The Easton Star.

T. K. ROBSON, Editor. | Devoted to Politics, Literature, Agriculture, Foreign and Domestic News. | $1.50 per Annum, if Paid in Advance.

NEW SERIES. | EASTON, MD., TUESDAY, MARCH 6, 1888. | VOL. XXIII.—NO. 26.

EASTON

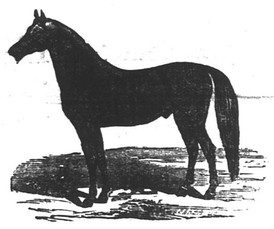
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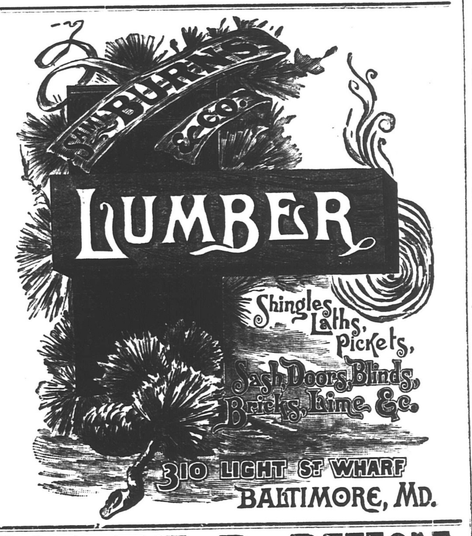
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Miscellaneous.

THE WORTHIES OF TALBOT:

BEING CONTRIBUTIONS TO A HISTORY OF THAT COUNTY.

HENRY CALLISTER.

Among those persons who were arriving in the year 1742 by one of the numerous ships trading between Liverpool, England, and Oxford, Maryland, was a young man, able, intelligent, ambitious and poor, who, without pretending to any such lofty and disinterested motives as were said to have actuated the early settlers in Maryland—such as a "laudable zeal for extending the christian religion and also the territories of our empire" as our Charter hath stated—but with sole purpose of taking advantage of those opportunities for bettering his fortune which, denied in the old country, were offered to him and all others in the new, came to America, and became a resident of this county. This young man was Henry Callister. Without the distinction of high public office or the eclat of brilliant performance, by his many useful services, and equally by certain eccentricities of opinion and conduct, he drew such attention of the community or communities in which he lived as few men of his day, of superior prestige were able to win. For what he was and for what he did, he is not undeserving of such commemoration as can be given by some imperfect account of his life of failures and disappointments, drawn from materials furnished by his own hand. In the keeping of the librarian of the Protestant Episcopal diocese of Maryland there is a large collection, probably as many as one hundred or more, of the letters of this Mr. Callister to his relatives and friends in the old country, or to the commercial houses of England and America of which he was either the factor or the independent customer. They are copies of his letters, made with much labor at a time when there were none of those ingenious devices for duplicating writings that are now employed. At one time this collection of letters was in the keeping of the Goldsboroughs of 'Myrtle Grove', who were the kinsmen by marriage of Mr. Callister, and they came into the possession of this family through Mr. Callister's daughters, the frequent visitors to this home of wealth, refinement and intelligence, where probably some of them ended their days. These letters fell into the hands of certain annalists or putative historians who have left marks of their ravening in the many interruptions of continuity in what at one time was a connected series extending over many years. There are lacunæ which can only be filled by the recovery of letters which have been very evidently abstracted. It is lamentably true that there is often little regard paid by persons engaged in historical research to the sacredness of original documents confided to their confidential examination: and that there often exists a very obtuse sensibility to the criminality of surreptitiously carrying off portions of such documents that may be of use to the [illegible] rigator, in order to save the labor or expense of transcription. It is probable that the many letters which have been removed from this collection of Henry Callister may yet be recovered, as some of them have been published and the remainder may be among the papers or in the hand of the person authorizing the printing of these few. What is known of Mr. Callister and most of that which shall be related of him has been drawn from this collection: but there are slight references to him in the records of Talbot and Queen Anne's counties, and a few traces of him discoverable in the old Maryland Gazette. Much that shall be said will be conjectural, or based upon purely circumstantial evidence, for no one of his blood has taken the pains to perpetuate any of the incidents of his life—not so much as the places and dates of his birth and death.

There is but little doubt that he was a native of the Isle of Man and in early life a resident of the town of Douglas, where his family lived, and is still represented. Assuming, what is circumstantially probable, that upon his arrival in Maryland he had passed, by several years, the term of his minority, he must have been born somewhere about the year 1716 or 1717. He was one of six sons (Anthony, Robin, Ewan, Hugh Thomas and John) of a widowed mother who died in 1743. It is very evident that his education was intended to fit him for some other avocation than that of a commercial agent or merchant.* He did not possess a knowledge of the Greek and Latin, he had read and appreciated the master-pieces of those languages as translated into his vernacular. He was acquainted with French, acquired probably during a short residence in that kingdom, for one of his extant letters is written in that tongue. Many references to books in his library which he brought to America, or which he imported after coming, indicated his familiarity with the English classics and contemporary literature. It is evident also that he was well informed in certain branches of [illegible] science, zoology and botany, of which he seems to have been very fond, as will be hereafter noticed.

If the conjecture be true, and it is merely conjectural, that his early education was intended to prepare him for one of the liberal professions, discouraged either by a consciousness of a lack of a natural capacity, a deficiency of moral qualifications, or what is more probable, by the narrowness of his means, from persevering in a path which had been marked out for him by parental partiality or chosen by personal ambition, he appears to have soon abandoned all hope of advancement through those professions in which long scholastic training is necessary, and of which the rewards were dilatory in coming. He therefore, according to one of those letters which were abstracted from the collection mentioned, entered into "a regular apprenticeship in a compting house shop and cellars at home, afterwards two years more in a compting house in Dublin and one year in France." After this, it appears, he went to Liverpool, then growing to be the great emporium of American Commerce, largely through its participation in the slave trade and later in privateering, so nearly akin to piracy, in both of which, as agent but not as principal, he became engaged. In this city he met with many countrymen, Manx men, and through them he found employment in the commercial house of Foster Cunliffe & Sons, who were ship owners and merchants trading with the West-Indies, Virginia and Maryland, having their 'factories' and 'factors', as their warehouses and agents were called, at several points upon the Chesapeake, Oxford apparently being the principal depot and Robert Morris, at the time under consideration, the chief manager. How long he remained at Liverpool is not known, but evidently his stay was brief. Discovering that promotion was likely to be slow and the chances of advancing his fortunes but slender in a city to which the adventurers from all quarters of the Kingdom were flocking, he turned his eyes to those countries of which he was receiving glowing accounts from the Captains of the vessels belonging or consigned to the Messrs. Cunliffe. Finally he asked that he might be sent out to Maryland as an under-factor. Accordingly he entered into a contract with the firm that he should serve them in that capacity for five years, with an annual compensation of twenty pounds sterling, with "the privilege all this while of selling my own goods in the store," according to the letter already quoted.* After such preparations as we may suppose one would make, who was leaving behind all those whom he held dear, and sundering associations that had afforded in the past and were promising in the future his greatest pleasures, he was dispatched "with good recommendations" by one of the ships owned by this commercial house to Oxford, with instructions to report to Mr. Robert Morris, their chief factor at that port.† He seems to have arrived in Talbot about the middle of 1742, for his first letter addressed to the senior partner, Mr. Foster Cunliffe, of which a copy has been preserved, is dated August 1st of that year, and another letter addressed to Mr. Ellis Cunliffe of the 14th of September, 1743, speaks of his having been in the country just one year. Very soon after his debarcation he was sent to Cambridge, where the Cunliffes had a factory, and where he seems to have remained a considerable time—long enough at least to become interested in a young lady, whose favor he failed to secure on account of a scandal, the truth of which he denied in a letter of singular frankness to the object of his passion, and attempted, in effectually it would seem, to shift the consequence of an illicit connection from his own doon, where it had been laid, to that of his fellow clerk, Mr. Hanmer. He soon, however, returned to Oxford, and there remained during the five years of his indenture as under factor of his 'masters,' as he calls the Messrs. Cunliffe, the chief factor as before mentioned being Mr. Robert Morris ‡

"The collection of Mr. Callister's letters contains much that is of little permanent interest, but there are many passages which merit the attention not of the biographer only, who would trace the character and career of this worthy, but also of the historian of the county and State, as illustrating, perhaps as illuminating subjects and events of prime importance. Omitting, for the present, those references to incidents of a strictly personal nature which these letters contain, those relating to subjects of a more general significance may first receive some [illegible] ears the town and port of Oxford" had been growing in importance as a place of trade. The flood tide of its prosperity may be said to have marked its highest point during the time of his residence there, and the ebb of its decline to have set in soon after he abandoned its once busy streets and frequented harbor. In a letter of Jan. 10th, 1743, he speaks of there being "twice as many buyers in the county this year, as heretofore." In the year following he notices the decline in the quantity of peltries offered for sale at the factory. In 1750, soon after the death of Mr. Morris he says of the factory at Oxford, "its present state and circumstances cannot be equalled by any in Maryland, owing to the good management of your late factor there." He mentions the fact of Alderman Gildart having a factory at the same port in 1744 and of Mr. Anthony Bacon, the brother of the Rev. Thomas Bacon, having once "kept a store on this river, and is now a merchant of London." This Mr. Bacon formed a copartnership in 1745 with Mr. James Dickinson, and had "a great store at Dover on Choptank," and others elsewhere. When Callister became an independent merchant, the London House of Mr. Bacon furnished him with goods as long as his credit was unimpaired, and that it did not continue to do so, gave him much offence, which he plainly expressed in some of his letters. He refers incidentally to other persons having stores either in Talbot or Queen Anne's counties: thus after his removal from Oxford to the Head of Wye, he mentions a Mr. Banks as being a merchant of his neighborhood. In a letter of Aug. 5, 1747, he gives the names of several persons apparently having stores—Bennett, Brown, Nicols, R. Goldsborough, I. Goldsborough". He says "Bennett will have a store at Wye town, another at home. R. Lloyd and E. Lloyd have only goods for their own families. Mrs. R Lloyd says they are cursed dear; so are P. Emerson's." ‖ In a letter to Messrs Foster Cunliffe & Sons of Oct. 4, 1760, he refers to new firms for business in his neighborhood. One, having the style of Anderson & Company, [illegible] derson of London, Mr. Robert Morris and Mr. I. Hanmer of Maryland. Their store was said to be eight miles from his at Head of Wye, and of this Mr. Jonathan Nicols was the factor. He intimates very clearly, in a letter written after Mr. Morris' death, his belief that Mr. Morris and Mr. Hanmer, the head factors of the Messrs. Cunliffe, had been conducting this business clandestinely, or without the knowledge or consent of their principals. He also intimates that Mr. Morris had been playing the same game at Dover under the firm name of Anthony Bacon & Company. He said explicitly: "Mr. Morris in his most unguarded hours never gave me the least hint of it. * * * If he has not himself advised you of this proceeding, them I am right." These insinuations made under the guise of solicitude for the interests of his "masters", against the probity of a man who had doubtless, from the day of his landing, befriended him, and who was probably the greatest merchant of his day in Maryland, gives us a view of Mr. Callister's character the most unfavorable. Evidently there had existed a jealousy of Mr. Morris' personal standing with the Messrs. Cunliffe, and envy of his commercial success and eminence. Of this Mr. Robert Morris of Oxford, whose name has a celebrity from its being borne by the signer of the Declaration of Independence and distinguished financier of the Revolution,* his son, a separate memoir has been prepared, in which will be found many references to Mr. Callister, who seems to have enjoyed a more intimate relation with him than usually subsists between superior and subordinate. Mr. Callister was with him in his last hours, and was remembered in his last will, with these words: "I give to my friend Henry Caleister, Merchant, six volumes that he shall chuse out of my Library, and ten pounds sterling and one mourning ring and one of my mahogany armd chairs."

The 'factories' of the Messrs. Cunliffe were supplied by them with every article of luxury or necessity demanded by the people of the county including cloth from the Isle of Man, wine from the Madeiras, spirits and sugar from the West Indies and negroes from the coast of Africa. In payment for these their ships took homeward tobacco, 'skins', wheat, pork and lumber—perhaps little else. At or about the time of the coming of Mr. Callister, the chief factor at Oxford had introduced, in default of a good law for the grading of tobacco a system of private inspection, for which duty skilled receivers were appointed. In a letter of July 1745 Mr. Callister said: "I dare say you will meet with very little bad 'obacco this year: indeed most of the planters are as great knaves as ever, but the receivers are not so. They refuse, I believe a third part as much as they receive and the planters cull it over again and get sometimes a hogshead or two out of two or three bad Though the receivers are so hard to please, we find a good deal of trash that has escaped them, after fetching it in, which we debit the planter for." In the following year the matter of a general inspection law came before the General Assembly of the Province, and as every contemporary reference to the politics of Maryland, at a period when the public press gave so little information of public affairs is of use to their understanding, the following extracts from a letter of Mr. Callister to his "masters" dated May 4, 1746 may possess some value. "We are in great hopes of getting an Inspection law made. Our Assembly seems to have it in their heads and it is approved by most of the Clergy and Officers, who were the chief objectors at first, and the Planters are in general convinced of the necessity of some [illegible] Some are for a burning law, such as they have had formerly in Maryland. Another plan has been proposed, but as it is blended with the Revenue bill for 2£ 9s stg., further duty per hhd., on Tob'o exported (a scheme to pay quit rents which they had under consideration last year and which the Government is very earnest for,) and as the Tob'o. is there confounded with other branches of trade that ought to stand on their own bottoms, I hope they will find out a better method than to set up an insignificant lumber trade at the expense of the Tob'o. trade which is the only great support of the Colony. The Revenue bill is the absurdest scheme that ever was invented, yet many are for it, though its most potent advocates can offer no better reason to support their opinions than that the people desire it, and that if the Planters lose by it, they will not be sensible of the loss, because then the Merchants and Shippers will pay the Land Rents, both for them and those that make no tobacco; not considering that the merchant knows how to proportion his price to their incumbrances—a strange delusion and at the same time a very poor compliment to Messieurs the Planters to imagine them so stupid and insensible of their interest that they will suffer themselves to be so grossly imposed on. * * * But further as to the Inspection plan: it is by some proposed, besides the Officers and Clergy allowing a reduction of their fees in proportion to the inferiority of the staple when regulated and improved, that the merchants &c. shall also proportionably abate their bonds and outstanding debts, [no] doubt they ought to be consulted upon an affair where their property is so much concerned; which, however unreasonable it may be to retrench any thing of a just debt that was contracted to be paid in Toba'o of the same quality that this scheme is calculated to give it, as it actually will be so much better than they can otherwise have it, I believe the merchants will find it to their account in subscribing to these terms." While tobacco continued up [illegible] Calvert [illegible] ing the service of the Messrs. Cunliffe, to be the principal article of export in their ships, already it has been discovered that the lands of this and the adjoining counties possessed that peculiar adaptation to the growth of wheat for which they have since become celebrated, and the culture of this grain, which here grows to such admirable perfection, was gradually supplanting that of the "Sot Weed" which does not attain the excellence it displays in other sections of the State In an inventory of the stock of Messrs. Cunliffe at Oxford taken by Mr. Callister in 1766 there are items of 8486 bushels of wheat in the graneries and only 7 Hogsheads of tobacco in the warehouse. The former was valued at three shillings and six pence currency per bushel and the latter at three pence currency per pound; or by reducing these prices to Federal money at the rate of two dollars sixty six and two thirds cents to the pound Maryland currency we discover that in our golden age, in the "good old times" of 1756 wheat was worth in Talbot county at tide water only forty six and one-half cents and tobacco but three and one-third cents, which may be consolatory to the farmers of the present time. The article which was the first to be exported from Maryland namely peltry, was diminishing in quantity with the spread of the settlements, and accordingly we learn from a letter of Mr. Callister already quoted that at Oxford 'skins' were scarce in 1748, but were still an object of commerce. He mentions in another letter the exportation of 'walnut logs and plank,' and to this more than to home consumption may be attributed the rapid destruction of a valuable timber and the almost complete extermination of a beautiful ornamental tree which grows when permitted with great vigor and luxuriance in the soil of Talbot. In Mr. Callister's letters there are many casual references to the participation of the Messrs. Cunliffe in the slave trade which they carried on both directly with the Coast of Africa and indirectly through the Barbadoes. Thus after the death of Mr. Morris in a communication addressed to the Liverpool house he said: "you gave him a very remarkable proof of your particular indulgence by admitting him a partner in the Oxford snow for the Guinea trade." There are references to a trade with Senegal also. The allusions to the arrival of ships at Oxford from the West Indies with negroes on board are so numerous as to indicate that this kind of commodity very commonly made a part of the cargoes from those islands. There is not positive evidence in the Callister letters that the Cunliffe's engaged, as many of the Liverpool merchants of the time did, in private predatory naval warfare after the breaking out of hostilities between England and France, in the year 1744; but there are intimations that in the fall of that year it was in contemplation at Oxford to fit out the new ship Cunliffe, then just completed at Skillington's Point at the mouth of Trippe's creek, as a privateer. It appears however that she went to sea as an armed merchantman prepared to defend herself and cargo rather than to spoil the enemy, but perhaps ready to attack vessels of her own class if there should be favoring opportunities. She encountered on the 7th of January, 1745, a French privateer of twenty guns and two hundred men, off Cape Clear, when a severe fight ensued. The Cunliffe succeeded in driving off the enemy and arrived safely at Liverpool, but she lost her brave captain in the engagement. Referring to this action in a letter of July 28th, 1745 to his fellow clerk in Liverpool, Mr. Robert Whitfield, he said: "Though we are with reason concerned for poor Captain Pritchard's misfortune, yet his gallant behavior in defending his ship and his safe arrival are very agreeable news to us. * * * Capt. Pritchard and his crew behaved as they ought to do. He died with glory. His epitaph is prettily done and has been printed in the Maryland Gazette. I dare say those of our Commanders here will behave [illegible] ill in such circumstances, but God avert the occasion."¶

There are in Mr. Callister's letters many references to the war with France, declared in 1744, and known as 'King George's War.' Into this war the colonies of Virginia and Maryland entered in a kind of half-hearted way, but those of New York and New England with much more spirit and vigor, as they meant to convert it into one of conquest. These references scarcely merit notice, for they add nothing to our knowledge of the events which were occurring, and which were merely preliminary to the great contest for supremacy upon this continent that came on a few years later; nevertheless, as they may be illustrative of the temper, of Maryland, some of them may be quoted. In a letter to Mr. John Lewellin of Ramsay of Aug. 13th, 1744, there is some political and military information imparted to his correspondent respecting the war then in progress, in which Spain as well as France was involved—of the treaty with the Six Nations, of the fitting out of privateers and the capture of prizes, &c., &c. In a letter to Mr. Robert Whitfield of Liverpool, dated Nov. 25th, 1744, he says: "Immediate upon the news of your having declared war against France in England, we did the same in Maryland; and a pretty condition we are in for the war. I hope our neighboring colonies will fight for us North and South, and the Indians have promised us they wo'nt let the French come down upon us in the West. But I believe there will be no attempt made upon us. Our poverty will protect us." Again in a letter of May 4th, 1746, he said: "Our Parliament had a sitting lately. They did no business but to grant 100£ sterling to be given to the Indians to engage 'em on our side against the French, who 'tis said have been tampering with them. The meanness of the present bribe or subsidy, whatever it may be termed, is matter of ridicule to our neighboring colonies. The Pennsylvanians say it is intended to furnish the Indian call it a present of an Indian Tomhawk; but as the Governor more seriously expresses it in his speech at the breaking up of the Assembly, they have put the Province to 600£ expences to give 100£ to the Indians', and desires them to consider the absurdity of it at their next meeting. There is a great deal of bad blood betwixt them, which binders their doing of business." In a letter to Mr. C. Craven of Aug. 21, 1746, he speaks of Maryland having raised three hundred men for the French war, of the factors at Oxford having clothed them in a 'livery' or uniform of "Manx cloth faced with red and blue, half thicks (?)." He adds, "I don't think there's above a score of the Natives or Country born in these three Companies. The remembrance of the Spanish massacre is terrible to them." In another letter railing at the people for their slackness, he says: "We are a parcel of mean-spirited fellows in this provinces." "They are still worse in Virginia." In a letter to Mrs. Dufour, mindful of the foible of her sex, he writes: "We are busy here about reducing Canada. We have clothed the best part of that share of the forces furnished by Maryland, with Manx cloth out of our store, faced with red. You never saw the Manx russet make so smart a figure in your life. I was the first that beat up for volunteers, and in half an hour got fifteen men. It was fifteen days before they got shirts for these fifteen men. Bear skins and indian scalps in abundance, by and by."

TO BE CONTINUED.

*In the Lansing train the other day an old man shoved up a window as the locomotive whistled for a crossing, and stuck half his body out to see what the row was about. The brakeman happened to pass through the car, and, seeing the situation, he said:

"Better take your head in, sir."

"Why?"

"Because you might strike a post or switch."

"Y-e-s, that's so," muttered the man as he pulled himself in and sat down, "and the railroad would hop onto me for damages. It's better to be on the safe side."—Detroit Free Press.

Look before you leap in business, and think before you swallow—in medicine; but know once for all that Lexador is pre-eminently the liver-regulator and blood-purifier of the day. Price 25 cents.

Suffer not disappointment by employing too many "cures:"—but for the diseases of infancy use Dr. Bull's Baby Syrup which never disappoints, and costs only 25 cents a bottle. At all druggists.

If a girl at the summer hotel fails to read the Atlantic Monthly and receives letters in common yellow envelopes the Boston girl does not regard her as a desirable acquaintance.—Philadelphia Call.

Do not marry for riches, my son, but remember that the husband of an heiress is seldom obliged to get up at 5 o'clock in the morning and build the fire.—Texas Siftings.

To Assist Nature

In restoring diseased or wasted tissue is all that any medicine can do. In pulmonary affections, such as Colds, Bronchitis, and Consumption, the mucous membrane first becomes inflamed, then the lungs, followed by the growth of ill in such circumstances, but God avert the finally, destruction of the tissue. It is plain, therefore, that, until the hacking cough is relieved, the bronchial tubes can have no opportunity to heal. Ayer's Cherry Pectoral

Soothes and Heals

the inflamed membrane, arrests the wasting process, and leaves no injurious results. This is why it is more highly esteemed than any other pulmonary specific.

L. D. Bixby, of Bartonsville, Vt., writes: "Four years ago I took a severe cold, which was followed by a terrible cough. I was very sick, and confined to my bed about four months. My physician finally said I was in consumption, and that he could not help me. One of my neighbors advised me to try Ayer's Cherry Pectoral. I did so, and before I had taken half a bottle was able to go out. By the time I had finished the bottle I was well, and have remained so ever since."

Alonzo P. Daggett, of Smyrna Mills, Me., writes: "Six years ago, I was a traveling salesman, and at that time was suffering with

Lung Trouble.

For months I was unable to rest nights. I could seldom lie down, had frequent choking spells, and was often compelled to seek the open air for relief. I was induced to try Ayer's Cherry Pectoral, which helped me. Its continued use has entirely cured me, and, I believe, saved my life."

Ayer's Cherry Pectoral,

PREPARED BY

Dr. J. C. Ayer & Co., Lowell, Mass.

Sold by all Druggists. Price $1; six bottles, $5.

Charles M. Gale. Custis W. Woolford.

Chas. M. Gale & Co.

(Successors to Henry Medairy)

MEN'S FURNISHERS,

30 and 32 Pratt Street (Under Maltby House),

BALTIMORE, MD.

A full assortment of Underwear, Neckwear, Collars, Cuffs, Handkerchiefs, Suspenders, Hosiery, Gloves, Studs, Scarf-pins, etc.

We call particular attention to our large line of Shirts--ready made in White, Percale and Flannel--all sizes, embracing every variety, style and price.

Shirts Made to Order

Our Specialty.

T. J. THOMPSON,

Boot & Shoe Maker,

Opposite Covey's Stable,

Railroad Avenue, Easton, Md.,

Makes all kinds of boots and shoes for gentlemen, and does all kinds of repairing for ladies and gentlemen.

Gentlemen's fine hand-made Boots a specialty. The best of material used, and neatness and dispatch guaranteed Please call and leave your measure and encourage home industry.

Easton, Feb. 10th, 1887.

*A letter of his of Aug. 21st, 1746, to Mr. Henderson of Ramsay, hereinafter quoted, may be interpreted as indicating his employment at one time in the Isle of Man as a teacher, and many circumstances favor this interpretation.

*In another letter he states that his compensation, at first, was 30 pounds, and that afterwards it was increased to 35 pounds. In this letter he also states that he had certain, undescribed, privileges of shipping upon his own account. In a letter to Mr. Henderson, King's Officer at Ramsay, of Aug. 21st, 1746, he says: "You'll not be ill pleased to hear that I am now settled here on as good footing as I can wish. I have a good salary and a pretty extensive allowance in trade for my own acco'ts. with other privileges and perquisites with which I am quite satisfied, and which I would not exchange for all the schools in the Isle of Man." It may here be noted that this same letter contains a story of a boy near Oxford, who had a marvelous vision; but this is not worth relating.

†The firm of Foster Cunliffe & Sons, of Liverpool, consisted of Mr. Foster Cunliffe, the father, and Mr. Ellis Cunliffe and Mr. Robert Cunliffe, the sons. They were the owners, or they had interest in the cargoes, of these ships trading between Liverpool and Oxford from 1742 to 1746: Ship *Robert and John*, Capt. Johnson; Ship *Antelope*, Capt. Goulding; Ship *Prince of Orange*, Capt. Smith; Ship *Cunliffe* (built at Skinlington's Point near Oxford), Capt. Pritchard; Ship *Ellis and Anne*, Capt. Ashbuner; ship *Liverpool Merchant*, Capt. Gardiner; Ship *Planter*, Capt. Fowkes; Ship *Middlesex*, Capt. Walch. All these and others are mentioned in the Callister letters.

‡Of this gentleman some account, such as very meagre memoranda will allow, is given in another contribution.

‖The records of Queen Anne's Court indicate the existence of a commercial firm or company in 1726 composed of Richard Lloyd, Edward Lloyd and William Anderson.

¶In the *Maryland Gazette* of May 17th and July 12th, 1745, there are accounts of this fight of the Cunliffe and the French privateer, the last written by an eye witness, and containing the epitaph of Capt. Pritchard. As the epitaph has never been printed since its appearance in the old journal, it is here reproduced, though a little out of place in this contribution.

Reader whoever thou art
Whether Land-man or Sea-man
Be grateful and Bestow
Not tears, but just and well earn'd Praises
Upon the Memory of him whose Remains lie here,
Captain JOHN PRITCHARD.
Ever Honest, Faithful, Industrious in his Trust;
A true British sea-man;
In Life Uncensured and Unreproached;
In Death, Gallant, Heroic, Triumphant;
Master of the ship Cunliffe, equipp'd for Trade and not for Battle.
In the Passage home from Virginia deeply laden
He was attacked on the 7th of January, 1744,
By a French Privateer, strong, fleet and greedy of spoil;
Defending his own Liberty and the Merchants'
Property from those inveterate Foes
To the Commerce and Welfare of his Country,
With great Bravery and Intrepidity,
He was mortally wounded in the Head by a Musquet Ball;
The Enemy repulsed, his Cargo, his Vessel
steering in this Port [illegible] fed,
His own Duty faithfully and resolutely discharg'd,
With success and Glory he expired.
On the 17th of January, 1744, aged 28.
His Gallant crew worthy of such a Master;
His Grateful Owners; all
To whom the Trade and Navigation of Great Britain is dear;
courses
So applauding here below the finishing of his
As we trust his great Lord and Master will do above:

"*Well done thou good and faithful Servant.*"

An account of this sea fight drawn from the *Maryland Gazette* may be found in the contribution to the History of Talbot county entitled "The town and Port of Oxford," printed in the *Easton Gazette* of May 29, 1883, et seq.