

1784 TRANSPORTATION COSTS

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The transportation costs in 1784 were EQUAL then for all furnaces and forges. Since no neighborhood consumed neither the forge -produced bar iron and/or the furnace ^{market and} smelted pig iron or castings, the SURPLUS had to be delivered to the/porto of Philadelphia. There were no turnpikes before 1791 and no canals before 1825. Coatesville area (Lukens?) benefitted from the 1791 Lancaster Turnpike; Brookes at Birdsboro from the 1825 Schuylkill Canal. All EARLIER transportation then was horse and wagon.

While Mark Bird and his father William "knew" the Schuylkill well as Shippers and as Penna. Improvement Commissioners, this 1784-85 Journal shows NO Schuylkill boat traffic. Post-1800 Birdsboro accounts DO show use of the Schuylkill for iron shipments.

From May 1784 to March 1785 commercial teamsters haul product, mainly stoves, to Philadelphia. None seem to be Bird workers. (Keeper Rice received no pay for product delivery; his undesignated work may have ^{been} hauling limestone or ore.) Seventeen hauling credits, generally at 2L 5 Sh a ton, were paid to twelve different commercial teamsters. In dollars of the 1792 rate, \$2.66 per Pound, these men earned about \$6 a ton. This hauling rate continued near \$6 a ton right to ¹⁸²⁵ the/opening of the Schuylkill Navigation. On Oct. 26, 1784, beef sold at 4 to 5 pence a pound! This value makes the teamster pay what it was, a living wage! At twelve to fifteen miles a day, a teamster earned a dollar a day for the three days enroute to Philadelphia and for the three days of the return trip. However, return loads added much to his income, and every ironworks needed whatever was cheaper in Philadelphia and paid to have those products brought back by any teamster, commercial or company. Local hauling was naturally less costly. Distance and time were both money. By Mar. 24, 1784, Conrad Beidler wagoned seven loads to Reading, about thirteen miles for 6.0.9, less than \$.266 for twenty-six miles roundtrip. A charge for Bird's own "expenses to Philadelphia" also reflects ^{p 6a.} traveling costs (in an indefinite manner) 3.14. 6 on June 15, 1784, about \$10.