

Published in the *Belfast News-letter*, 31 December 1771

ADVERTISEMENT

That as the Reverend Mr. William Martin of Kells-water, Co. Antrim, having frequently heard of the great distress many are in for want of Gospel Ordinances dispensed to them in South Carolina, and being frequently urged and pressed by many of his hearers and acquaintances to go there, has at last firmly resolved (God willing) to be ready to embark at Belfast or Larne for thence, about the beginning of September next. Therefore he thinks proper to give this public notice to his present or former hearers, or any other well-disposed families, that have a design to embrace this favourable opportunity to go to a country where they may enjoy the comforts of life in abundance, with the free exercise of their religious sentiments.

Dated Kells-water, Dec 25, 1771.

Published in the *Belfast News-letter*, 26 May 1772.

FOR CHARLESTOWN IN SOUTH CAROLINA.

John Montgomery, and Co., will have a stout commodious ship to sail from Larne the 15th August next, James Gillis, late Mate with Captain Robert Shutter, to go Master. Such as intend going in said vessel, are desired to apply to the Reverend Mr. William Martin at Kells-water, who has already agreed for a considerable number of passengers; Mr. Thomas Barklie on Saturdays at Ballymena; or said John Montgomery, and Co. at Larne. Dated 23rd May 1772.

Published in the *Belfast News-letter*, 17 July 1772

To be sold by auction on Tuesday the 4th of August next, at Kells-water, Parish of Connor, to the highest bidder, a lease [for t]wo lives, (belonging to the Revd William Martin) of twenty acres, tithe-free, in excellent H**, highly improven, ****, and pleasantly situated by the River Kells, at the yearly rent of £8 4s 6d with dwelling and officer-houses in thorough repair; the fourth part of the purchase money to be paid on the day of sale and the rest at the assignment of the lease; also his furniture, crop, cattle etc. will be sold at six months trust, giving security for the same to Mr James Brown, She****. The cant to continue till all be sold – NB What is sold below 20s to be ready money, This put in the papers once only. Kells-water, dated July 8, 1772.

Published in the *Belfast News-letter*, 11 September 1772

FORM CHARLESTOWN, SOUTH CAROLINA

The Freemason, John Semple, Commander, (now in port) burthen 250 tons, remarkably lofty between decks, and well calculated for passenger trade, will take in passengers and proceed from hence on the 10th September next. For further particulars apply to the owners Messrs. Glennys, Hill Wilson, George Anderson and William Beath.

At the earnest request of upwards of one hundred persons who have engaged to go as passengers in the above vessel, and who cannot, for some time, get their crops and other effects sold, without considerable loss, the owners, for the accommodation of said passengers, have consented to put off her sailing till the first day of October next, on which day said vessel will positively sail, of which every passenger are desired to take notice and be on board the 29th instant.

Published in the *Belfast News-letter*, 15 September 1772

FOR CHARLESTOWN, SOUTH CAROLINA

The good ship Pennsylvania Farmer, burthen 350 tons, Charles Robenson, Master, formerly advertised in this paper for Philadelphia, will proceed to Charlestown, and, wind

and weather permitting, will sail the 20th of September next. All those who intend embracing the opportunity of this vessel, are requested immediately to apply to the Reverend John Logue, near Broughshane, who with his family goes in said ship; John Ewing and S. Brown, in Belfast; or Captain Robenson at Captain Moore's on the Quay, either of whom will agree on the most reasonable terms; and as every kind of good provision and necessaries will be put on board, and the ship being well calculated for passengers, sails remarkably fast, and will be only single berthed, those that intend going in this ship may promise themselves a comfortable and agreeable passage.

Belfast, 27th August 1772

N.B. Captain Robeson is well acquainted with the passenger trade and remarkable for his humanity and treatment.

Published in the *Belfast News-letter*, 15 September 1772

At request of several families, who require a little longer time to dispose of their crop and stock on hand, the sailing of the ship Pennsylvania Farmer is put off to the 6th of next month, when she will positively sail, wind and weather permitting; and it is requested that all the passengers may be in Belfast to go on board; and such who have not yet paid their bill earnest, are desired to pay it immediately to John Ewing, Samuel Brown or the Reverend Mr John Logue, near Broughshane. Belfast, 11th Sept. 1772.

Published in the *Belfast News-letter*, 15 September 1772

The owners of the ship Lord Dunluce, James Gillis, Master, desire that all passengers may be in Larne on the 21st and 22nd instant, as the ship will then be ready to receive them on board. Larne, 14th September 1772

N.B. As some families that had engaged their passage in the [Lord] Dunluce are drawn back, the owners can accommodate about twenty passengers; if any chooses to go in said ship, [they] should apply immediately to the owners at Larne.

Published in the *Belfast News-letter*, 9 October 1772

On Sunday last the 4th inst. Sailed from Larne for Charlestown, in the ship Lord Dunluce, James Gilles, Master, the Revd Mr William Martin, with near four hundred other passengers, all in high spirits. The owners of said ship take this opportunity to do justice to the character of Mr Martin, (which has been maliciously aspersed) and declare that he punctually fulfilled all his engagements both with them and the passengers, and acquitted himself in the whole transaction as became a man of honesty and a minister of the gospel.

Published in the *Belfast News-letter*, 22 December 1772

TO THE PRINTERS OF THE BELFAST NEWS-LETTER

I desire you will insert and continue three times in your paper, the inclosed letter, which I received from South Carolina. Yours, James McVickar, Larne, 21st December 1772

P.S. My friend in Charlestown advises me, that they have a great crop of rice, but want ships to carry it to market.

To Mr. James McVickar, Merchant in Larne.

Charles-Town, Oct. 23, 1772

SIR,

These will inform you, that we arrived here all well and in good spirits the 18th instant (five children excepted who died on the passage) after a pleasant and agreeable passage of seven weeks and one day. Pleasant with respect to weather, and agreeable with regard to the concord and harmony that subsisted among us all. And, to confirm what we have heard you assert, before we left Ireland, we must say, that we had more than a sufficiency of all kinds of provision, and good in their kind. And to speak of Captain

Workman, as he justly deserves, we must say with the greatest truth, (and likewise with the greatest thanks and gratitude to him) that he treated us all with the greatest tenderness and humanity, and seemed even desirous of obliging any one, whom it might be in his power to serve. If you think it proper, we would be desirous you should cause these things to be inserted in the public News-letter, being sensible they will afford our friends and acquaintances great satisfaction, and we hope they may be of some use to your Captain Workman, if you resolve to trade any more in the passenger way. Now, in confirmation of these things, we subscribe ourselves as follows:

We are, Sir, your most humble servants,

Revd. Robert McClintock	John Dicky	James Stinson
John Pedden	James Hood	Wm. Anderson
Joseph Lowry	John Montgomery	John Thompson
Timothy McClintock	John Snody	Hugh Loggan
Nathan Brown	John Caldwell	Peter Willey
Samuel Kerr	Robt. Hadden	David Thompson
James Peddan	Wm. Boyd	Hugh Mansead
Alex. Brown	Robt. Machesney	Robt. Wilson
John Brown	Wm. Eashler	Robt. Ross
Thomas Madill	Charles Miller	John Parker
Wm. Simpson	John Richey	James Young
John McClintock	Charles Dunlop	Robt. Neile
	Thomas Makee	

P.S. We had sermon every Sabbath, which was great satisfaction to us. We omitted to let you know, that the Mate, Mr. Bole, as also the common Hands, behaved with great care and benevolence towards us.

Published in the *Belfast News-letter*, 5 February 1773

BELFAST

The ship Hopewell, Captain Martin, arrived at Charlestown, South Carolina, on the 23rd of December last, with all her passengers in perfect health. She sailed from the harbour of Belfast the 21st of October last.

The ship Free Mason, Captain John Semple, Commander, that sailed from the port of Newry the 27th of October last, with a great number of passengers for Charlestown in South Carolina, arrived there on the 22nd day of December last, after a short and pleasant passage of eight weeks, all well, and the passengers highly pleased with the comfortable and humane treatment received from the captain and crew.

Published in *Belfast News-letter*, 1-4 June 1773.

For the Belfast News-letter.

Charlestown, 15th January 1773

We the undernamed subscribers, think it a duty incumbent upon us to acquaint the publick in general, and our friends in particular, that we went on board from Larne the ship Lord Dunluce, a stout commodious vessel, James Gillis, Master; and after eleven weeks passage we arrived at Charlestown in South Carolina (our passage being prolonged by contrary winds, which beat us so far north, and continuing to blow from the south west, detained us near three weeks out of our way, notwithstanding all the care and unwearied diligence of our Captain, who did not fail to take all safe advantages, in order to expedite out way.) But the tediousness of our voyage was rendered as agreeable to us as possible by the humane treatment of our worthy Captain, and agreeable company, together with the useful and timely admonitions of our respected friend the Reverend William Martin, who never failed when the weather and time would

permit, to preach the everlasting Gospel to us, the which we esteemed a singular blessing. We had plenty of provisions of good quality, and so would have had as agreeable a passage, notwithstanding the length of it, as any that ever was made from Ireland, had it not happened that the smallpox broke out in the vessel, which continued for some time, and occasioned the death of some children; during which time our worthy Captain, and the Revd. Martin were duly employed in visiting the sick, and administering cordials to their several necessities etc. which disorder would have caused us (according to the laws of the land) to have road Quarantine six weeks, had not our Captain, by his application to a friend of his, through whose kind mediation we obtained liberty to go ashore the day before the grand court met and got the favour of being called upon to get our warrants before those that had landed before, with riding fifteen days quarantine, which was a favour that not many have been favoured with. Again our worthy friend Captain Gillis and Mr. Martin did not cease, at the expiration of the voyage, to continue their fatherly care over us, but used their utmost endeavours to obtain money to carry us to our Plantations etc. Therefore we advise all our friends, that intend to come to this land, to sail with Captain Gillis if possible, as he is both a solid, cautious and careful captain as ever sailed in the passenger way; the which opinion we were confirmed in by the meeting with some passengers who landed near the same time, and hearing of their treatment, concluded that we would rather pay Captain Gillis something extraordinary than sail with any other.

John Huey	John Roarke
Samuel Miller	John McQuillen
Wm Fairies	George Cherry
Charles Miller	Thomas Wier
John Craig	David McQuestin
Wm Humphrey	James McQuestin
Archibald McWilliams	William Barlow
James Crawford	Samuel Fear
Wm Crawford	Gilbert Menary
John Fleming	James McLurkin
Richard Wright	Richard McLurkin
James Sloan	Widow Mebin
Francis Adams	Thos McClurkin
Wm Adams	James Blair
Wm Miller	Thomas Wilson
Samuel Barber	David Murray and family
Hugh Owens	John McClenahan
Wm Greg	Archibald McNeel
John Greg	James Wilson
James Brown	Robert Jameson
John Agnew	Robert Reed
David Montgomery	John Henring
John Baird	Alexander Fleming
Abraham Thomson	Matthew Fleming
Robert Hanna	
Charles Barnit	