

waiter to Lewis for one year. Gibbs signed the agreement with a mark, which was witnessed by John Morgan, the then-president of the North American Bank.

For the latter, there are eighteen bills of lading made out to David and Lawrence Lewis for various shipments in 1810 and 1811, including their sending wine and kegs of Spanish dollars from Philadelphia to Canton, and receiving tea and silks from Canton, and wine from Madeira. The Lewises sent coffee and a ton of blister steel to Boston; coffee, furniture, flour, molasses, rum, and sugar to Portsmouth; rum to New York; and camboozes (cookstoves) to Portland. There is also a single bill of lading for David Lewis alone sending 291 bags of middlings (grain milling by-product) to Madeira in 1815. Also in that file is a certificate of landing issued in Canton in December 1810 by Milnor & Bull (New York agents), and signed by United States Consul Edward Carrington. The few papers in the Notes section reveal little except for the fact that Lewis owned real estate in Tioga County. A notice from the Custom House warned Lewis to pay what he owed for duties or else face prosecution.

Also among the Documents subseries is a copy of the proceedings of the January 4, 1804, meeting of the stockholders of the Insurance Company of North America, of which David Lewis was the president. Most of the ten pages of minutes is a transcription of a report made by a committee (Robert Patterson, Thomas W. Francis, and Charles W. Hare) formed the previous summer to examine the measures that the company was taking to recover claims relating to vessels captured by the British and French, including what funds were owed the company by the British and French governments and citizens. The same meeting reconfirmed Lewis's salary as president of the shareholders to be \$2,500, which is approximately \$43,000 today.

Other documents include two invoices for subscriptions to *American Review* and *Grotjan's Philadelphia Public-Sale Report* in 1812, and single receipts from Clement Biddle regarding a protest of the brig *Dolphin*, for Madeira, for kegs of tobacco, and one from Ceasor King for hauling wood, boards, stone, lime, and sand in 1810.