerous creeks which transect the peninsula (see Figures 2 and 3) probably discouraged the construction of extensive north-south avenues. Initial northward movement was probably hindered by the possession of lands north of Beaufain Street in large blocs. Instead, growth pushed towards the Ashley to envelop all the small parcels reserved for the Grand Model (Figure 18). As development pushed against the northern limits of the city, those lands adjacent to the city may have increased in value, and thus be subdivided and sold. An example of such a phenomenon is the subdivision and sale of the Mazyck lands in 1742 (see Figure 18). Initial growth along the Cooper riverfront, rather than towards the Ashley, may have been hindered by the lack of easy access to the well-established commercial core. Clearly, commercial activity remained

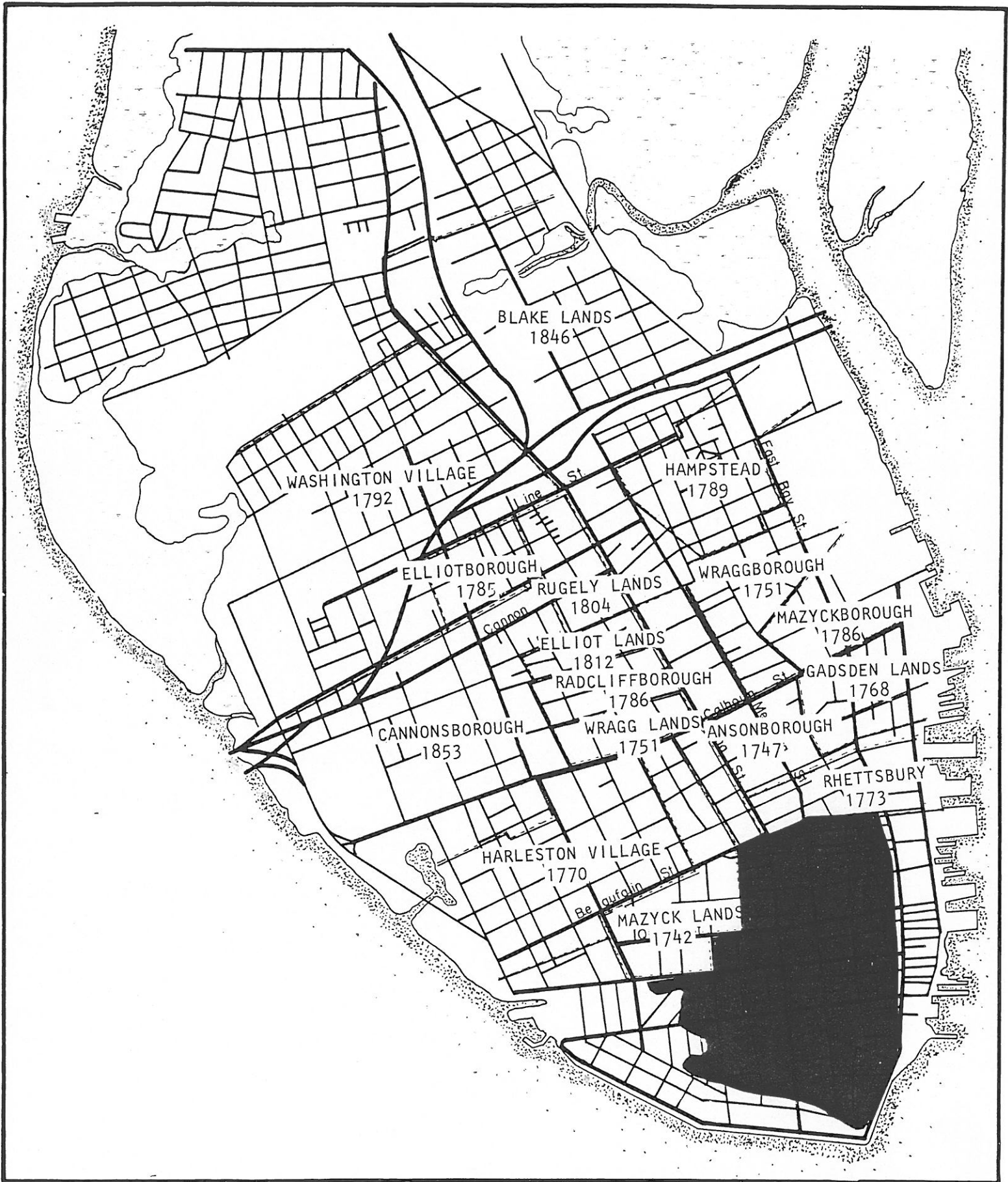


Figure 18

centered in this core area of Broad-Tradd-Elliott streets, as is evidenced by the increasing density of occupation in this area (see Figure 19).

A major trend of the eighteenth century was an increasingly intensive use of lands within the core commercial area of the city. Many ads for properties in this area stress their commercial value. John Jenkins' property in Elliott Street was advertised as "well situated for trade..., has two good back stores, two good lodging rooms, good well with pump and other conveniences" (SCG Oct. 8, 1750). William Ellis' house in Broad Street was also "well situated for trade" (SCG Jan 29, 1756). Many spacious preexisting lots were advertised as being sold as a "whole or part". Thus many areas of open ground were rapidly filled in. Many advertisements for land sales offer this option. More often, though, a portion of a property was offered for rent. This type of advertisement is common in the Gazette. In 1753, Benjamin Stead offered "the upper part of the house where I keep my store to be lett" (SCG Sept 12, 1754), while William Burrows offered "a large convenient back store to be lett" (SCG Nov 5, 1753). Thus the eighteenth century trend that was expected (see Zierden and Calhoun 1982a: 21; 1982b: 73) was substantiated by the present research: this is an overwhelming trend towards multiple use of central urban lots. Most lots within the commercial core of the eighteenth century city were the site of some form of commercial as well as domestic activities.

In terms of archaeological implications, the present research suggests that urban patterns may be even more complex. Lots in the central city were often occupied by individuals of different households, who used the structures on them for different purposes. In 1756 a



Figure 19

brick tenement in Broad Street was "to be lett, where Mrs. Francis Bremar now lives, and Messrs. Thomas and William Ellis now keep their stores' (SCG Jan 29, 1756). Others would take in lodgers, and even rented out back buildings as stores and cellars as storage, as did James Robert in 1747 (SCG May 25, 1747). Many merchants advertised their stores as being "in Mr. _____'s house" or "in one of Mr. _____'s stores". Conversely, many merchants rented the second story of their businesses as dwellings, as did Benjamin Stead in 1754 (SCG Sept 12, 1754).

The number of properties offered for rent in the eighteenth century was high. Of the total real estate advertisements for the city, approximately 70 per cent specified that the property was for rent, or offered the option of renting or buying. Additionally, properties were occasionally offered for rent for a limited period. Mr. Fenwick rented his house on White Point for one year (SCG July 4, 1754). Many wealthy merchants constructed tenements as an investment, as did James Crockat. Like other structures in the city, these tenements were used as businesses as well as residences. The large number of advertised real estate transactions underscores another trend of colonial Charleston; the fluidity of Charleston society.

The fluidity of colonial Charleston's society has been discussed at length by George Rogers (1980: 26-54). He suggests that the turbulence of the eighteenth century, plus the ever increasing and changing avenues to fortune kept people from settling down to a long-term routine (Ibid: 26). This fluidity is manifested in a constant movement of peoples, both to and from the colony and within the city itself. Over 20 per cent of Charleston's

merchants and craftsmen moved their place of business at least once in their career. Business partnerships were formed and dissolved on a regular basis, often resulting in the movement of place of business (see Appendix I). In many advertisements, merchants and craftsmen locate themselves not only in terms of who currently resides near them, but who did so formerly. This, plus the number of real estate transactions, suggest that the movement of both business and residence was common in colonial Charleston. Though the data suggest an increasing stability in Charleston's commercial activity during the colonial period, movement is still common by the end of the period of study.

In addition to the information on site location, extensive data were obtained on the material culture being imported into Charleston. Due to time constraints, these data were not examined in detail, and such research is planned for the future. However, a brief examination of the lists of materials contained in the ads revealed some trends which may be discussed on a very general level. As with the locational analysis, there are some biases inherent in the material culture data. Merchants tended to advertise only new, desirable, or rare items. Therefore the items listed for sale probably do not represent the entire range of items available in Charleston. Yet the large sample size does lend some validity to the recognized trends.

Of immediate interest is the diversity of goods available in Charleston. Many varieties of items are available in the categories of fabrics, clothing, tools, iron ware, china and glass ware, furniture, foodstuffs, gourmet condiments, spices and personal items. Luxury goods from a variety of origins demonstrate the cosmopolitan flavor of the colonial city, and

provide testimony to the financial success of a number of its citizens. Of special interest is the repeated reference to "East India goods", including china sets and a number of fabrics. It is not clear whether some, or all, of these goods were actually produced in India or were merely transported through India from other Asian sources, such as China, as part of the East Indian trade.

As discussed at length in Chapter II, the major determining factor in the importation of goods to Charleston was the colony's role in the English mercantile system. With the exception of a few items during different periods, all goods arriving in Charleston had to come through Britain or East India. Therefore, it is difficult to determine the true place of origin for many goods from the advertisements. There is also a possibility that many of the luxury goods were imported illegally, a phenomenon which may or may not be reflected in the advertisements. These interesting trends suggest that the advertisement data hold much promise for material culture studies.

CONCLUSIONS

In order to more efficiently integrate the preservation and/or recovery of archaeological remains with the development plans of the city of Charleston, the Charleston Museum received a Community Development grant from the City of Charleston to study the documentary record and prepare an archaeological preservation plan for Charleston. Phase I of this project resulted in a skeletal outline of the growth and development of the city and more specific information on sites of special interest (Zierden and Calhoun 1982b). Phase II of this project was funded by a Community Development grant from the City of Charleston and a matching Historic Preservation Planning and Survey grant administered by the South Carolina Department of Archives and History, and is designed to provide more specific information on site function and the land use history of the city. For the nineteenth century, a variety of sources are available for such research and provide information on neighborhood composition and function. For the eighteenth century few such sources exist. The best source for such detailed site location information is the advertisements in the newspapers.

A systematic investigation of colonial newspaper sources was initiated in an attempt to provide more detailed information on the commercial and craft activities of the colonial city, and the location of such activities. Extensive data were also obtained on property transactions and on land use trends for the city. An analysis of these data has been the focus of this report. Additional information was also obtained on

shipping activities and the range of materials being imported into the colony; however, time constraints prohibited a thorough analysis of these data. The results of this research will be included in a later report.

The historical background section, which investigates Charleston's position as an English colony, attempts to show that Charleston cannot be studied, documentarily or archaeologically, in a vacuum. It is important to realize that South Carolina was not an independent state. Instead, it was only a small part of an international system which sought to direct and regulate its economic life. The effects of this dependent state must be recognized in order to avoid erroneous conclusions concerning trade and economic development in Charleston.

Tabulation of the newspaper data revealed some surprising trends. Commercial activity centered on East Bay Street and on three principal streets leading into the city from the waterfront; Broad Street, Tradd Street and Elliot Street. Perpendicular streets, including Church, Union, Meeting and King Streets, were of considerably less importance, though they were utilized more intensely by the craftsmen than by the merchants.

Throughout the study period, 1732-1770, merchants were clustered on East Bay Street and the wharves, and were spread westward along Broad, Tradd and Elliot Streets. Few merchants were located on north-south streets, although Meeting and King Streets increase in importance towards the end of the period. Craftsmen exhibit slightly different locational trends; fewer are located along the waterfront and more are located on northward thoroughfares, principally Church Street.

As with the merchants, Broad Street is the principal commercial avenue, followed by Tradd Street and Elliot Street.

The intensive commercial occupation of these three streets suggest that the city was oriented along an east-west axis, rather than the north-south axis associated with the nineteenth and twentieth centuries. Meeting and King Streets, the primary commercial avenues of the nineteenth century, are peripheral to eighteenth century commercial activity. This east-west orientation is matched by a general tendency towards westward growth prior to northward expansion. There are several reasons suggested for this phenomenon, though none are certain. This continues through the eighteenth century.

Even after the city had expanded to the banks of the Ashley River and past Beaufain Street, commercial activity remained centered in the core area, shown in Figure 19. The result of this localization, coupled with a rapidly expanding and increasingly prosperous city, was an increasingly intensive occupation and utilization of this commercial core. Town lots within this core are characterized by multiple use, both commercial and residential, often by individuals from different households.

In addition to an increasingly intensive occupation of the central city, colonial Charleston is characterized by a considerable movement of its population. In addition to movement in and out of the province, Charlestonians often relocated within the city itself. This is evidenced by the fact that over 20 per cent of the merchants who advertised in the Gazette moved their place of business at least once, and is suggested by the large number of property rentals advertised.

In addition to providing new insights into site location and land use trends for colonial Charleston, the results of this study have important implications for the archaeologist involved in the examination of urban sites. The traditional method of researching an urban site prior to excavation has been to produce a chain of ownership for the property. From this point, the individuals in the chain of title were researched to determine occupation, family composition, socioeconomic status, etc. The present research suggests, however, that a chain of ownership may not in any way reflect the actual occupation of the site. All, or part, of the property may have been rented to, and occupied by, someone of completely different status, occupation or ethnic affiliation. In addition, individuals would often take in lodgers, or sublet a portion of their property to another individual, with the result being multiple use of the property by different households. The large percentage of rentals indicated in the newspaper data suggest that, in eighteenth century Charleston, at least, the chances of such occurring are very good.

For the nineteenth century, ownership of a particular property can be cross-checked by consulting censuses and city directories, which list occupant rather than owner. As previously mentioned, this is not possible for the eighteenth century. Though newspapers are presently the best source for such information, they are now without fault; addresses are given only in reference to others' properties, and those advertising in the Gazette no doubt form only a portion of Charleston's total population. There is no easy solution to the possibility that an eighteenth century

urban site may have been rented to an anonymous citizen, rather than occupied by the owner listed in county records. Thus the present data serve as a warning to archaeologists to examine as many documents as possible prior to drawing inferences from archaeological data.

The present data has greatly increased the understanding of commercial activity in eighteenth century Charleston. Clusters of merchant and craft activities have been recognized, and such information will greatly aid in future planning activities. In addition, general trends in the growth and development of eighteenth century Charleston have been recognized, which have important implications for urban studies. Archaeology has much to offer to urban studies. Clearly, documentary studies have much to offer to urban archaeology.

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APPENDIX I

LIST OF MERCHANTS AND CRAFTSMEN ADVERTISING IN
THE SOUTH CAROLINA GAZETTE

This appendix contains lists of all merchants and craftsmen advertising in the South Carolina Gazette between 1732 and 1770. Each list covers a period of five years to reduce repetition. Addresses are listed exactly as given in the advertisements. Likewise, names are spelled as given. Unless merchants list only one or two items, goods offered are summarized.

Merchants 1732-1737

T. Whitmarsh	Books	Church St.
Stephen Proctor	Salt	Wragg's Bridge
William Pinckney	Rhinish & old hock	His house
Thomas Bartram	Billiard table	Charleston Green
The Beer Cellar	Beer	Elliott's Bridge
Edward Wigg	Books	
Jacob Satur	Claret	On the Bay
Mrs. Bell	Anchovies	
Benjamin Haskins	Foodstuffs	Elliott's Bridge
Yeomans & Escott	Dry goods	
Broomhead & Blythe	Dry goods	New Market Plantation
Joseph Morgan	Beer	Elliott's Bridge
John Dart	Cocoa	
Isaac Chardon	Dry goods	Mrs. Harvey's brickhouse
John King	Dry goods	
Alexander Paris	Rum	
Feny & Baker	Dry goods	On the Bay
Samuel Eveleigh	Medicines, dry goods	Near Capt. Anson's
Francis Lebrasseur	Dry goods	Near the Bay
Ribton Hutchison	Dry goods	Ashley Ferry
Edward Simpson	Dry goods	
Henry Bedon	Dry goods	
Daniel Townsend	Sperma ceti	Near Elliott's Bridge
John Jones	Dry goods	On the Bay
Binford & Osmond	Wine	
Joseph Shute	Dry goods	Elliott St.
Thomas Trowell	Dry goods	Elliott St.
Thomas Bolton	Dry goods	On the Bay
Peter Horry	Dry goods	Wragg's Alley; moved 1737, on the Bay
		On the Bay
Jonathan Main	Leather	
James Crokatt	Dry goods	On the Bay
G. Lambert	Dry goods	On the Bay; moved 1737, Broad St.
William Lasseure	Dry goods	Tradd St.
John & Alexander Rigg	Dry goods	On the Bay
Thomas Lloyd	Wine, salt	Broad St.
David Crawford	Foodstuffs	Elliott St.
Thomas Gates	Red herring	
John Champneys	Ale	
William Randall	Dry goods	Elliott St.
Richard Hill	Bottles, ironmongery	
Joshua Morgan	Beer & ale	Church St.
Daniel Crawford	Dry goods, medicines	Broad St.
Richard Hutchinson	Rum	
Alexander Nisbett	Dry goods	On the Bay
Yeomans & Scott	Dry goods	
Nicholas Hains	Quart bottles	
John Lining	Spices, misc. goods	Broad St.
John Laurens		
William Linwaite	Foodstuffs	Broad St.
Richard Shubrick		On the Bay
Robert Pringle	Dry goods	On the Bay
Eleazer Philips	Misc. goods	Elliott's Wharf

Merchants 1732-1737, cont.

Lorimer & Baker	Dry goods	Church St.
Christoper Smith	Salt	On the Bay
John Watson	Misc. goods	On the Bay
George Austin	Misc. goods	
Beale & Cooper	Foodstuffs, dry goods	
William Morgan	Dry goods	Church St.
John Corner	Foodstuffs	Elliott's Wharf
Peter Binot	Wine	Broad St.
Samuel Sloan	Candles	Elliott St.
William Roper	Medicines, dry goods	Broad St.; moved 1737, Elliott St.
Bennet & Hunt		On the Bay
Bartholomew Penrese	Foodstuffs	Elliott's Wharf
Carvallo & Guthers	Spirits, foodstuffs	Church St.; moved 1735, Elliott St.
Cantrell & Austin	Dry goods	
Lewis Lorimer	Fabrics	
Dr. Jacob Moon	Cordial waters, drugs	Close to New Market
Jenys & Baker	Dry goods	
Crokatt & Seman	Dry goods	Broad St.; Moved 1736, on the Bay
Hutchison & Grimke	Dry goods	On the Bay
Thomas Henning	Dry goods	Church St.
Benjamin Godin	Dry goods	
Robert Huston	Dry goods	On the Bay
Peter Robinson	Dry goods	On the Bay
Daniel Greene	Dry goods	
Moses Austell	Dry goods	On the Bay
Benjamin Savage & Co.	Dry goods	
John Argent	Salt	Pinckney's Wharf
J. Flower	Dry goods	On the Bay
James Reid	Dry goods	On the Bay
James Paine	Dry goods	Broad St.
John McKenzie	Dry goods	On the Bay; moved 1735, Broad St.
Samuel Prioleau	Dry goods	
John Johnson	Dry goods	On the Green
Samuel Jennings	Dry goods	Broad St.
Thomas Duncan	Foodstuffs	
Henning & Shute	Dry goods	
Nathaniel Potter	Foodstuffs	At William Pinckney's
Peter Calvert	Limejuice	On the Bay; moved 1736, Elliott St.
Cleland & Wallace	Dry goods	Broad St.
Giles Holiday	Corn, dry goods	On the Bay; moved 1736, Broad St.
John Shepherd	Dry goods	Tradd St.
William Kellaway	Dry goods	Broad St.
John Beswicke	Dry goods	Broad St.
Sarah & Lucy Weaver	Millinery	Broad St.
Richard Wigg	Dry goods	On the Bay
Edward Hext	Dry goods	On the Bay
Thomas Hawys	Wine	On the Green
Marcantoine Breseleur	Rum, wine	On the Bay
William Stone	Dry goods	Tradd St.

Merchants 1732-1737, cont.

Mr. Priker	Dry goods	Near Mr. Laurens
John Guerard	Dry goods	On the Bay
Richard Baker	Dry goods	Union St.
Samuel Holmes	Foodstuffs	Tradd St. & Elliott's Bridge
John Chevilette	Spirits, pipes	Next to Isaac Chardon
Josiah Willmot	Dry goods	On the Bay
Houghton & Webb	Dry goods	Broad St.
David Provost	Foodstuffs	Stone's Wharf
Steven Haven	Rum, sugar	Elliott's Bridge
William Brisbane		Bedon's Alley
Jonathan Scott	Dry goods	Broad st.
Ebenezer Kinersly		On the Bay
Alexander Dundas	Fabrics	Broad St.
John Burford	Dry goods	Broad St.
Joseph Robinson	Leather buckets	Against Steven Bedon's
Steven Cortland	Foodstuffs	Wragg's Wharf
Adam Beauchamp	Misc. goods	
Gabriel Manigault	Cocoa-nuts	
Thomas Marten	Hats	On the Bay
John Nicholson	Dry goods	Elliott St.
William Harre	Rum, sugar	Elliott St.
Francis Richardson	Misc. goods	Elliott St.
William Cathcart	Dry goods, rum	Church St.

Merchants 1738-1743

Gabriel Manigault	Butter, limejuice	
William Spiegel	Spirits, breads	On the Bay
Philip & Samuel Prioleau	Spirits, dry goods	Tenement of Joshua Mariner
James Fisher	Butter, rum	On the Bay
Skinner & Tucker	Spirits, dry goods	Broad St.
Thomas Blondell	Dry goods	Elliott St.
Isaac Depaz	Rum, chocolate	Union St.
Francis Richardson	Flour, corn, bread	Elliott's Wharf
Charles & Jacob Pichard	Red herring, tobacco	Bedon's Alley; moved 1741, Elliott St.
Hill & Guerard	Wine	Church St.
Houghton & Webb	Fabrics, notions	On the Bay; moved 1740, Broad St.
William Faris	Dry goods	Broad St.
William Stone	Dry goods	Tradd St.; moved 1740, on the Bay; moved 1741, Union St.; moved 1741, on the Bay
John Dart	Dry goods	Tradd St.; moved 1740, Miles Brewton house; moved 1741, Tradd St.
Watson & McKenzie	Dry goods, spirits	Ashley Ferry; moved 1740, Union St.; moved 1741, on the Bay
Peter Horry	Dry goods	On the Bay
Widow Fisher	Dry goods	At Mrs. Matthews'
Mrs. Fillion	Cabbage seed	Church St.
Arnout Schermerhorn	Flour, bread	Elliott St.
Simmons, Smith, & Co.	Dry goods	Broad St.
William Brisbane	Medicines, spices	Elliott St.; moved 1743, Church St.
Thomas Cooper	Dry goods	At store formerly Cattel & Austin
John Nicholson	Dry goods	On the Bay
William Oswald	Dry goods	Broad St.
David Dalbiac	Dry goods	Sign of the White Horse
George & Samuel Eveleigh	Wine	
Johnston & Robertson	Dry goods	On the Bay
John & Edmund Atkin	Foodstuffs	
Peter Delmestre	Limejuice, rum	Broad St.
John Daniel	Pettiaquas	
Catherine Joor	Shopkeeper	Bedon's Alley; moved 1740, Tradd St.
James Whitefield	Spirits, dry goods	Burford's Wharf; moved 1740, Tradd St.
John McCall	Spirits, dry goods	Tradd St.; moved 1740, Tradd St.
William Slide	Beer, soap, candles	Whitehall
Oswald & Stewart	Dry goods	Broad St.
Moses de Mattos	Bread, flour	Union St.
Mr. Tobias	Bread, flour	On the Bay
Elizabeth Holiday	Dry goods	Broad St.
Steads, Evance, & Co.	Dry goods	Tradd St.
Nicholson & Shubrick	Dry goods	Rhett's Wharf

Merchants 1738-1743, cont.

Johanna Johnson	Dry goods	Elliott's Bridge
Helen Govan	Dry goods	Tradd St.; moved 1741
		Broad St.
Richard Hockley	Flour, bread, beer	Stone's Bridge
Justinus Stoll	Ironplates	On the Bay
Steel & Hume	Dry goods	Broad St.
Thomas Oliver & Co.	Spirits, misc. goods	Stone's Bridge
Charles Stedmen	Dry goods	Next to Mr. Motte
Crokatt & Michie	Dry goods	Broad St.
Smith & Tew		King St.; moved 1743,
		Elliott St.
Peter Calvert	Foodstuffs	Elliott St.
Elizabeth Wicking	Books	
William Wrightman	Dry goods	Broad St.
William Wooddrop	Dry goods	On the Bay
William Sterling	Spirits, sugar	Corner Facing the Vendue
		House
Hutchison & Grimke		Alley from Union to Church St.
Cooper & Gerald	Dry Goods	Queen St.
Binford & Osmond	Dry goods	Queen St.; moved 1743, on the Bay
Henry Bedon	Foodstuffs	Next to Mr. Carr
Robert Austin	Ironmongery, tools	On the Bay
Thomas Gates	Spirits, sugar	Church St.
Thomas Jenys	Foodstuffs	Queen St.
James Mc Kenzie	Foodstuffs	Broad St.
Yeomans & Escott	Dry goods	Near the Scotch Meeting
Jacob Motte	Shipchandlery	Motte's Wharf
James Reid	Dry goods	Church St.
Othniel Beale	Dry goods	King St.
Nathaniel Lade	Dry goods	Broad St.
William Street	Dry goods	Union Street
Samuel Jones	Bread, soap	Next to the Scotch Meeting
John Man	Dry goods	Church St.
William Oswald & Co.	Dry goods	Broad St.
John Murdock	Dry goods	Union St.
Robert Pringle	Dry goods	Elliott St.
Nicholson, Shubrick & Co.	Dry goods	On the Bay
Daniel Caw	Medicines	Next to Simmons & Smith
John Beswicke	Dry Goods	
Robert Parker	Dry goods	On the Bay
Edward Jenkins	Spirits, Misc. goods	On the Bay
Mungo Graham	Misc. goods	At George Saxby's
Hannah Lade	Dry goods	Broad St.
McKenzie & Roche	Dry goods	Broad St.
Philp & Livie	Dry goods	Broad St.
Nathaniel Griffens	Dry goods, spirits	Elliott St.
William Gowan	Fabrics, ironmongery	Tradd St.
George Austin	Dry goods	Next to Mr. Manigault
Alexander Chisolme	Spirits, sugar	Facing the Market
James Kerr	Oranges	
Robert Wilson	Dry goods	Church St.
Thomas Evatt	Dry goods	Church St.
John Watson	Ironwares, copperware	Church St.
Richard Hill	Corn	Brewton's Wharf

Merchants 1738-1743, cont.

John Davies	Flour & bread	on the Bay
Jones & Oliver	Dry goods	Tradd St.
John Savage & Co.	Dry goods	Tradd St.
Paul Labilliere	Rum, sugar, etc.	Tradd St., sign of Griffon; moved to Elliott St.
Houghton, Webb & Gwyn	Dry goods	on the Bay
Stiell & Hume	Dry goods	Broad St.
John Lining	Cordials	Broad St.
Hill & Guerard		They now own Brewton's Wharf
Susannah Gates	Rum & wine	Elliott's Alley
Francis Holmes	Dry goods	Tradd St.
Scott & Watson	Dry goods	Church St.
Peter Laurens	Vinegar	fronting New Market Square
John Holmes	Timber/lumber	leave directions with:
		1. Stephen Martley
		2. Rice Price
Henry Dewick	Cordial waters	Broad St.
Henry West	Dry goods	opposite Motte's Wharf
John Royer	Corn	1. Elliott's Wharf
		2. Mr. Manigault's store in Union Street
William Roper	Rice, flour, soap, etc.	
Gabriel Guignard	Salt & chalk	Elliott's Wharf
Abraham Yeomans	Dry goods	Elliott's Street
Joseph Pickering	Dry goods	Moore's Wharf
John Raven Bedon	Foodstuffs	Jeny's Wharf
Anne Milner	Limes	
Jemmil Cobley	Dry goods & pickles	Tradd St.
Edward Simpson	Dry goods	Broad St.
Samuel Hurst	Miscellaneous goods	Elliott St.
Hopton & Smith	Dry goods	Broad St.
Wragg & Lambton	Dry goods	
Richard Herbert	Human hair, all colors	Elliott St.
James Reid	Dry goods	Broad St., moved 1742 to Church St.
Smith & Cossens	Foodstuffs, dry goods	on the Bay
Joseph Child	Local produce	on the river near Baptist Meeting- house (probably Church St.)
Schermerhorne & Johnston	New York foodstuffs	on the Bay
Benjamin Hall	Condiments	Tradd St.
Jacob Martin	Rum	King St.
Israel Deveau	Rum	Broad St.
William Yeomans	Miscellaneous goods	Elliott St.
John Metere	Miscellaneous goods	at Mr. Shute's
William Hare	Sugar, etc.	Broad St.
John Paul Grimke	Jeweller	
Lindsay & Dexemandle	Foodstuffs	Elliott St.
George Seaman	Dry goods	on the Bay
McKay & Ross	Dry goods	Broad St.
Luke Stoutenburg	Dry goods	Tradd St.
Emmanuel Smith	Dry goods	Elliott St.
Sarah Lloyd	Miscellaneous goods	Church St.
Jonathan Scott	Foodstuffs	
Arthur Mowdey	Miscellaneous goods	
John Colcock & Co.		Tradd St.
Daniel Townsend	Miscellaneous goods	King St.
Thomas Tew	Miscellaneous goods	Elliott St.
Peter Sanders	Saddlery	Broad St.
Joseph Shute	Miscellaneous goods	

Merchants 1738-1743, cont.

William Wooddrop	Dry goods	
Stead & Evance	Dry goods	
David Deas	Rum	on the Bay
John Glegg	Dry goods	Shutes Bridge
Joseph Campbell		Mr. Escott's
John Hodson & Co.		Broad St.

Merchants 1744-1749

Capt. Robert Austin	Assorted goods	his house on the Bay
William Yeomans	Assorted goods	
David Keadie	Dry goods	Welfhayfer's Wharf
Savage & Pickering	Coarse Salt	Tradd St. next to John Dart
Thomas Jenys		Deceased
Sarah Saxby	Condiments	Union St. at William Saxby's
Joseph Tobias	Assorted goods	
William Hare	Indigo seed	Elliott's Wharf
Robert Pringle & Co.	Assorted goods	Elliott St.
Simmons, Smith & Crokatt	Assorted goods	Elliott St.
Hodsden & Co.	Assorted goods	
William Bard	Philadelphia goods	Shute's Bridge
John Crokatt	Hemp seed	
William Randall	Assorted goods	on the Bay
John Simmonds	Assorted goods	on the Bay, next to Col. Beale
Jemmil Cobley	Assorted goods	on the Bay
John Poyas	Assorted goods	on the Bay, near watchhouse
Peter Timothy	Silkworm seed, stationary wares	
John Lining	Spirits & cordial waters	Broad St.
Jacob Whiteweed	Assorted goods	Elliott's Wharf
David Wellsuysen	Bricks	
William Brisbane	Drugs, medicines	Church St.
Joseph Oram	Boards	Church St. next to Dr. Brisbane
Mungo Graham	All things for peruke makers	
John Savage & Co.	Assorted goods	
Robert Cochran	Colors (paints)	Elliott St. at Mr. Glen's, hatter
Simmons & Roche	Dry goods	Store where Matthew Roche lived
Mary Owens	Fabrics, family medi- cines	Church St.
Francis Gracie	Salad oil	Church St.
Robert Segston	Tobacco	1. House of Mrs. Wickham, King St. 2. Laurens & Adeiser's, near the market 3. Thomas Tew's, tailor; Elliott St.
Wragg & Co.	Assorted goods	
Elizabeth Timothy	Books, blanks	King St.
Kenneth & Benjamin Michie	Dry goods	on the Bay
Robert Scott	Shopkeeper	
Jeremiah Osborne	Wine, rum, fish, etc.	Capt. Frankland's Wharf
Gabriel Manigault	Sugar, oil	
William Roper	Flour, bread, beer, etc.	
Mathias Jones	Molasses, sugar, rum	Mrs. Lloyd's store on the Bay
John Jenkins	Dry goods, rum, sugar	Church St., moved 1746 to Elliott St.
William Webb	Dry goods	on the Bay, moved 1747 to store in Broad St.
Abraham Yeomans	Foodstuffs	Roper's Wharf
Hill & Guerard	Miscellaneous goods	
John Watson	Dry goods	Broad St.
George Austin	Miscellaneous goods	
Robert Pringle	Spirits	
Samuel Prioleau	Shopkeeper	
John McCall	Miscellaneous goods	Tradd St.
Othniel Beale & Co.	Miscellaneous goods	
John Beswicke	Wine, coffee, etc	
Lewis Janvier	Jewelry	Broad St.

Merchants 1744-1749, cont.

John Calvert	Baked goods, beer	Broad St.
Elizabeth Harramond	Assorted fan mounts	live near the Custom House
Morton & Samuel Brailsford	Dry goods	Broad St.
William Stent	Hats	Tradd St., then Union St.
MaCartan & Campbell	Assorted goods	Elliott St.
Peter Perkin	Pastries	
John McKenzie	Assorted goods	William Stone's house on the Bay
William Bease	Cannon, dried codfish	on board ship HAMPSHIRE
Alaimus Gaillard	Shipping water, sawed cypress planks	on the Green, house of Joseph Wragg
Joseph Child	Dry goods	Elliott St.
Thomas Corker	Assorted goods	Church St.
Conrad Kahmler	Assorted goods	1. store #2, Frankland's Wharf 2. lodgings, Union St.
Smith & Palme	Dry goods	Broad St.
Peter David	Olive oil	the FORTUNE OF WAR, on the Bay
Alexander Chiſolme	Orange trees, seeds, vinegar	at the Orange Garden, Tradd St.
Eleazer Philips	Bookseller	near Upper Market
James Robert	Water, horses, oars, canoes	behind English Church, house for- merly John Steel's
George Austin	Dry goods	
Henry Laurens	Dry goods	Broad St., moved 1748 on the Bay
Lambert Lance	French indigo seed	at George Austin's
Alexander & Thomas Broughton	Dry goods	Mr. Welfuyser's on the Bay, moved 1748 to the Bay
John Bonnetheau	Sword blades	Union St.
William Rind	Drugs	Church St.
Anne Timothy	Assorted goods	corner shop opposite Dr. Moultrie
Isaac Mazyck	Fabric, dry goods	
Charles Brackenburg	English dry goods	Broad St. opposite Union St.
Henry Petty	Dry goods	Broad St. , moved 1748 to Samuel Evelèigh's new house on the Bay
Saxby & Hurst	Assorted goods	corner Tradd St., on the Bay
Thomas Crosthwaite	Philadelphia goods	Elliott's Bridge
Robert Collings	Assorted goods	Elliott St.
Michael Jeanes	Assorted goods	
Martha & Mark Beseller	Assorted goods	Broad St., next to Smith & Palmer on the Bay
Mr. Steil		1. same store as Othniel Beale & Co. 2. Edward Fowler's store, Elliott St.
Sampson Neyle	Pins, tapes, assorted goods	
William Harris	Salted beef	
Thomas & William Ellis	Assorted goods	
Francis Arthur & Co.	Dry goods	Mr. Eveleigh's backstores on the Bay
Kennan & Campbell	Dry goods	on the Bay, moved 1748 to Broad St.
John Murray	Drugs & spices	Church St.
James Baillie	Fabrics	
Zachariah Villepontoux	Water	Elliott's Wharf
Colcock & Wragg	Assorted goods	on the Bay at Mr. Welfeyesen's
Robert Lockton	Sugar, rum	at Robert Austin's on the Bay
William Wooddrop	Assorted goods	on the Bay, one of Mr. Seaman's tenants
John Clifford	Hay	
Duncan Mackintosh	Dry goods	on the Bay
Patrick Reid & Co.	Dry goods	on the Bay, formerly Blythe's tavern
Joseph Child	Country produce	Elliott St.
Robert Waller		upper Union St.
Abraham Snelling	Salad oil	Tradd St.

Merchants 1744-1749, cont.

Samuel Carne	Cordial waters	Broad St., moved 1747 on Bay, next to Simmons & Roche
Schermerhorne & Johnston	Foodstuffs	on the Bay
Benjamin Savage & Co.	Miscellaneous goods	Tradd St.
Wragg & Lambton	Wine	
Peter Leger, cooper	Salt	Bedon's Alley
Thomas Olive	Salt	Elliott St.
Bartholomew McIvayne	Rum	Gibbes Wharf
Smith & Cossens	Spirits, sugar, etc.	Elliott St.
Hopton & Smith	Dry goods	
John Paul Grimke	Jewellery, plate	Broad St., sign of Hand & Ring
Reid & Kennan	Dry goods	Broad St.
John Laurens	Vinegar & turpentine	
Jonathan Scott	Soap, flour, dry goods	North end of the Bay
John Raven Bedon	Foodstuffs, beer, etc.	Gibbes Wharf
John Dart	Beer, wine, cheese, etc.	Tradd St.
Laurens & Addison	Buckets	Market Square
William Bee	Ladders	Market Square
William Savage	Rum, sugar, etc.	Unity Alley
Crokatt & Michie	Miscellaneous goods	
Simmons, Smith & Co.	Dry goods	
Sniell & Hume	Assorted goods	
Edward Fowler	Miscellaneous goods	
Robert Corsan	Miscellaneous goods	Elliott St., next to John Watson
Isaac Depas	Cordial waters, sugar	Broad St.
Rice Price	Vinegar, wine	his house on the Bay
Elizabeth Holliday	Miscellaneous goods	Broad St.
Carolus Folcher	Rice beer	house of Daniel Welsbusson
Thomas Bolton	Rum, molasses, wine, etc.	on the Bay
Joseph Shute	Rum, salt, cheese, etc.	on the Bay
Gabriel Guignard, cooper	Miscellaneous goods	Broad St.
John Triboudet	Liquor, assorted goods	Elliott St., moved 1747 to Unity Al.
John Bonniot	Liquor	on the Bay
Richard Peake	Hops, assorted goods	on the Bay, moved 1747 to Queen St.
William Stone	Sugar, assorted goods	
Richard Powers	Bottles	
Mary Ann Davies	Assorted goods	next to Scotch Meeting House
Kenneth Michie	Dry goods	on the Bay, next to Mr. Stone
Arnout Schermerhorne	Assorted goods	on the Bay
Francis Gottier	New York goods	
Thomas Hogg	Philadelphia goods	Capt. Frankland's Wharf
Capt. Robert Picksman	Middling bread	Tradd St.
Lennox & Deas	Dry goods	on the Bay
Reid & Ogilvie	Dry goods	on the Bay, store formerly Hill & Guerard's
McKenzie & Roche	Indentures, assorted goods	
Joseph Pickering	Philadelphia goods	
William Wright	Wine, vinegar	Tradd St.
James Matrass	Wine	Wine cellar at sign of the Diamond
		Tartar
John Oyston	Philadelphia goods	Simmons Wharf
Matthew Roche	Dry goods	
Francis Delgrass	Assorted goods	Mrs. Filltoux's cellar on the Bay
Alexander Rantowle	Assorted goods	
Fouquet & Lord	Soap & candles	Pole of candles in Meeting House Rd.

Merchants, 1744-1749, cont.

John Guerard	Dry goods	on the Bay near Council Chamber
Alexander Cramache & Co.	Dry goods	Broad St.
Charles Bleckendry	Dry goods	his store at William Wooddrop's
Stuart & Reid	Miscellaneous goods	on Bay near Vendue House
Robert Waller	Cutlery, cookware	Broad St. fronting Union St.
Patrick Hinds		Union St.
Samuel & George Eveleigh		
Cottell, Middleton & Co.		on the Bay
Francis Browne	Dry goods	Union St. opposite Mr. Manigault
John Sinclair	Food, dry goods	Broad St.
Wragg & Lambton	Dry goods	
Solomon Isaacs & Co.		on the Bay
George Inglis	Dry goods	Elliott St.
Mayrant & Douxsaint	Dry goods	Elliott St.
Glenn & Cooper	Wines	
Charles Stevenson	Wines	Union St.
Thomas Redston	Wine	on the Bay
Thomas Shute & Francis		
Merckley	Dry goods	on the Bay
Francis Bremer	Shop goods	
John Harrington	Drugs	on the Bay
Redman & Sheed	Foodstuffs	Elliott's Wharf
Joseph Creighton	Dry goods	near the Watchhouse
Thomas Trowell		
Perry & Taylor	Dry goods	on the Bay opposite Bedon's Wharf
Anne Waller	Dry goods	where Dr. Rind dwelt, moved 1749 to Church St.
David Crawford	Dry goods	
Oliphant & Macke	Medicines	Church St.
Alexander Magee	Foodstuffs	Shute's Wharf
John Cathbert	Indigo seed	on the Bay
John Parnham	Dry goods	Broad St.
William Logan & Co.	Dry goods	Broad St.
Thomas Beaston	Dry goods	on the Bay
Hugh Peterson	Dry goods	Motte's Wharf
William Grant	Philadelphia foods	
Joseph Ward	Dry goods	Broad St.
James Irving	Dry goods	on the Bay
Catherine Smart	New York foods	
Richard Martson	Dry goods	Broad St.
Samuel Perroneau	Dry goods	White Point
Joseph Brown & Benjamin		
Axford	Dry goods	on the Bay
Austin & Laurens	Dry goods	
Solomon Milner		Tradd St.
Thomas Smith	Dry goods	on the Bay, near the new market
Joseph & Samuel Wragg	Dry goods	Elliott St.
John & Edward Neufville	Dry goods	Broad St.
John Fouquet	Dry goods	Broad St.
Christopher Gadsden	Dry goods	Broad St.
Charles Stevenson & Co.	Dry goods	Broad St.
Alexander Frazer	Fabrics	at John Frazer's

Merchants 1750-1755

Samuel Hurst	Dry goods	Tradd St.
Benjamin Butler	Millstones	at Austin & Laurens'
Matthews & Lloyd		on the Bay
Lawrence Retright	Foodstuffs	Motte's Wharf
John Guerard	Dry goods	
John Champneys	Rum	Tradd St.
McCartan & Campbell	Miscellaneous goods	Elliott St.
Henry Bedon		Bedon & Lloyd's Wharf, formerly
		Eveleigh's
		Broad St.
Smith & Palmer	Miscellaneous goods	
William Wooddrop	Miscellaneous goods	
Francis Browne	Medicines	
Catherine Scurlock	New York foodstuffs	Union St., moved 1751 on the Bay
Thomas Smith	Miscellaneous goods	Broad St.
John Burgwin	Wine, rum	Church St.
William Wilkerfoss		Tradd St.
Cramache & Co.		Store for sale
Thomas Redston	Dry goods	Bay, corner of Tradd St.
Andrew Cowan	Dry goods	ship
James Laurens	Ironware	Bay, corner of Tradd, formerly
		Jacob Motte's
Capt. Crosthwaite	Snuff	
George Milligen	Drugs	Broad St., moved 1751 to Church St.
Ralph Taylor	Rum, sugar, dry goods	between Scott & Gadsden
George Smith	Claret	at Benjamin Dart's store
James Edes	Dry goods	Elliott St.
Paul Douxsaint	Dry goods	
George Marshall	Dry goods	Elliott St.
Daniel Bourquet	Ladies' fashions	father's house
Solomon Milner	Dry goods	on the Bay, moved 1751 to Tradd St.
Austin & Laurens	Dry goods	
Edward Lightwood	Dry goods	Tradd St.
Sampson Neyle	Dry goods	on the Bay
John & Edward Neufville	Dry goods	Broad St.
Thomas Smith	Foodstuffs	John Sinclair's store
Thomas Corker	Dry goods	
Samuel Greenhow	Dry goods	Broad St.
James Reid		Broad St.
Sugar House Proprietor	Sugar	Broad St. at Kennan & Campbell's
		(Warehouse on Church St.)
		moved 1751 to Broad St., Mr. Crawford's tenant
Joseph Ward	Dry goods	1. Church St.
		2. Broad St. near watchhouse
Joseph Hatton	Dry goods	Bay, corner of Tradd St.
John Sinclair		on the Bay
John Poyas	Fabrics	Bay, near Watchhouse
Francis Bremar	Dry goods	at corner near Watchhouse
Lambert Lance	Food, dry goods	Simmon's Wharf
Gabriel Guignard	Orange trees	Colleton Square
Eleazer Philips	Books	Elliott St.
George Austin		
Savage & Pickering	Foodstuffs	Tradd St.
Robert Pringle & Co.	Foodstuffs	
John Greenhow	Dry goods	Union St., corner of Elliott St.
Christopher Gadsden		Broad St. at Mr. Blythe's

Merchants, 1750-1755, cont.

John & William Murray	Dry goods	Broad St. opposite Union St.
Cooper & Curtin	Dry goods	Broad St.
Smith & Palmer		
Dewar & Marshall		Broad St.
William Scott	Dry goods	Bay St.
Christopher Gadsden	Dry goods	Broad St.
Robert Wells	Dry goods	Corner of Tradd St.
Stuart & Reid	Dry goods	
Morton Brailsford	Dry goods	Broad St.
John Crokatt		on the Bay
Samuel Winborn	Miscellaneous goods	Elliott St.
Joseph Nicholson	Foodstuffs	at Livie & McQueen's store
Charles Woodmanson	Dry goods	on the Bay
Thomas Wright	Dry goods	on the Bay
Samuel Kynaston	Dry goods	Tradd St.
Atherton Hugh	Oil, blubber	Motte's Wharf
Joseph Stovel	Corn	Mottê's Wharf
Charles Stevenson	Madeira	
Robert Collins	Dry goods	at Samuel Kynaston's
Thomas & William Ellis	Books	
John Paul Grimke	Jewelry	
Stuart & Reid	Miscellaneous goods	
Bonny & Poyas	Dry goods	
William Taylor	Dry goods	on the Bay
John Tucker	Dry goods	Broad St., Whitehall
Robert Fairweather	Miscellaneous goods	Broad St.
Isaac Griffs	Corn	Motte's Wharf
Shubricks & Co.		
Rice Price	Dry goods	on the Bay
James Irving	Dry goods	
Isaac Griffiths	Corn	Motte's Wharf
Aaron Loocock	Copper, Brass, Pewter	Broad St.
Charles Blundy	Thermometers	Church St.
William Hopton	Foodstuffs	
Warner & Lewis	Foodstuffs	Eveleigh's Wharf
Joseph Alvarez	Tobacco	King St.
Thomas Legare		on the Bay
John & George Murray	Miscellaneous goods	Broad St.
William Lloyd	Miscellaneous goods	on the Bay
Walter Scott	Miscellaneous goods	Elliott St.
William Watson	Dry goods	Mayne's Wharf, store #4
Thomas Evance	Dry goods	Broad St.
Bremar & Neyle	Dry goods	on the Bay
Francis Browne	Dry goods	Union St.
Daniel Logan	Seeds, roots	on the Green, near Trott's Point
James Staehan	Dry goods	Beresford's Wharf
Archibald Rowan	Dry goods	on the Bay
Morreau & Sarrazin	Jewelry	Church St.
Samuel Peronneau	Fabrics	
Charles Rogers	Foodstuffs	Elliott St.
Hugh Ferguson	Rum	on the Bay
Downes & Nicholson	Dry goods	
David Dott	Foodstuffs	on the Bay
Robert & William Brisbane	Miscellaneous goods	
Charles Mayne	Wine	
Lining & Oliphant		
Wells & Round	Dry goods	Elliott St.
Francis Morand	Dry goods	Union St.

Merchants 1750-1755, cont.

Jacob Whitewood	Miscellaneous goods	Elliott's Wharf
Thomas Bonny	Miscellaneous goods	Elliott's Wharf
Thomas Bolton	Foodstuffs, dry goods	on the Bay
Thomas Walker	Jamaican goods	his house
Brisbane & Murray	Medicines	Church St., moved 1752 to Broad St. opposite Union St.
Stead & Evance	Dry goods	
Samuel Carne	Dry goods	Vendue House on Bay St.
John Wragg		
Charles Barrow	Foodstuffs	Sinclair's Wharf
Richard Martson	Dry goods	Broad St.
John Parnham	Dry goods	Broad St.
Austin & Laurens	Dry goods	
Samuel Perroneau	Dry goods	
Irving & Bonar	Dry goods	on the Bay
David Oliphant	Dry goods, salt	
Cattell & Middleton	Dry goods	
Francis Bremar	Dry goods	
Henry Beckman	Foodstuffs	Church St.
Inglis, Pinkering, & Ward	Dry goods	
John Scott	Philadelphia flour	
Henry Middleton	Dry goods	Bay St.
William Stone	Dry goods	on the Bay
Holmes & Peronneau	Dry goods	Broad St.
Wooddrop & Douxsaint	Dry goods	Bay St.
Benjamin Dart	Dry goods	Tradd St.
John Lewis	Dry goods, African goods	near the Church
Samuel Balturs	Dry goods	Beale's Wharf
Henry Kennan & Co.	Foodstuffs	Tradd St.
Alexander Fraser	Indigo seed	
John Millings	Drugs	Church St. opposite Court Room
Lennox & Deas	Dry goods	
Robert Farthing	Dry goods	Elliott's Wharf
Joseph Shute	Philadelphia foods	Elliott St.
Breton Cooper	Medicines	Broad St.
Peter David	Dry goods	on the Bay
William Sulvanus	Boston foods	Buchanan's Wharf
Anne Waller	Dry goods	Church St.
John Laurens & Co.	Dry goods	on the Bay
John McCall	Dry goods	Tradd St.
John Murray	Drugs	Broad St.
Middleton & Brailsford	Dry goods	on the Bay
Glenn & Cooper	Dry goods	Elliott St.
Francis Curtin	Rum	at Matthews & Lloyd
Christopher Jollif	Foodstuffs	Elliott's Wharf, moved 1754 to Elliott St.
Jacob Viart	Books	Elliott St.
William Banbury	Rum	Union St.
Othneil Beale	Dry goods	Bay St.
George Sheed	Foodstuffs	Union St.
Inglis, Pickening, Waxall	Foodstuffs	
Matthewes & Lloyd	Dry goods	Bay St., corner of Tradd St.
Robert Pringle	Rum	
William Brisbane	Medicines	Church St.
Isaac DeCosta	Dry goods	Broad St.
Benjamin Stead	Dry goods	
William Jones	Dry goods	Bay St.

Merchants 1750-1755, cont.

William Shephard	Dry goods	
Archibald & Richard Parks		
Stobo	Dry goods	Tradd St.
Thomas Adams	Dry goods	next to Thomas Benoist
Peter Sander	Seeds	Mr. James Marsh
Price & Parker	Seed, wine	
Andrew Ganoch	Miscellaneous goods	Col. Beale's Wharf
George Curling	Beer, Potatoes	Beale's Wharf
Daniel Bourquette	Seed	Elliott St.
John Jamieson	Dry goods	on the Bay
Patrick Hines	Shoes	Broad St.
Ogilvie & Ward	Dry goods	on the Bay
Margaret Warden	Dry goods	Queen St.

Merchants 1756-1761

John Laurens & Co.		
Charles Mayne	Wine	
William Lloyd	Fabrics & trims	on the Bay
Margaret Warder	Dry goods	Queen St.
Austin & Laurens	Rum, sugar	
Thomas & William Ellis		on the Bay
Thomas Stone	Foodstuffs	on the Bay
John Edwards & Co.	Dry goods	Tradd St.
Robert Boyd	Miscellaneous goods	Roper's Wharf
Middleton & Brailsford	Dry goods	on the Bay
MaCartan & Campbell	Indian trade goods	Broad St.
Milner & Leger	Rum, sugar	Beresford's Wharf
Smith & Scott	Rum	Mr. Legare's Wharf
Ogilvie & Ward	Foodstuffs	
Robert Henderson	Foodstuffs	
John Savage	West Indian goods	
William Roper	Seeds	
William Banbury	Wines	
Joseph Kershaw	Foodstuffs	at James Laurens'
Robert Pringle	Wine	
Bowman & Yates	Sailduck	
Harry Hunter	Rum	Beale's Wharf
William Gibbes	Foodstuffs	Gibbes Wharf
Inglis, Pickening, Waxall	Wine, rum, sugar	
Samuel Carne	Miscellaneous goods	
Harvey & Philps	Dry goods	on the Bay
Lance & Loocock	Dry goods	Broad St.
Solomon Milner	Dry goods	
Manigault & Savage	Wine	
Robert Hamilton	Wine	
Benjamin Steed	Dry goods	
John Parnham	Dry goods	Broad St.
Thomas Lloyd	Dry goods	on the Bay
Wooddrop & Douxsaint	Dry goods	
Thomas Smith	Dry goods	
Ann Matthews	Millinery goods	Church St.
Robert Wells	Books	
Distillery Warehouse	Rum, etc.	Bedon's Alley
Bremar & Neyle	Dry goods	on the Bay
Price & Parke	Dry goods	
James Poyas	Dry goods	
John Mygh	Rum	Beale's Wharf
Thomas Evance	Indigo, Sugar, Molasses	Public vendue
Josiah Smith	Rum, etc.	Tradd St.
Williams & Wilkinson	Rum, etc.	
Isaac Holmes	Dry goods	Broad St.
Lennox & Deas		
David Dott		
Shubricks & Co.		
Robert McKenzie	Dry goods	Tradd St.
James Sharp & Co.		
Robertson & Bailie	Dry goods	on the Bay, corner of Elliott St.
Agnes Bower	Millinery goods	Tradd St.
Robert Johnson	Dry goods	near Upper Market
Milner & Bedon	Dry goods	on the Bay

Merchants 1756-1761, cont.

Thomas Shubrick	Spirits, bread, sugar	
Catherine Finlay	Orange juice	Church St.
Daniel Hunt	Orange juice	up the Path
William Coats	Sugar	
Hugh Swinton	Dry goods	Church St., moved 1761 to the Bay
Samuel Neyle	Dry goods	near Vendue House
Thomas Smith	Dry goods	Broad St.
John Lining	Medicines	
John & George Fry	Dry goods	Beresford's Wharf
Sarah Hollybush	Rum	Bedon's Alley
John Howell	Rum	Elliott St.
Nowell, Davies, Ancrum	Dry goods	Broad St.
Alexander Fyffe	Condiments	at John McQueen & Co.
Thomas Day	Lace	Broad St.
Isaac Pinto	Spirits	on the Bay
Thomas Moodie	Dry goods	Elliott St. fronting Bedon's Alley
Peter Bacot	Dry goods	Broad St. at John Leger's
Samuel Peronneau	Dry goods	Corner of Broad & Union Sts.
Carsan & Swallow	Dry goods	Tradd St.
Corrie & Scott	Dry goods	Elliott St., moved 1761 to the Bay
William & Joseph Trimble	Beer, bread, flour	Simmons' Wharf
Mrs. Lining	Medicines	Broad St.
Thomas Lining	Medicines	opposite English meeting house
Charles Dewar	Dry goods	
William Wilson		
William Hulme	Spirits, tea, tobacco, snuff, chocolate	Tradd opposite Bedon's Alley at William Pinckney's, moved 1761 to Meeting St.
Nicholson & Bampffield	Dry goods	Church St. fronting Elliott
Downes & Jones	Dry goods	Tradd St.
Oliver Champline	Spirits, cheese, etc.	Simmons' Wharf
Thomas & Robinson Day	Dry goods	Broad St.
Torrans, Greg & Poaug	Spirits	
Alexander Rose	Teneriff wine	
Thomas Bartholomew	Spirits, flour, etc.	Motte's Wharf
Thomson & Hunter	Dry goods	Broad St.
Gertrude Rantowle	Dry goods	Church St.
Danbay, Young & Co.	Dry goods	Broad St.
Theodore Gaillard	Dry goods	Broad St.
Sampson Neyle	Dry goods	King St.
Johnson & Wylly	Dry goods	on the Bay
McQueen, Gordon & Co.	Wine	
John Asline	Dry goods	Bedon's Alley
Liston, Benfield & Jones	Ironmongery, wine, flour, etc.	Tradd St.
Hooper & Swallow	Dry goods	on the Bay
Robert Smyth	Negro cloth, pots, por- ter, linen	Broad St. opposite Union St.
William Loocock	Medicines	Church St.
Maurice Harvey	Dry goods	Tradd St.
Joseph Rose	Bread, flour, spirits	Inglis' Wharf
John Muncey	Rum, sugar	WhiteHall, Broad St.
William Fair	Dry goods	Broad St.
Richard Waln	Spirits, flour, bread	Beale's Wharf

Merchants 1756-1761, cont.

Samuel Winborn	Dry goods	on the Bay
Susannah Crokatt	Dry goods	Meeting St.
Benjamin Dart	Foodstuffs	
John Scott	Dry goods	on the Bay
Christopher Joliff	Dry goods	Elliott St.
Christopher Gadsden	Dry goods	
John Jamieson	Dry goods	on the Bay
Brailsford & Boyd		
Edward Turner	Wine	Simmons' Wharf
Holmes & Peronneau		
Edward Lightwood	Spirits, honey, sugar, etc.	Tradd St.
William Proctor	New York goods	Simmons' Wharf
William Brisbane	Medicines	Church St.
Archibald & Richard Park		
Stobo	Fabrics, etc.	Tradd St.
John Holmes	Wine	
Brisbane & Bulline	Drugs	Church St.
David Mumford	Foodstuffs	Beresford's Wharf
Inglis & Pickering	Condiments	
Elizabeth Peronneau	Loaf sugar	
Ancrum, Lance & Loocock	Dry goods	Broad St.
Andrew Cowan	Miscellaneous goods	Mayne's Wharf
Ebenezer Simmons	West Indian goods	his wharf
James Fowler	Dry goods	Elliott St.
Robert & William Brisbane		
John Paul Grimke		
Gibbes & Milner	West Indian goods	on the Bay
John Cart	Broken loaf sugar	
Henry & Arthur Peronneau	Dry goods	Broad St.
Thomas Corker	Dry goods	
John & Edward Neufville	Dry goods	Broad St.
John Heskett	Fabrics	Broad St.
Smith & Brewton	Dry goods	Broad St.
McKenzie & Moody	Dry goods	Tradd St.
Agnes Lind	Fabrics	
John McCall	Shoes	Tradd St.
John Jones	Dry goods	Back store at Mr. Jamieson's, moved 1759 to Broad St.
John Miller	Dry goods, vinegar	Elliott St., moved 1759 to Broad St.
George Bedon	Flour, bread, meal, bar iron	
Othniel Beale & Co.	Wine	on the Bay
David & John Deas	Dry goods	on the Bay
Fresch & Guinard	Negro cloth & blankets	
Jennet & Wilson	Cheese, coal, dry goods	Tradd, facing Bedon's Alley
Samuel Grove	Rum & tea	Tradd St.
Thomas Legare	Rum	
Warham & Prioleau	Irish linens	Mayne's Wharf
Carne & Wilson	Drugs, spices, paints	on the Bay
Logan & Dawson	Miscellaneous goods	Broad St.
Dewar & Marshall	Sugar	Broad St.
Daniel Legare	Dry goods	Tradd, near Vendue House
Thomas Liston	Cheese	
DaCosta & Farr	Fabrics, iron, iron- mongery	Broad St.
Smith & Nutt	Dry goods	on the Bay
George Sheed	Ham, Flour, Beer, Orange trees	

Merchants 1756-1761, cont.

John Cooper	Wine	1. Church St. 2. Elliott St.
Laurens, Motte & Co.	Dry goods	on the Bay
George Inglis	Dry goods, wine	on the Bay
Thomas Wallace	Dry goods	Elliott St.
John Benfield	Dry goods	Beresford's Wharf
George Hall	Flour	at George Inglis'
Richard Baker	Dry goods	Bedon's Alley
John Hutchinson	Bread, flour	White Point
John Cleiland	Drugs, medicines	Tradd St.
Walter Mansell	Dry goods	
Francis Morand	Claret	Broad St.
Moreau & Sarrazin	Jewelry, plate	Corner Broad & Church Sts.
Joseph Hutchins	Candles, sugar, rum	near Legare's Wharf
John Logan	Dry goods	Broad St.
James Connor	Rum, molasses, sugar	Motte's Wharf
Paul Townsend & Co.	Flour & hams	Broad St.
Brisbane & Cunningham	London goods	on the Bay
John & William Guerin	Dry goods	Broad St.
James Courtonne	Jewelry, plate	Broad St.
Dunbar & Young	Dry goods	Broad St.
Samuel Peronneau	Dry goods	Broad, corner Unity Alley, moved 1760 to Edisto Island
John Guerard	Portugal salt	
William Savage	Dry goods	Broad St.
William Parker	Corn	
Thomas Wright	Corn	Beresford's Wharf
Patrick Hinds	Negro shoes	
Dott & Dixie	Dry goods	on the Bay
Andrew Johnston	Dry goods, rum, flour	
Anthony Clarkson	Bisket & flour	next to Middleton & Brailsford
William Mason	Dry goods	next to Lamboll's Bridge
Thomas Corker	Fabrics	
Thomas Shirley	Rum, butter	
Jacob Woolf	Dry goods	Simmons' Wharf
Inglis, Lloyd & Hall	Dry goods, beer, cheese	Stono Landing
Ward & Leger	Dry goods	corner of Elliott St.
Downes & Nicholson	Dry goods	Tradd St.
Joseph Durfee	Spirits, fish, oil, etc.	Mayne's Wharf
Ogilvie & Forbes	Dry goods	on the Bay
Boyd & Murray	Dry goods	Tradd St.
James Brisbane	Dry goods	on the Bay
Liston & Benfield	Dry goods	Tradd St.
William White	Foodstuffs	Mayne's Wharf
James & William Lennox	Dry goods	Elliott St.
William Hopton	Rum, orange juice	
Othniel Beale	Cordial waters	
John Giles	Spirits, barley, molasses	Elliott St.
James Reid	Hemp seed	his house at Mile End or his rope walk
Adam & Milford	Dry goods	Broad St.
Peter Myzack	Dry goods	
John Raven Bedon	Sugar, lime juice	Mayne's Wharf
Edward Weyman, upholsterer	Hemp seed, tents	Queen St.
John Hume	Spirits	Broad St.
James Abercrombie	Wine	Beale's Wharf
Newman & Smyth	Wine	on the Bay

Merchants 1762-1767

George Sheed	Flour & beer	Broad St.
John Parnham	Foodstuffs	corner Broad & Church Sts.
Jonathan Sarazin	Jewelry	
Dewar & Bacot	Dry goods, coffee, tea, rum, etc.	Broad St.
Benjamin Almy	Spirits, sheep, fish, etc.	Simmons' Wharf
Thomas Young	Garden seeds, bulbs, trees, shrubs, medicines	at John Hume's, moved 1762 to the Green, upper end of Broad on the Bay
Thomas Buckle	Coffee, rum, sugar	Tradd St.
James Brisbane	Dry goods	Broad St.
Myzack & Moultrie	Dry goods	on the Bay
Thomas Ellis & Co.	Dry goods	Broad St.
John Jones	Dry goods	Tradd St.
John Edwards & Co.	Dry goods	Elliott St.
James & William Lennox	Dry goods	Church St.
Anne Baron	Dry goods, tea, porter, &c	Broad St.
William Fair	Dry goods	
Smith & Lightwood	Rum, sugar, bread, &c	
Peter Butler, peruke- maker	Lip salves, scented water, tooth brushes & powder	Broad St.
Wooddrop & Douxsaint	Dry goods	
James Poyas	Dry goods	
Isaac Holmes	Dry goods	Broad St.
Anne McCaulay	Millinery, etc.	upper corner of Elliott & Church
Anne Waller	Fabrics & Stockings	Broad St.
Maxwell & Rowand	Dry goods	Tradd St., moved 1763 to Stono Landing
Ogilvie & Forbes	Dry goods	
Andrew Man & Co.	Fabrics, tobacco, ship chandlery	on the Bay
Mrs. Colle	Fabrics	Bedon's Alley
William Savage	Dry goods	Broad St.
Thomas You	Jewelry	Sign of the Golden Cup near the beef market
Thomas Shirley	Rum, brandy	
Darby Pendergras	Cloth & trimmings	Meeting St.
John Laurens & Co.	Dry goods	
Smith & Nutt	Miscellaneous goods	
Dunbar, Young & Co.	Dry goods, beer, salt, potatoes	Broad St.
James Longe	Dry goods, condiments	Meeting St.
Theodore Gaillard	Fabrics, shoes	Tradd St., moved 1763 to Broad St.
John Giles	Condiments	Elliott St.
Holden Rice	Spirits, apples	Beresford's Wharf
Othniel Beale & Son	Wine	
Thomas Rennard	Wine	at Mrs. Wood's near New Baptist Meeting
Gibbes & Milner	Spirits, sugar, indigo seed	
Anthony Clarkson	Flour, rum	on the Bay
Warham & Prioleau	Miscellaneous goods	
DaCosta & Farr	Condiments	
Ward & Leger	Indigo seed	
Isaac Pinto	Rum	on the Bay
Moodie & Baligall	Dry goods	Elliott St.

Merchants 1762-1767

Carne & Wilson	Dry goods, medicines	on the Bay
Benjamin Canton	Indigo seed	Beale's Wharf
Robert Smyth	Spirits, etc.	Broad St.
William Banbury	Fabrics, hams, flour	
Joshua Lockwood, watchmaker	Sugar	Broad St.
Daniel Legare	Dry goods	Tradd St.
David & John Deas	Dry goods	on the Bay
Lyman Hall	Medicines & perfuming waters	Broad St.
Nowell, Davis, Ancrum	Dry goods, spirits	Broad St.
Robertson, Jamieson & Co.	Dry goods	on the Bay
George Bedon	Spirits, condiments	Longitude Lane
Maurice Harvey	Dry goods	Tradd St.
John Scott	Dry goods	on the Bay
McKenzie, Thomson & Co.	Dry goods	Tradd St.
William Brown & Co.	Dry goods	Meeting St.
Atkins & Weston	Dry goods	Tradd St.
Hetherington & Kynoch	Dry goods	on the Bay
Logan & Guerin	Dry goods	Broad St.
Francis Morand	Wine, vinegar	Broad St.
Henry & Arthur Peronneau	Dry goods	Broad St.
Downes & Jones	Fabric	Broad St.
Stuart & Co.	Fabric	
Nathaniel Russel	Rum, candles, cheese, etc.	Motte's Wharf
Shirley & Martin	Spirits, foodstuffs	
Middleton, Brailsford & Chapman	Fabrics, sugar	
Thomas Tew, tailor	Dry goods, spirits, condiments	on the Bay
Richard Milford	Dry goods	on the Bay
Anne Matthews	Millinery, dry goods	Church St.
Samuel Peronneau	Tea, dry goods	Broad, corner of Union St.
Corrie & Scott	Dry goods	Bay, south corner of Elliott St.
Thomas Stone	Dry goods, rum	
William Loocock	Medicines	Broad, opposite Union St.
Immanuel Cortissoz	Butter	Market Square
John Dart	Sugar	
Edward Blake	Foodstuffs, spirits	Tradd St.
Hugh Swinton	Miscellaneous goods	
McCartan & Campbell	Dry goods, coffee, sugar	
Wooddrop & Cathcart	Dry goods	
Henry Laurens	Spirits, foodstuffs	
Samuel Prioleau & Co.	Fabrics	
Isaac DaCosta	Dry goods, West Indian	on the Bay
Samuel Grove	Spirits	Tradd St.
Richard Masury	Spirits, foodstuffs	Burns Wharf
Edward Lightwood	Spirits, foodstuffs	Tradd St.
John Forrester	Miscellaneous goods	Bedon's Alley
Josiah Smith	Miscellaneous goods	
Thomas Waring	Indigo seed	Broad St.
Shirley & Martin	Miscellaneous goods	
Liston, Benfield & Jones	Dry goods	Tradd St.
Thomas Farr	Spirits, foodstuffs	
Torrans, Greg & Poaug	Tea	
Peter Dolliver	Miscellaneous goods	Eveleigh's Wharf
Ancrum, Lance & Loocock	Hemp seed, flour	
James Doran	Beer, ale, cheese, &c	Eveleigh's Wharf

Merchants 1762-1767, cont.

Inglis, Lloyd & Hall	Dry goods, spirits	Elliott St.
Michie & Macaulay	Dry goods	
James Laurens & Co.	Dry goods	
Nathaniel Bulline	Medicines	
Hogg & Clayton	Dry goods	Elliott St.
George Parker	Dry goods	on the Bay
Booth & Weobly	Dry goods	Tradd St.
Sarah Watxon	Miscellaneous goods	
Hooper, Swallow & Co.	Dry goods	on the Bay
John Murray	Indigo seed	
John Gordon	Rum, iron, sugar	
George Smith	Rum	
Brailsford & Chapman	Sugar, rum	
Thomas Lind	Wine	
Joseph Wilson	Foodstuffs	Orange Garden
Richard King	Books, Stationery	Robert Dillons' shop
Joseph Conyers	Salt	Motte's Wharf
Lambert Lance	Indigo seed	
Benjamin Hawes	Dry goods	Unity Alley
George Croft	Flour, bread	at Ward & Leger's
McCartan, Campbell & Son	Dry goods	Broad St.
Brewton & Smith	Miscellaneous goods	
Ogilvie, Forbes & Michie	Dry goods, spirits	
Richard Watts	Wine	1. Elliott St.
		2. Simmons Wharf
Perdriau & Fabre	Miscellaneous goods	Meeting St.
Charles Stevens Stocker	Miscellaneous spirits	
Croft & Dart	Dry goods, rum	Tradd St.
Sarah Swallow	Millinery goods	Tradd St.
Benfield & Jones	Dry goods	
William Parker	Spirits, foodstuffs	
John Johnson	Watches, rum, etc.	Elliott St.
Eleanor Gillman	Millinery & other goods	at Mr. Fraser's
Middleton, Liston & Hope	Spirits & miscellany	
Walter Mansell	Dry goods	Tradd St.
John Wagner	Dry goods	Broad & King Sts.
David Stoddard	Wine, rum, pots, kettles	on the Bay
Andrew Cunningham & Co.	Spirits	1. Store #1 Burns' Wharf
		2. Broad St.
Smith & Farr	Spirits, Dry goods	
Benjamin Cary	Miscellaneous goods	Simmons' Wharf store #5
Edward Weyman	Mirrors	Queen St.
Sheed & White	Dry goods	Church, corner of Tradd St.
William Fair	Dry goods	Broad St.
Thomas Adam	Dry goods	
Griffith & Cape	Dry goods	on the Bay
Johnston & Simpson	Dry goods	on the Bay
John & William Baker	Dry goods	Tradd St.
Laurens, Motte & Co.	Dry goods	
Benfield, Jones & Drayton	Dry goods	
William Gibbes	Dry goods	
Paul Townsend	Dry goods	
Simpson & Gibson	Dry goods	
Weyman & Carne	Small furniture, mirrors	Corner Church & Tradd Sts.
John McCall	Dry goods	Queen St.
William Bampfield	Dry goods	Tradd St.
Price & Hest	Dry goods	
Hill & Farley	Dry goods	near Vendue House
		Beresford's Wharf

Merchants 1762-1767, cont.

John Schermerhorne	New York goods	Beale's Wharf
Lloyd & Neyle	Dry goods	Broad St.
Samuel Hopkins	Philadelphia goods	
Smyth & Farr	New York goods, dry goods	
Livingston, Champneys & Co.	Indigo seed, flour	Simmons' Wharf
Felix Long	Dry goods	King St.
William Price	Dry goods	on the Bay
John Dawson	Dry goods	on the Bay
Logan, Guerin & Vanderhorst	Dry goods	Broad St.
George Smith	New York goods	Queen & King Sts.
John Vaux	Miscellaneous goods	Elliott St.
Joseph Durfee	Dry goods	Beale's Wharf
William Hales	Irish Oznaburgs	
David Williams	Barrèlled pork	
Patrick Bowe	Dry goods, foodstuffs	Elliott St.
Thomas Smith	Dry goods	Broad St.
Villepontoux & Waring	Dry goods	Broad St.
John Kirkwood	Watches	Broad St., sign of the Dial
George Bedon	Rum, sugar	
Godfrey & Gadsden	Miscellaneous goods	
Nowell & Lord	Miscellaneous goods	on the Bay
Samuel Wise	Dry goods	Elliott St.
John Watson	Seeds, bulbs, trees, etc.	Trott's Point
William Edwards	Linen drapery	at Nightengale & Edwards'
David Dott	Dry goods	on the Bay
John Oliver	Watches	on the Bay
William Gowdey	Jewelry, rum	on the Bay, moved 1765 to Broad
Charnock & King	Dry goods	Broad St.
Price, Hest, Head	Dry goods	
Wise & Jackson	Miscellaneous goods	
Nicholas Brooks	Miscellaneous goods	Store #6, Simmons' Wharf
William Benburg	Beef, salt, hams	
Samuel Rowlett	Dry goods	Bedon's Alley
John Davies	Linens, dry goods	on the Bay
B. Littlewood	Fabric, tools, etc.	Broad St.
William Glen & Son	Dry goods	corner of Church & Elliott Sts.
Amory & Taylor	Miscellaneous goods	north corner of Queen on the Bay
Davis & Wayne	Dry goods	corner of Broad
William Savage	Wines	
William Hinckley	Rum	Beale's Wharf
Thomas Corker	Miscellaneous goods	
Paul Townsend	Dry goods	Broad St.
James Fallas	Leather goods	1. Union St. 2. on the Bay
Guerin & Williamson	Dry goods	on the Bay
Stocker & Jackson	Miscellaneous goods	Tradd St.
John Roffee	Dry goods, spirits	Elliott St.
Rutledge & Lesserne	Dry goods	Broad St.
Edward Mortimer	Rum, dry goods	
Donal Bruce	Dry goods	Church St.
Sarah Daman	Millinery, hosiery, haber- dashery	
George Thomson	Dry goods	Union St.
Cunningham & Sands	Spirits	Broad St.
		1. Burn's Wharf 2. Union St.
Mansell, Corbett & Co.	Dry goods	Tradd St.
William Hopton	Corn	Beale's Wharf

Merchants 1762-1767, cont.

Geroge Ancrum	Dry goods	
Simon Berwick	Negro shoes	his tanyard, upper Tradd St.
Joseph Bell	Sugar	The Sugar House
Henry Reeves	Dry goods	on the Bay
Anthony Lamotte	Rum	Longitude Lane
Wilson, Coram & Co.	Dry goods	Broad St.
Henry Fearn	Miscellaneous goods	John Logan's store
Egan & Calvert	Beer, yeast, grains	The Brew House
John Paul Grimke	Plate, jewelry	Broad St.
Harvey & Baty	Lace	Gadsden's Alley
Waring & Shephard	Miscellaneous goods	
Greenland & Jordan	Beer, soap	
Downes, Jones & Co.	Miscellaneous goods	Tradd St.
William White	Spirits	Beale's Wharf
James Amos	Condiments	Bay St.
Hazelton & Bonneau	Miscellaneous goods	
Reeves, Wise & Poole	Dry goods	Church St.
Alexander Gillon	Dry goods	Broad St.
Michie & Robertson	Dry goods	Broad St.
Thomas Radcliffe	Dry goods	Broad St.
David Stoddard & Co.	Rum, sugar	
Constant Freeman	Foodstuffs	Motte's Wharf

Craftsmen 1732-1737

Daniel Badger	House & ship painter	Tradd St.
Charles Warham	Joiner	Tradd St.
Anthony Cone	Brazier	Elliott St.
Michael Moore	Carpenter	Union St.
Peter Morque	Watch Repairer	Broad St.
John Bedon	Carpenter	Stephen Bedon's house
Samuel Grice	Sugar refiner	Broad St., sign of sugar loaf
John Herbert	Pastry cook	on the Green
Philip Massey	Gunsmith	King St.
Hunter & Conn	Tailors	Church St.
Claudius Compaire	Brazier	at Mr. Laurens'
Richard Herbert	Peruke maker	on the Bay, moved 1737 to Union St.
Nicholas Haynes	Vintner	
Henry Bedon	Timber yard	Bedon's Alley
Alexander Smith	Tailor	against Mr. Conseilleur's
William Linthwaite	Brazier	Broad St.
David Munsay	Stonecutter	Elliott St.
Mr. Townsend	Shoemaker	Elliott St.
Smith & Steiger	Tailors	Union St.
Ann Dalrymple	Seamstress	on the Bay
Thomas Goodman	Watchmaker	against Bedon's Alley
Griffith Bullard	Hatter	
Benjamin Bates	Cordwainer	Tradd St.
John Ulrich Giessendaner	Silversmith	on the Green
James Scott	Tallow chandler	1. Broad St.
		2. Union St.
Elizabeth Cooper	Seamstress	Church St.
Thomas Crawford	Staymaker	White Point
William Field	Butcher	
John Pennyfeather	Goldsmith	Bedon St.
Timothy Philips	Sailmaker	Stone's Bridge
B. Roberts	Landscape artist	
John Furnis	Sailmaker	Elliott's Wharf
Christopher Webb	Gold & Silversmith	Broad St.
Thomas Robinson	Buckskin dresser & tailor	Mrs. Laurens' new house #3
James DeVaux	Cutlerer	Church St.
Thomas Lovelace	Blacksmith	
Peter Venoez	Confectioner	on the Bay
Thomas Holton	Chairmaker	on the Green
Mrs. Bartram	Dyeing & scouring	
Daniel Bourquet	Brewer	Old Church St.
John Purles	Smith	Tradd St.
James Walker	Peruke maker	leaving
Justinius Stoll	Blacksmith	next to Granville's Bastion
Jonas Spoke	Bedmaker	near the French Church
Mr. Aignon	Silversmith	near the French Church
James McClellan	Cabinetmaker	Church St.
T. Whitmarsh	Printer	Church St.
John Laurens	Sadler	Market Square
Lewis Timothee	Printer	Church St.
Samuel Holmes	Bricklayer	
Thomas Goodman	Watchmaker	Elliott St.
Peter Mourque	Confectioner	Elliott St.
Will Morgan	Brewer	Tradd St.

Craftsmen 1732-1737, cont.

John Bryan	Farrier	Church St.
Robert Hunt	Upholsterer	
Charles Walker	Furniture maker	Tradd St.
Louis Janvier	Goldsmith	Broad St., moved 1735 to Elliott
James DeVeaux	Instrument maker	Broad St.
Andrew Duche	Potter	on the Bay
Peter Leger	Cooper	White Point
B. Roberts	Portrait painter	
Mrs. Grinier	Seamstress	Broad St.
Mr. Carwithen	Carpenter	Elliott St.
Mr. Portall	Baker	Elliott St.
Richard Marten	Painter	2 doors next to Mr. Brand
John Stephenson	Glazer, painter	
Mr. Miller	Gunsmith	Church St.
James Winter	Tallow chandler, soapmaker	Church St.

Craftsmen 1738-1743

John Tylar	Coat & staymaker	Union St.
James McClellan	Cabinetmaker	
Ann Wilson	Fan mender & mounter	King St., moved 1740 to Church St.
Mrs. Jones	Coatmaker	Elliott St.
Mr. Goodman	Watchmaker	Elliott St.
James Hilliard	Clock & watchmaker	King St., sign of the clock
Sobieski Strahan	Milliner	Broad St.
Jane Voyer	Lace mender	at Widow Glazer's
George Bridge	Turner: brass, iron, ivory	Tradd St.
John Moor	Butcher	adjoining Crown Inn
Thomas Weaver	Carpenter	Allen's St.
Richard Baylis	Stone & wood carver, car- penter, joiner	
David Fox	Leather curer	King St.
Edward Knight	Silk dyer	Church St., sign of Blue Hand
Thomas Legare	Carpenter	Elliott St.
Matthias Johnson	Leather breeches maker & mender	near Market Square, sign of Breeches
Elizabeth Trueman	Milliner	next to Simmons & Smith
Thomas Roybould	Tailor	Bedon's Alley, moved 1741 to King St.
Isaac Yonge	Bricklayer, stoneworker	North end of Bay, sign of the King's Arms
John Bee	Carpenter	
John Robeson	Butcher	
John Prosser	Tailor	
Marmaduke Aish	Sadler	
Louis Janvier	Goldsmith	
John Scott	Gunsmith	Elliott St., moved 1741 to Broad corner Broad & Church Streets, moved 1742 to Church St., sign of the Pistols
Charles Shepheard	Vintner	Broad St.
Josiah Claypoole	Joiner, cabinetmaker	1. King St. 2. next to Mr. Lorimer near Wappoo Bridge
Benjamin Hearp	Wheelwright	
Smith & Bisset	Tailors	
David Morgin	Watchmaker	Broad St.
John Paul Grimke	Jeweler	Elliott St., sign of Hand & Ring; moved 1741 to Tradd St.
Rene Gegye	Clock & watch maker	Elliott St., moved 1740 to Church St., then 1742 to King St.
John Bounertheau	Currier	
Jeremiah Theus	Linner	Market Square
Abraham Knight	Tallow chandler	Church St.
William Wright	Gold and Silver smith	John Is., case of work at Eleazer Philips', Trott's Wharf
Mr. Young	Carpenter	on the Green
Mr. Sandwell	Brazier	Broad St.
Mr. Steel	Tanner	near Scotch Meeting House
Mr. Benoist	Cooper	Broad St.
Mary Portall	Bread maker	Elliott St.
Garret Vanvelsen	Shoemaker	the old house over the Bridge facing Church St.
Francis Garden	Engraver	corner Church & Broad Sts.

Craftsmen 1738-1743, cont.

Roybould & Bisset	Tailors	near the Great Pond, King St.
Mungo Graham	Peruke maker	the dwelling next to the church; moved 1741 to Tradd St.
Jesin Claypoole	Cabinet maker	Market Square, sign of cabinet and coffin
James Lowry	Smith	Mrs. Massey's shop
Nightengale & Paris	Sadlers	
Mr. Yerworth	Ship carpenter	
Southerland Ford	Watch & clock maker	at Mr. Yerworth's; moved 1742 to Unity Alley
Samuel Perkins	Coach & harness maker	corner Tradd & King Sts.
Richard Webb	Wheelwright	King St.
Walter Rowland	Upholsterer	Market Square, sign of Buck & Breeches
Richard Herbert	Peruke maker	Unity Alley
Mrs. Proctor	Mantua maker	Broad St.
Richard Caulton	Upholsterer	King St.
Gabriel Guignard	Cooper	
William Valance	Tailor	King St.
Matthew Shrub	Coach & harness maker	King St.
Mr. Delgras	Shoemaker	King St.
Samuel Stevens	Tinplate worker	
John Fobiston	Carpenter	
Alexander Carson	Tailor	
Henry Lindsey	Cooper	
John Meek	Bricklayer	
Thomas Rhodes	Tailor	
Edward Gate	Cooper	
George Avery	Sailmaker	
David Morgin	Watchmaker	King St.
John Clayton	Watchmaker	Elliott St.
Jeremiah Morgan	Goldsmith	Elliott St.
George Williams	Tailor	
William Kupton	Cabinetmaker	
Mr. Parris	Sadler	Broad St.

Craftsmen 1744-1749

Nicholas Haynes	Vintner	
Peter Poinset	Tailor	
Thomas Hastop	Blacksmith	Trott's Point
David Brown	Shipwright	
Mr. Owen	Tailor	
Jeremiah Tibtus	Limner	Friend St.
John Paul Grimke	Jeweller	Broad St., moved 1744 to Tradd St., 1746 to Broad St., sign of Hand & Ring
Richard Wainwright	Butcher	
Walter Dunbar	Perriwig maker	Church St.
John Hynche	Staymaker	
William Rigde	Painter	
Rene Gegye	Clock & watch maker	
William Nelme	Butcher	
James Smith	Blacksmith	Elliott St.
Stephen Cater	Watch & clock maker	Elliott St., moved 1747 to Church St., 1748 to Elliott St.
Sarah Lloyd	Breadmaker	on the Bay
George Avery	Sailmaker	Elliott's Wharf
Daniel Faissoux	Baker	
John Coleman	Hatter	
Peter Olivier	Butcher	
Joseph Mary	Butcher	
Peter Leger	Cooper	Bedon's Alley
Thomas Newton	Carpenter, joiner, framer, cabinet maker	Broad St.
Mungo Graham	Wigmaker	Broad St.
Charles Shephards	Vintner	
James Morris	Silk dyer and scourer	Broad St.
Peter Sander	Sadler	
Henry Harramon	Fan moulder	on the Bay
Laurens & Addison	Sadlers	Market Square
William Bee	Carpenter	Market Square
Thomas Bush	Staymaker	Elliott St., moved 1748 to King St.
Gabriel Guignard	Cooper	Broad St.
John Fryer	Joiner	
Thomas Lorne	Carpenter	
Alexander Petrie	Goldsmith	
Samuel Clancy	Shipwright	
Philip Chiche	Weaver	Queen St.
Thomas Weaver	Carpenter	Queen St.
William Wright	Goldsmith	Tradd St.
John MacKelvey	Butcher	
James Matress	Cooper	on the Bay, sign of Diamond Tartar
Lawrence Withers	Peruke maker	
Peter Benoist	Cooper	
John Carden	Coach & Harness maker	at Richard Lampard's
Richard Lampard	Wheelwright	
William Leay	Carpenter	
Laurence Murray	Tailor	Elliott St.
Patrick Hynes	Shoemaker	Elliott St.
Mary Anne Benoist	Seamstress	on the Green

Craftsmen 1744-1749

Fouquet & Lord	Chandlers	at Pole of Candles, Meeting House Road
William Bisset	Tailor	King St.
John Calvert	Baker/Brewer	Broad St.
John Edmunds	Watch & clock maker	Broad St.
John Cart	Carpenter	
Alexander Smith	Tailor	
George Williams	Tailor	near the Church
James Adams	Butcher	
Mr. Beazly	Ship carpenter	
Thomas Roybould	Tailor	
Thomas Tew	Tailor & shoemaker	Elliott St.
Francis Larkis	Carpenter	
John Lubuck	Wheelwright	
Mr. Glen	Hatter	Elliott St.
Thomas Honabem	Carpenter	
James Paris	Sadler	
Richard Herbert	Peruke maker	
Robert Segston	Tobacconist	1. King St. 2. Elliott St. 3. Laurens & Addison's near the Market
Mr. Sanders	Sadler	Broad St.
Israel Deveaux	Peruke maker	
Elizabeth Harramond	Fan mounter	near Custom House
Moreau & Sarrazin	Gold & silver smiths	Elliott St.
Isaac Proud	Clock & Watch maker	Elliott St., moved 1748 to the Bay
William Stent	Hatter	Tradd St.
David Mongin	Clock & watch maker	King St.
Samuel Stephen	Tinman	Tradd St.
Thomas Favell	Carpenter	
John Triboudet	Vintner	Unity Alley
Samuel Dunlop	Cooper	Motte's Wharf
Samuel Smith	Carpenter	
John Scott	Gunsmith	on the Bay
Thomas Elfe	Cabinet maker	opposite Dr. Martin's
Duncan Mackintosh	Tailor	next to Judge Austin
Mr. Stone	Blockmaker	Elliott's Wharf
Patrick Maclein	Bricklayer	King St.
Thomas Lining	Carpenter & joiner	Broad St.
Mr. Radcliff	Tanner	
Batts & Delanie	Leather dresser & breeches maker	King St. at the sign of the sloop
Alexander Marshall	Cooper	
John Lewis	Shoemaker	at Thomas Elfe's
William Smith	Butcher	
James Verce	Carpenter & joiner	Bedon's Alley
Peter Timothy	Printer	Tradd, corner of King St.
John Irons	Sailmaker	Shute's Bridge
Francis Gracie	Cessman, oil maker	Church St.
Samuel Lacey	Shipwright	
Artimus Elliott	Tanner	Samuel West's house
John Hulker	Sailmaker	Motte's Wharf
Richard Mureress	Carpenter & joiner	Queen St.
Thomas Cart	Tailor	Queen St.

Craftsmen 1744-1749, cont.

Samuel Perkins
John Stronack
William Wilkings
John Nelson
Smith & Phillips
Thomas Rose

Harness maker
Armourer
Goldsmith
Butcher
Tailors
Cooper

Union St.
Broad St.
on the Bay
Motte's Wharf

Craftsmen 1750-1755

Robert Deans	Joiner	Church St.
J. Quash	Staymaker	Broad St.
Benjamin Rose	Tailor	
John Milner	Gunsmith & locksmith	Church St.
Philip Phillips	Tailor	on the Bay
Alexander McAulay	Wigmaker	
John Williams	Carpenter, joiner	near Naval office
Marmaduke Aish	Sadler	
Robert Sigston	Tobacconist	Tradd St.
Thomas Nightengale	Sadler	William Yeomans; moved 1755 to near State House
Charles Blundy	Watchmaker	next to Gabriel Manigault
John Bois de Chesne	Watchmaker	Tradd St.
John Paul Grimke	Jeweler	Broad St.
William Lupton	Cabinet maker	
Thomas Elfe	Cabinet maker	
Edward Charlton	Peruke maker	Broad St.
Abraham Croft	Scrivner	Union St.
Joseph Creighton	Peruke maker	
William Wilkings	Goldsmith	Broad St.
Peter Timothy	Printer	Tradd St.
Thomas Mellichamp	Furniture maker	Mrs. Champneys'
John Fryer	Carpenter	King St.
William Wright	Goldsmith	Tradd St.
Stephen Cater	Watch & clock maker	Elliott St.
James Rutherford	Goldsmith	Church St.
William Bisset	Tailor	Church St.
Richard Watkins	Staymaker	
Nathaniel Scott	Brewer	Queen St., moved 1754 to Broad
Thomas Rose	Cooper	Motte's Wharf
John Stronack	Smith	Simmons' Wharf
Archibald Thomson	Tailor	Union St.
James Reid	Cordwainer	at his Rope Walk
Timothy Collins	Tailor	on the Bay
Alexander Lindsey	Peruke maker	on the Bay
William Sanders	Bricklayer	Queen St.
John Perdriau	Sadler	
Jacob Warley	Sadler	corner King & Broad Sts.
John Lewis	Shoemaker	
James Courtonne	Jeweller	King St., moved 1755 to Broad St.
James Linguard	Smith & framer	Mayne's Wharf
Abraham Daphne	Carpenter	1. White Point
		2. King St.
Charles Blundy	Watchmaker	Church St.
Thomas Harvie	Umbrella mender	King St.
John Narney	Watchmaker	on the Bay
Anne Lining	Milliner	Broad St.
Elisa White	Milliner	Mr. Saxby's
Thomas Roybould	Tailor	Elliott St.
Frances Varnabaut	Silk dyer	Tradd St.
John Bradley	Hatter	Broad St.
Thomas Lining	Cabinet maker	Broad St.
John Hall	Jobbing smith	Union St.
John Hughes	Staymaker	Elliott St.
Anthony Peaseley	Staymaker	opposite Major Pinckney; moved 1755 to Queen St.

Craftsmen 1750-1755, cont.

Merryweather & Hughes	Staymakers	
Jonathan Remington	Tailor	on the Bay
John Cravel	Distiller	near the Beef Market
Charles Carrol	Peruke maker	
John Dodd	Gunsmith	Meeting St. near the Market
Augustine Stillman	Shoemaker	Tradd St.
Joseph Ward	Blacksmith	Simmons' Wharf
Samuel Patmann	Sadler	Broad St.
Samuel Franks	Peruke maker	Broad St.
Michael Jeans	Painter & glazer	
Alexander Doyle	Hatter	Broad St.
John Tremain	Cabinet & coffin maker	Elliott St.
Tresevant & Chanter	Tailors	
Edward Weyman	Upholsterer	Elliott St.
Mary Cooper	Milliner	Church St.

Craftsmen 1756-1761

Abraham Crouch	Butcher	
Thomas You	Goldsmith	Broad St., moved 1759 to Market Square
John Ward	Tailor	Elliott St.
John Bennett	Tailor	Tradd St.
John Lewis	Shoemaker	Elliott St. at sign of shoe in hand
Mary Crammer	Milliner	Next to Scotch Meeting House
Archibald Thompson	Tailor	on the Bay
Alexander Petrie	Clockmaker	on the Bay
Thomas Booden	Upholsterer	Elliott St.
John Dodd	Gunsmith	Meeting St.
Edward Weyman	Upholsterer, mirrors silvered	Tradd St., moved 1759 to Tradd, at sign of Royal Bed
Thomas Lining	Cabinet maker	Meeting St.
Walter Mansell	Tailor	Broad St.
Joshua Lockwood	Watchmaker	Elliott St., moved 1759 to Broad opposite Union St.
Thomas Rose	Cooper	Bedon's Alley
John Cossens	Tailor	Bedon's Alley, moved 1759 to Elliott, corner Gadsden's Alley
William Gowdy	Goldsmith	at Capt. Badderley's
Elizabeth Harvey	Staymaker	
Henry Walters	Clock & watch maker	Broad St.
James Courtonne	Jeweler	Broad St.
John Quash	Staymaker	at one of Mr. Brailsford's tenements; moved 1759 to Tradd St.
Alexander Doyle	Hatter	Broad St., sign of Hat in Hand
Michael Scheurer	Painter & glazer	King St.
Alexander Cormick	Tailor	Church St.
Hart & Hawes	Chaise makers	Queen St.
Pendergras & Proctor	Tailors	Meeting St.
Mary Cooper	Milliner	Church St.
John Perdriau	Sadler	opposite Beef Market
James Dryden	Staymaker	Church St.
Mr. Fairweather	Peruke maker	Church St.
Tew & Bury	Tailors	at Tew's house
William Miller	Carpenter & joiner	King St., moved 1760 to Tradd St.
Benjamin Lord	Leather dresser & breeches maker	Bedon's Alley
John Paul Grimke	Jeweler	Broad St.
John Davison	House & ship planning, painting, glazing	
Deans & Baker	Carpenters	
Margaret Wall	Milliner	Tradd St.
Thomas Blumket	Cooper	Meeting St.
Frederic Holzendorff	Sadler	King St.
James Starnes	Peruke maker	Elliott
David Stephens	Carpenter, joiner	Queen St.
Francis Gottier	Silversmith	Broad St.
Elizabeth Dryden	Milliner	Church St.
Justina Dale	Seamstress	Church St.
George Sped	Sadler	Broad St.
Benjamin Hawes	Chaise maker	Union St.

Craftsmen 1756-1761, cont.

Saunders & Scrivener	Seamstresses & milliners	King St.
Logan & Williams	Tailors	
Isebella Wish	Staymaker	Broad St.
Jeremiah Theus	Limner	Broad St.
Abraham Haney	Butcher	King St.
Michael Matthias	Tobacconist	
Mary-Anne Valois	Seamstress, milliner	in alley leading from Meeting to King St.
Charles Blundy	Watchmaker	on the Bay
John Robertson	Brass founder	King St.
John Kirkwood	Watch & clock maker	Church St., moved 1761 to Broad St., sign of the Dial
John Williams	Tailor	Church St.
John Littlejohn	Watch & clock maker	Elliott St.
Joshua Snowden	Hatter	opposite Beef Market
Charles Mott	Hatter	King St.
Frederick Hoff	Keyboard tuner	King St.
Jacob Warley	Sadler	King St. at the Saddle
Stedman & Bremar	Peruke makers	Elliott St.
John Winckler	Silversmith & chaser	near State House
Augustine Stillman	Cordwainer	Tradd St.
Henry Christie	Joiner & carpenter	Dupuy's Alley
William Sommerville	Bricklayer	
John Voght	Tobacconist	near the Block House without the town gate
Peter Hall	Cabinet maker	on the Bay
Jordan & Henderson	Peruke makers	on the Bay
John Narney	Watchmaker	

Craftsmen 1762-1767

John Ward	Tailor	Church St., moved 1765 to Broad
John Paul Grimke	Jeweller	Broad St.
Peter Butler	Peruke maker	Broad St.
Thomas You	Clock & watch maker	near Beef Market at the sign of the Golden Cup
Thomas Mellichamp	Wheelwright	
Thomas Nightengale	Sadler	Meeting St.
George Wood	Bookbinder, stationer	Elliott St., corner of Gadsden
Richard Hart	Chairmaker	Queen St.
James Courtonne	Jeweller	
Mary Baker	Seamstress	Bedon's Alley
Tew & Burn	Tailors	on the Bay
Sarah Bradley	Seamstress	behind the State House
Sarah Quash	Staymaker	
Benjamin Hawes	House & ship painter & glazer	Union St.
Mrs. Forrester	Milliner	Bedon's Alley
John Përry	House carpenter	near Ashley Ferry
Elizabeth Harvey	Staymaker	King St.
John Packrow	Cabinet & chair maker	Tradd St.
Richard Bird	Upholsterer	Church St.
Rebecca Weyman	Maker of curtains, bed & chair covers	Queen St.
Wilkins & Norman	Gunsmiths	King St.
How & Roulain	Joiners & cabinet makers	King St.
Peter Hall	Cabinet maker & upholsterer	Queen St.
Elizabeth Hall	Milliner	Queen St.
William Wayne	House & ship painter & glazer	Beale's Wharves
Robert Keowin	Shoemaker	corner of Queen & Meeting Sts.
James Roulain	Tailor	King St.
Philip Menjing	Blacksmith	King St.
Melchior Worley	Butcher	
Townsend & Axson	Cabinet makers	Tradd St.
Anne Baron	Milliner	Church St.
Jacob Warley	Sadler	King St.
Frederick Fopel	Makes & mends stringed instruments	Union St.
William Gowdy	Gold & silver smith	on the Bay
Anne Maurounet	Seamstress	Broad St.
William Patterson	Pastry baker	Broad St.
John Winckler	Gold & silver smith & chaser	on the Bay, corner of Unity Alley
Patterson & Balfour	Pastry bakers	
Joseph Wilkins	Gunsmith	
John Kirkwood	Watch & Clock maker	on the Bay at the sign of the Dial
John Johnson	Cleans & repairs watches	Elliott St.
Luke Hughes	Rigger	Broad St.
John Norman	Gunsmith	King St.
Thomas Rose	Cooper	Motte's Wharf
John Narney	Watchmaker	on the Bay
William Williams	Tailor	Broad St.
Walter Greenland	Carpenter, joiner	Queen St.
Andrew Hibben	Watch & clock maker	Elliott St.

Craftsmen 1762-1767, cont.

Margaret Cresswell	Pastry cook	Broad St.
John Dodd	Gunsmith	Meeting St.
John Blott	Paper hanger	Union St., moved 1765 to Queen St. in Dean's Square; 1765 to Meeting St.; 1767 to Meeting St.
Mr. Matthews	Shoemaker	Union St.
Jonathan Sarrazin	Jeweller	corner Broad & Church at sign of Teakettle & Lamp
Philip Tidgman	Jeweller	Meeting St., moved 1764 to Broad St.
John Oliver	Watchmaker	Broad St.
Darby Pendergrass	Tailor	Elliott St., corner of Gadsden's Alley, moved 1764 to Meeting Queen St.
Benjamin Baker	Carpenter	Broad St.
Imanuel Cortisoz	Tobacconist	Church St.
William Robinson	Coach & harness maker	corner of King & Queen Sts.
John Mason	Upholsterer	Church St.
Benjamin Forst	Copper smith	at Wilson's tanyard, White Point
Alexander Learmouth	Tanner & currier	corner of Broad & Meeting Sts.
Jacob & Solomon Proby	Brass founders	Friend St.
Nathaniel Scott	Brewer	Church St.
George Balfour	Baker	Burn's Wharf
John Hughes	Ship joiner & carpenter	corner of Market Square
Nightengale & Edwards	Sadler	Tradd St.
Robert Kirkwood	Carpenter	Broad St.
Sarah Hatfield	Milliner	house lately occupied by Abraham Crouch
Oliver Cromwell	Tailor	Bedon's Alley
Anne Webley	Milliner	Trott's Point
John Watson	Gardner	Church St.
Eleanor Dryden	Milliner	Meeting St.
John Duvall	Staymaker	
Thomas Brickles	Umbrella mender	Friend St.
Thomas Young	Bricklayer	King St. at St. George & the Dragon
Joseph Atkinson	Chandler	Union St.
James Mylne	Baker	Bedon's Alley
Henry Timrod	Tailor	Tradd St.
William Bell	Tailor	on the Bay
Henry Davis	Haircutter, peruke maker	Union St.
Frances Swallow	Milliner	King St.
Erskin Heron	Jeweller	
William Waldren	Staymaker	King St.
Lebaut & Johnson	Smiths	
Thomas Harvey	Butcher	King St.
Thomas Horsey	Tinplate worker	Meeting St.
Benjamin King	Survey instrument maker & mender	Simmons' Wharf
Richard Fowler	Upholsterer	Union St.
John Hatfield	Chandler	Broad St.
Sarah Damon	Milliner	Union St.
Joseph Hancock	Shipwright	Elliott St.
Thomas Coleman	Upholsterer	behind St. Philips Church
Benjamin Hawes	Painter	
William Edwards	Sadler	
John Rantowle	Tailor	at Alexander Campbell's house
Robert & Samuel Burn	Sadlers	Broad St.
John Reid	Wheelwright, cart & plow maker	Old Church St.

Craftsmen 1762-1767, cont.

Thomas Fell	Tailor	Elliott St.
Fechtman & Tyrell	Staymaker	Broad St.
Joseph & William Badger	Painters & glazers	
David Henderson	Peruke maker, haircutter	Broad St.
Mr. Gottier	Silversmith	Broad St.
Henry Folke	Vintner	
Thomas Wood	Carver, cabinet maker	
Thomas Flyod	Clock maker	Burn's Wharf
Robert Hunter	Gardener	up the Path
Joshua Lockwood	Watchmaker	Broad St.
Lyon & Gillecilbeau	Peruke makers & haircutters	Broad St.
John Carne	Cabinet & coffin maker	at John Stephenson's
Lewis Turtaz	Limner	Church St.
Oliphant & Henderson	Jewellers	Church St.
Martin Lenard	Ropemaker	King St.
Thomas Barton	Sadler	King St.
John Speissegger	Organ maker	on the Green
Joshua Eden	Turner	King St.

Craftsmen 1768-1770

John Ward	Tailor	
Jonathan Sarrazin	Jeweller	Broad at Church St.
John Lampert	Wheelwright	Meeting St.
John Mathewes	Shoemaker	
Abraham Pearce	Cabinet maker & carver	Broad St.
Ann Nichols	Seamstress	Church St., moved 1769 to Bedon's Alley
Francisco Duriaco	Stringed instrument mender	Union St.
Ballantine & Kinfoil	Tailors	Queen St.
Laurence Gilchrist	Baker	King St.
William Axson	Cabinet maker	White Point
Alexander Kirkwood	Watch & clock maker	Broad St.
Thomas Ivers & Co.	Ropemakers	1. on the Bay 2. Ropewalk at north side of town
Williams & Proctor	Tailors	Bedon's Alley
John Oliver	Watchmaker	Meeting St.
James Oliphant	Jeweller	Broad St.
John Blott	Paper hanger	Bedon's Alley
John Baltz	Bread baker	
David Wise	Sadler	corner Beef Market & Broad St.
Samuel Fley	Cooper	Beale's Wharf
Benjamin Hawes	Painter, glazer, coach & harness maker	behind the Old Church
George Wood	Bookbinder & stationer	Elliott St.
Abraham Delaney	Portrait painter	Broad St.
William Johnson	Blacksmith	Elliott's Wharf
Arthur Downes	Watchmaker	Broad St.
John Edwards	Chandler	at William Edwards'
George Flagg	Painter, glazer	
Richard Hart	Coach & chair maker	next to Mr. Cannon
Eleanor Bolton	Pastry cook	opposite Bennet Oldham
Joseph Roper	Turner	Meeting St.
William Reed	Wheelwright	Meeting St.
John Watson	Gardener	
Philip Tidgman	Goldsmith	Broad St.
Samuel Hopkins	Baker	Tradd St.
Beglie & Mason	Shipwrights	
James Courtonne	Jeweller	Broad St.
John Alwood	Painter	Queen St.
Jenkins & Hodson	Joiners & carpenters	King at Queen St.
Joshua Eder	Chairmaker, spinning wheels	King St.
Joseph Edmunson	Tailor	Tradd St.
Willism Williams	Tailor	Bedon's Alley
Richard Burklue	Umbrella maker	Church at the sign of the Umbrella
Joerge & John Blaikie	Coopers	
Mrs. Stakes	Milliner	King St.
Richard Latham	Gunsmith, cutlerer	King at the Crossed Pistols
William Edwards	Sadler	
John Nutt	Cabinet maker	King St.
Joseph Fournier	Drawing maker	King St.
Jacob Warley	Sadler	King St.
William Stephens	Cutlerer	Church St. north side of Beef Market

Philip Tidgman	Jewelry	Broad St.
Donald Bruce	Dry goods	Church St.
Mr. Stott	Cutlery	Bedon's Alley
Harvey & Baty	Dry goods	Gadsden's Alley
Thomas Turner	Sugar, mahogany	Wragg's Wharf
William Hinckley	Rum, sugar, coffee	Longitude Lane
Nathaniel Russel	Rum, candles, sugar, etc.	Beale's Wharf
James McCall	Miscellaneous goods	Tradd St.
Griffith & Cape	Miscellaneous goods	on the Bay
David Stoddard	Tea, oil, wine, etc.	on the Bay
John Calvert & Co.	Ale	the Brew House
Andrew Lord	Miscellaneous goods	
John Potter	Beer, bread, ham, etc	near the Beef Market, moved 1770 to Elliott's Wharf
Christopher Simpson	Miscellaneous goods	Queen St.
Jamieson & Simons	Miscellaneous goods	on the Bay
William Sykes	Foodstuffs	Beale's Wharf
Elizabeth Knight	Dry goods	
Francis Ayrton	Dry goods	on the Bay
Mr. Sherman	Dry goods	Tradd St.
Head & Gidell	Dry goods	
Philip Hawkins & Co.	Linens, hose, etc.	Tradd St.
John Edwards & Co.	Miscellaneous goods	
Isaac Motte & Co.	Miscellaneous goods	on the Bay
Bonneau & Slann	Miscellaneous goods	on the Bay
William Stakes	Dry goods	King St.
John Booth	Dry goods	Elliott St.
George Davidson	Spirits	Beale's Wharf
William Fitch	Condiments, spirits	Tradd St.
Brian Cape	Miscellaneous goods	
Wilson & Poinsett	Drugs	on the Bay
William Baker	Dry goods	Tradd St.
Henry Rugeley	Dry goods	corner Tradd & Church
James Bolten	Miscellaneous goods	
Parker & Hutchings	Miscellaneous goods	Church at Elliott St.
Newman Swallow	Spirits, foodstuffs	on the Bay
Ancrum & Chifelle	Dry goods	Broad St.
Constant Freeman	Rum, candles, etc.	Beale's Wharf, Store #5
Joshua Lockwood	Jewelry, watches, clocks	Broad St.
John McDonnell	Linens, etc.	Elliott St.
William Hales	Stockings	
Simon Tuffs	Rum, oil, raisins, etc.	
William Price	New anchors, fabrics	on the Bay
John Watson	Seeds, plants, shrubs	
Ancrum & Loocock	Flour, bread	
John Channing	Rum, soap, etc.	New Market Wharf
Henry Marque	Spirits	Governor's Alley
Gibbes & Harvey	Spirits	Broad St.
John Woodberry & Co.	Dry goods	Near new Exchange
Robert & John Smyth	Rum, coffee, etc.	on the Bay
Thomas Shute	Miscellaneous goods	Elliott's Alley
Brailsford & Moncrief	Dry goods	on the Bay
George Greenland	Rum, sugar, starch	Elliott St.

Merchants 1768-1770

William Hulme	Tea, porter	Elliott St.
Paul Townsend	Dry goods	Broad St.
Robert Smyth	Cordage, rum, wines	
Thomas Rutledge	Dry goods	
Thomas Shirley	Flour, rum, etc.	
Mansell, Corbett & Co.	Miscellaneous goods	Tradd St.
Jonathan Sarrazin	Jewelry, plate	corner Broad & Church Sts.
Rutledge & Lesseps	Miscellaneous goods	Broad St.
Samuel Peronneau	Wine, bread	Tradd St.
Nowell & Lord	Dry goods	
Wilson, Coram & Co.	Dry goods	Broad St.
Waring & Shephard	Dry goods	On the Bay, south corner of Guard House
James Drummond	Miscellaneous goods	Tradd St.
William Greaves	Dry goods	Tradd St.
Martha Logan	Seeds, bulbs, shrubs	Meeting St., 3 doors without the Gate
Edward Lightwood	Rum, etc.	Tradd St.
Theodore Gaillard	Miscellaneous goods	Church St.
Andrew Lord	Dry goods	at a back store lately possessed by Inglis, Lloyd & Co.
William Marshall	Miscellaneous goods	on the Bay
William Harrop	Dry goods	Tradd St.
Darbey Pendergras	Dry goods	on the Bay
Torrans, Poaug & Co.	Spirits, potatoes	
Charles Stocker	Spirits & condiments	Tradd St.
John Paul Grimke	Jewelry, plate	Broad St.
John & William Baker	Dry goods	Tradd St.
William Simpson	Miscellaneous goods	Tradd St.
Carne & Wilson	Drugs	on the Bay
John Greenwood	Candles, soap, etc.	Broad St.
George Thomson	Dry goods	Tradd St.
Robert Sherman	Miscellaneous goods	Tradd St.
Mrs. Morand	Claret	Broad St.
Thomas Walter	Miscellaneous goods	Broad St., moved 1769 to the Bay
John Schermerhorn	Miscellaneous goods	Champney's (Simmons') Wharf
John Brewton	Dry goods	Champney's Wharf, store #1
John Benfield	Bread, sugar, spirits	Tradd St., moved 1769 to Elliott
Mary Stevens	Rum, wine	Longitude Lane
Nicholas Longford	Prints, books, mathemati- cal instruments	Broad St.
Thomas Buckle	Dry goods	on the Bay
Dewar & Bacot	Miscellaneous goods	
Wilson, Coram, Wayne & Co.	Dry goods, wine, beer	Broad St.
Alexander Gillon	Miscellaneous goods	Broad St.
David Dott	Dry goods	on the Bay, moved 1769 to Elliott
Loughton & Smith	Plains (fabric)	opposite Post Office
Peter Leger & Co.	Dry goods	on the Bay
Harleston & Bonneau	Spike nails	
George Cooke & Co.	Miscellaneous goods	Broad St.
Mansell, Corbett & Roberts	Dry goods	Tradd St.
Webb & Doughty	Miscellaneous goods	
Thomas Gadsden	Dry goods	
Daniel Bordeaux	Rum, soap, flour, etc.	Tradd St.
Andrew Rutledge	Dry goods	

