

## TRANSPORTATION

Teaming a ton to Philadelphia in 1783-4 cost 4.10.0, about \$ 11.97 when beef was 4 or 5 pence a pound. ( 12 pence- a shilling- was abt .13)

A "load " cost(6.15.0 for three) 2.5.0 or "45/= 45 shillings "

IMPORTANT FACT IS TAHT COSTS were EQUAL for A LL furnaces and FORGES until transportation was improved. 1795-6 for Lancaster Turnpike and 1834 for Phila & Col. RR, both benefits to Lukens at Coatsville. The Schuylkill Canal cut costs from \$6 a ton of 1824 to about \$2.50 a ton by Canal, a big boost in profit for Brooke and Buckley.

While Mark and Wm Bird KNEW the Schuylkill WELL/<sup>both</sup> by use andas Commissioners for its improvement( by wing dams- allowing only easy traffic DOWN river) the fact that Mark Bird chose to spend his \$200,000 at the Falls of Delaware - at TIDE- rather than to expand at Birdsboro shows that Mark Bird KNEW the advantages of transportation costs. He had a parthnership with George Ross in New Jersey at Hibernia Furnace as well as with Chelsea Forge. Then, BIRD DID NOT PLAN to produce iron from ORE, there was NO furnace at the Delaware Works, BUT to make the finished product. He would buy his pig and bar iron from the producers up Delaware and ship finished product at low cost to Phila. The forge he built at Falls of Delaware had two purposes, mainly to convert scraps into useable bar iron and to produce bar from pig. The last appears secondary, mainly because the forge NEVER made the assessment lists, being MENTIONED ONLY in the 1786 SALES ADVERTISEMENT.