

**TRAVELS IN THE  
CONFEDERATION,  
1783-1784.  
[PHILADELPHIA - 1911]**

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Travels in the Confederation, 1783-1784. [Philadelphia - 1911] by Johann David Schoepf & Alfred J. Morrison

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**JOHANN DAVID SCHOEPF & ALFRED J. MORRISON**

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# Travels in the Confederation

[1783-1784]

FROM THE GERMAN OF  
JOHANN DAVID SCHOEFF

TRANSLATED AND EDITED  
BY  
ALFRED J. MORRISON

★ ★

PENNSYLVANIA, MARYLAND, VIRGINIA, THE CAROLINAS,  
EAST FLORIDA, THE BAHAMAS.

PHILADELPHIA  
WILLIAM J. CAMPBELL

1911



**N e i s e**  
durch einige der mittlern und südlichen  
**vereinigten**  
**nordamerikanischen Staaten**  
nach Ost-Florida und den Bahama-Inseln  
unternommen in den Jahren 1783 und 1784

von

**Johann David Schöpfung**  
d. A. W. D. Hochfürstl. Brandenburg. Osnab. und Culmb. Hof- und  
Militär-Medicus, Landphysikus, des Medic. Colleg. zu Bayreuth Rath  
und der Gesellschaft naturforschender Freunde zu Berlin Mitgliede.



Zweiter Theil.

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**E r l a n g e n**  
bey Johann Jacob Palm. 1788.





## Preface

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**W**HAT I have already observed in the Preface to the first part, regarding the occasion and the purpose of my journey through North America, I must repeat here. In the circumstances I was unwilling, and unable, to set before myself a complete description of observables in America. Moreover, it should be borne in mind that the journey through Virginia, North and South Carolina, fell in the winter months, unfavorable for investigations in natural history or in economical subjects, and there was no alternative. I shall hope, therefore, that the reader will pardon me if I do not gratify his wish for pleasing information on all manner of subjects. I bring these Travels to an end with my arrival in England. The numerous accounts of that kingdom and of other countries touched by me on my journey home would render mine superfluous.

Bayreuth, October, 1788



FRAGMENT  
EINES SCHREIBENS  
ÜBER  
KLIMA UND WITTERUNG  
IN  
NORDAMERIKA.

---See, Appendix.



## Journey from Philadelphia to Charleston

### Pensylvania

**I**T was towards the end of November when with the purpose of visiting the southern colonies, I left Philadelphia for the second time. I had intended making the journey thence by sea, in one of the regular packet-boats to Charleston; and it was not so much the commonly disagreeable and often tedious voyage at this late season of the year, as the advice of several estimable men and their representations of the manifold advantages, the great pleasure and instruction to be had from a land-journey that determined me in this course. I concluded therefore to take the so-called 'back road' from Philadelphia, by Lancaster and thence along the mountains through Virginia to North Carolina, on which route I could hope to find much that was remarkable. But the roads of those parts getting worse with the approach of winter, I was obliged to leave them and travel along the coast. And unfortunately, at this dead season, I did not find the hoped-for compensation for the long way which, in the spring or the summer, must have afforded at every step useful and pleasant entertainment.

Going from Philadelphia one passes the Schuylkill, at the middle ferry, by a floating bridge consisting of great logs joined together by cramp-irons. In order that the bridge may rise and fall with the ebb and flow of the water, there have been fixed at suitable distances

stout iron turning-joints in the longitudinal timbers. The banks of this pleasant stream, particularly on the west side, are finely distinguished by steep and bare rock-walls. The rock is granite, but feldspar is for the most part absent. The surface-covering is the common reddish, sandy clay earth; but a few miles farther on the rock is covered merely by a clayey slate, and here and there appeared fragments of a blueish black, dense species of stone, called here 'blue stone.' Having followed for some 11 miles the straight western road to Lancaster, the gradually increasing elevation of the land begins to be noticeable from time to time. But here I turned off from the main road, to the right, passed Gulf-mill at a narrow gap between two high rocks, apparently divided apart by force, and after a few miles came again to the Schuylkill and along it to **Swedes-ford**. There met us many wagons, loaded with lime, the staple of this region. A mountainous tract, containing limestone and marble, extends hither from Whitemarsh, Chesnut-hill, and Plymouth, and these are the nearest places from which Philadelphia may be supplied with lime. The lime-burning here is commonly managed not in walled furnaces but in square pits, sometimes but not always lined with fire-proof stone. In burning the lime, for various reasons dead wood or dry logs are preferred, rather than green, and it is estimated that 15 cords of wood are needed to burn 5-600 bushels of lime. The wood is bought on the stump, and 5 shillings Pensyl. Current ( $\frac{2}{3}$  of a Spanish dollar) the cord is regarded as dear. According to the price of the wood, and the cost of cutting and hauling, a bushel of burnt lime can be sold at 8 to 13 pence Pensylv. Current. Most of it is brought