

GEORGE FRANCIS DOW



THE LIFE IN THE MASSACHUSETTS BAY COLONY

George Francis Dow

The Life in the Massachusetts Bay Colony

Enriched edition.

Introduction, Studies and Commentaries by Erin Holloway

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PREFACE

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A picture of some phases of life in the early days of the Massachusetts Bay Colony is presented in the following pages; lightly sketched, as much of the detail has become dim or has disappeared with the passage of years, it never having been placed on record even among the traditions. For why keep an exact record of doings with which every one is familiar? It follows that many of the every day happenings, the manners and customs of daily life—much of the intimate detail of existence in the Colony, in the seventeenth century, have been lost forever.

Few realize how modern are the furnishings and comforts of our present-day houses and how different was the home life of our ancestors. Chairs were unknown in ordinary English households until a generation or so before the sailing of the *Mayflower*[\[1q\]](#). Hats were worn at meals and the use of table forks did not become general until the last of the 1600s. Food was placed in the mouth with the knife or the fingers[\[2q\]](#). Washing the hands and face was not considered essential on rising from bed in the morning and few of the laboring classes in any country in Europe washed their faces every day.

This is a collection of source materials, somewhat digested, rather than a comprehensive, well-balanced narrative of daily life in the Colony—an impossible task at this late day. Moreover, the exact limitations of the Colonial Period have not been observed too closely as it has seemed desirable to include some material from newspapers and other later sources.

EVERY DAY LIFE IN THE MASSACHUSETTS BAY COLONY

Every Day Life in the Massachusetts Bay Colony

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CHAPTER I

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THE VOYAGE TO MASSACHUSETTS

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"Before you come," wrote Rev. Francis Higginson, the first minister at Salem, "be careful to be strongly instructed what things are fittest to bring with you for your more comfortable passage at sea, as also for your husbandry occasions when you come to the land. For when you are once parted with England you shall meete neither markets nor fayres to buy what you want. Therefore be sure to furnish yourselves with things fitting to be had before you come: as meale for bread, malt for drinke, woolen and linnen cloath, and leather for shoes, and all manner of carpenters tools, and a great deale of iron and steele to make nails, and locks for houses, and furniture for ploughs and carts, and glasse for windows, and many other things which were better for you to think of there than to want them here."^[1] Elsewhere the good pastor set down "A catalogue of such needfull things as every Planter doth or ought to provide to go to New England" in which he enumerated the necessary victuals per person for the first year, viz.:

"8 Bushels of meale, 2 Bushels of pease, 2 Bushels of Otemeale, 1 Gallon of Aquavitae, 1 Gallon of Oyle, 2 Gallons of Vinegar, 1 Firkin of Butter; also Cheese, Bacon, Sugar, Pepper, Cloves, Mace, Cinnamon, Nutmegs and Fruit."

The household implements listed were: "1 Iron pot, 1 Kettel, 1 Frying pan, 1 Gridiron, 2 Skellets, 1 Spit, Wooden Platters, Dishes, Spoons and Trenchers."

Mr. Higginson listed in detail the food supplies required per person for a year, including a good variety of spices; and also the clothing for a man, which included a Monmouth cap^[1], a suit of canvas, a suit of freize, a suit of cloth, four pairs of shoes, three shirts and three falling bands, a pair of blankets, a coarse rug and seven ells of canvas with which to make a bed and bolster. The settler must also bring with him a complete armor, with a long piece, sword, bandoleer^[2] and ammunition, tools for cultivating the soil and for working wood, and also household implements—a limited equipment, comparable with the kit packed by the scout or mining prospector of more recent times.

On looking backward over the span of three centuries, Time lends an enchantment to these Puritan forefathers of present-day Massachusetts. Worshiping descendants have placed halos about their heads and the hardships of life during the early years have been magnified to the extent that these independent-minded Englishmen have become types of suffering fortitude—martyrs to the noble cause of free religion and self-government. That is a long tale, however, carrying with it many qualifications, and cannot be enlarged upon here. In what follows, it should always be borne in mind that aside from the Dutch at New Amsterdam and the small colony of Swedes on the Delaware, it was English stock that settled the American colonies and that these men and women brought with them a background of generations of English life. Their standards of living, manner of working their trades and natural aptitude for barter and commerce were all modeled upon English life and customs. It was only natural that this should be so. The ships crossed the Atlantic at comparatively frequent intervals and their holds came filled with all kinds of necessities and luxuries

required by English standards of living—foodstuffs, fabrics and implements which the shops of London, Plymouth or Bristol could supply and which could not be produced by the American settlements. To obtain these refinements of life the colonists required only money or merchandise. Lumber, raw or manufactured, salted fish, beaver and peltry, plantation-built vessels and other products of the colonies, could be easily converted into the comforts of English life for sale in the shops across the Atlantic.

The Rev. Francis Higginson came over in the *Talbot*, a ship of three hundred tons burden, which was armed with nineteen guns and carried a crew of thirty men. She brought over one hundred passengers. Sailing with her was the ship *George* of three hundred tons, in which came fifty-two passengers and a stock of cattle, twelve mares, thirty cows and some goats. From the original records of the Massachusetts Bay Company in New England we learn what food supplies were shipped on board the *Talbot* for the American voyage. The amount was supposed to be sufficient for one hundred and thirty-five men for three months. As a matter of fact, the voyage from Gravesend to the anchorage in Salem harbor occupied sixty-eight days.

The ship carried 22 hogsheads of salted beef, 12,000 of bread (biscuits), 40 bushels of peas, 20 barrels of oatmeal, 450 pounds of salt fish, 10 firkins of butter and 1,200 pounds of cheese. To wash down this food they took on board 6 tons of water, 45 tons of beer, 20 gallons of brandy, 20 gallons of Spanish wine (Malaga and Canary), 2 tierces of beer vinegar and 20 gallons of olive oil.^[2] During the voyage two died of smallpox, including a blasphemous seaman. A child died of consumption and a dog fell overboard and could not be recovered. The rest came through and reached Salem harbor in a good state of health.

The Massachusetts Bay Company seems to have maintained a "company store," in the modern phrase, at which the colonists might obtain clothing, fabrics, foodstuffs and supplies of all sorts. When Governor Endecott came over in 1628, the Company sent extra clothing sufficient for one hundred men including three hundred suits of clothes, four hundred shirts and four hundred pairs of shoes. Two hundred of the suits of clothes consisted of doublet and hose made up of leather, lined with oiled skin leather, and fastened with hooks and eyes. The other suits were made up of Hampshire kerseys, the doublets lined with linen and the hose with skins. There were a hundred waistcoats of green cotton bound about with red tape, a hundred Monmouth caps, at two shillings each, five hundred red knit caps, milled, at five pence each, and one hundred black hats, lined in the brows with leather. This store supplied the natural wear and tear of headgear among the hundred men. The stock contained four hundred pairs of knit stockings, ten dozen pairs of Norwich garters, three hundred plain falling bands, two hundred handkerchiefs and a stock of sheer linen with which to make up other handkerchiefs. Scotch ticking was supplied for beds and bolsters, with wool to put therein. The blankets were of Welsh cotton and fifty rugs were sent over to place over the blankets, while mats were supplied "to lye vnder 50 bedds aboard shippe."^[3]

During the ten years that followed the settlement of the Massachusetts Bay, a continuous flow of emigration from England crossed the Atlantic in all kinds of available sailing craft.^[4] The passage usually cost £5 per person and this included provisions provided by the ship such as "salt Beefe, Porke, salt Fish, Butter, Cheese, Pease, Pottage, Watergrewell, and such kinde of Victualls, with good Biskets, and sixe-shilling Beere; yet it will be necessary to carry some comfortable refreshing of fresh victuall. As first, for such as have ability, some Conserves, and good Clarret Wine to

burne at Sea; Or you may have it by some of your Vintners or Wine-Coopers burned here, & put into Vessels, which will keepe much better than other burnt Wine, it is a very comfortable thing for the stomacke; or such as are Sea-sicke: Sallat-oyle likewise, Prunes are good to be stewed: Sugar for many things: White Biskets, and Eggs, and Bacon, Rice, Poultry, and some weather-sheepe to Kill aboard the Ship: and fine flowre-baked meates, will keepe about a weeke or nine days at Sea. Iuyce of Lemons well put up, is good either to prevent or curre the Scurvy.^[5] Here it must not be forgotten to carry small Skillets or Pipkins, and small frying-panns, to dresse their victualls in at Sea. For bedding, so it be easie, and cleanly, and warme, it is no matter how old or coarse it be for the use of the Sea: and so likewise for Apparrell, the oldest cloathes be the fittest, with a long coarse coate to keepe better things from the pitched ropes and planks. Whosoever shall put to Sea in a stoute and well-conditioned ship, having an honest Master, and loving Seamen, shall not neede to feare, but he shall finde as good content at Sea, as at Land.^[6]

The *Mayflower* shipped 15,000 brown biscuit and 5,000 white, that is, hard bread, i.e. crackers; also smoked or half-cooked bacon, as it came from the smokehouse, which was much liked with the biscuit and when fried was considered a delicacy. Haberdyne (dried salted codfish) was also a staple article of diet; also smoked herring. Potatoes were practically unknown at that time and the store of cabbages, turnips, onions, parsnips, etc., soon ran short and gave way to boiled mush, oatmeal, pease puddings, etc. Their beer was carried in iron-bound casks.

When passengers came aboard vessels bound for New England in those early days, how did they stow themselves and their possessions? The *Mayflower* had a length of about 110 feet and measured about 244 tons. It was originally intended that she should carry ninety passengers, men,

women and children, but when the *Speedwell* put back, twelve of her passengers were taken aboard, and two boys were born during the voyage. The ship also carried a crew of twenty to twenty-five men, and officers and petty officers, about sixteen in number, would bring the total of those aboard to one hundred and forty or more. Goats, pigs, and poultry occupied pens on the upper or spar deck and in the boats carried there. Small sleeping cabins were provided for the ship's officers and the more important passengers; most of the company slept in narrow bunks, in hammocks, and on pallet beds of canvas filled with straw, placed on the deck beneath the hammocks. The crew bunked in the forecabin. The chests and personal possessions of the passengers were stowed below on the lower deck where the food, water and ship's stores were kept. On the *Arbella*^[3], Governor Winthrop's ship, the male passengers lodged on the gundeck and four men were "ordered to keep that room clean."

The ship *Whale*, in 1632, brought thirty passengers, including Mr. Wilson and Mr. Dummer, all in good health, and seventy cows of which they lost but two. The ship *Regard* of Barnstable, 200 tons, arrived in 1634, brought twenty passengers and about fifty cattle. The ship *Society* of Boston, N. E., 220 tons, with a crew of thirty-three men, arrived in 1663, with seventy-seven passengers. A notable example of fortitude is found in the voyage of the sloop *Sparrow Hawk*, that sailed from London in 1626 for Virginia and having been blown off her course was wrecked on Cape Cod.

She was only forty feet in length, had a breadth of beam of twelve feet and ten inches, and a depth of nine feet, seven and one-half inches. Bradford in his *History* records that she carried "many passengers in her and sundrie goods... the cheefe amongst these people was one Mr. Fells and Mr. Sibsie, which had many servants belonging unto them,

many of them being Irish. Some others ther were y^t had a servante or 2 a piece; but y^e most were servants, and such as were ingaged to the former persons, who also had y^e most goods... they had been 6 weeks at sea, and had no water, nor beere, nor any woode left, but had burnt up all their emptie caske."^[7] And this happened in the month of December!

In those days cooking on shore was done in an open fireplace. On shipboard, the larger vessels were provided with an open "hearth" made of cast iron sometimes weighing five hundred pounds and over. More commonly a hearth of bricks was laid on deck, over which stood an iron tripod from which the kettles hung. More crudely still a bed of sand filled a wooden frame and on this the fire was built, commonly of charcoal. On the ship *Arbella*, in which came Governor John Winthrop and his company, in 1630, the "cookroom" was near a hatchway opening into the hold. The captain, his officers and the principal men among the passengers dined in the "round house," a cabin in the stern over the high quarter-deck. Lady Arbella Johnson and the gentlewomen aboard dined in the great cabin on the quarter-deck. The passengers ate their food wherever convenient on the main deck or in good weather, on the spar deck above. Years later, a new ship lying at anchor in Boston harbor was struck by lightning which "melted the top of the iron spindle of the vane of the mainmast" and passing through the long boat, which lay on the deck, killed two men and injured two others as "they were eating together off the Hen-Coop, near the Main Mast."

The ship supplied each passenger with a simple ration of food distributed by the quartermasters, which each family or self arranged group of passengers cooked at a common hearth as opportunity and the weather permitted. Of necessity much food was served cold and beer was the

principal drink. John Josselyn, Gent., who visited New England in 1638, records "the common proportion of Victualls for the Sea to a Mess, being 4 men, is as followeth:

"Two pieces of Beef, of 3 pound and $\frac{1}{4}$ *per* piece.

"Four pound of *Bread*.

"One pint $\frac{1}{4}$ of *Pease*.

"Four Gallons of *Bear*, with *Mustard* and *Vinegar* for three flesh dayes in the week.

"For four fish dayes, to each Mess *per* day, two pieces of *Codd* or *Habberdine*, making three pieces of fish.

"One quarter of a pound of *Butter*.

"Four pound of *Bread*.

"Three quarters of a pound of *Cheese*.

"*Bear* is before.

"*Oatmeal per* day, for 50 men, Gallon 1. and so proportionable for more or fewer.

"Thus you see the ship's provision, is *Beef* or *Porke*, *Fish*, *Butter*, *Cheese*, *Pease*, *Pottage*, *Water gruel*, *Bisket*, and six-shilling *Bear*.

"For private fresh provision, you may carry with you (in case you, or any of yours should be sick at Sea) Conserves of *Roses*, *Clove-Gilliflowers*, *Wormwood*, *Green-Ginger*, *Burnt-Wine*, *English Spirits*, *Prunes* to stew, *Raisons* of the *Sun*, *Currence*, *Sugar*, *Nutmeg*, *Mace*, *Cinnamon*, *Pepper* and *Ginger*, *White Bisket*, or *Spanish Rusk*, Eggs, Rice, *Juice* of *Lemmons*, well put up to cure, or prevent the Scurvy. Small *Skillets*, *Pipkins*, *Porrengers*, and small *Frying pans*.

"To prevent or take away Sea sickness, Conserve of *Wormwood* is very proper."^[8]

The settler also must take with him a supply of food to answer his needs on reaching Massachusetts, and it was advised that enough for the space of a year might be required in which case each person should be certain to have in store 8 bushels of meal, 2 bushels pease, 2 bushels oatmeal, 1 gallon brandy, 1 gallon oil and 2 gallons vinegar. Sugar could be had in New England as the Colonial vessels were bringing it from the West Indies in the way of trade, but spices, necessary to the English diet, must be brought from England.

John Josselyn, writing in 1638, listed the following articles as necessary equipment for every family coming to New England, viz.:

Bellows	£0 2 0
Scoop	0 9
Great pail	0 10
Casting shovel	0 10
A sack	2 4
Lanthorn	1 3
Tobacco pipes	
5 broad howes	10 0
5 narrow howes	6 8
5 felling axes	7 6
2 hand saws	10 0
1 whip saw	10 0
1 file and wrest	10
2 hammers	2 0
2 augers	1 0
Wheels for a cart	14 0
Wheel barrow	6 0
Canoe	3 0 0
Short oak ladder	0 10

Plough	3 9
Axle tree	0 8
Cart	10 0
3 shovels	4 6
2 spades	3 0
2 broad axes	7 4
6 chisels	3 0
3 gimblets	0 6
2 hatchets	3 6
2 frows	3 0
2 hand bills	3 4
Nails of all sorts	2 0 0
3 locks and 3 pr. fetters	5 10
2 curry combs	0 11
Brand for beasts	0 6
Hand vise	2 6
100 wt. spikes nails and pins (120)	2 5 0
2 pick axes	0 3 0
Chain and lock for a boat	2 2
Coulter (10 pound)	3 4
Pitch fork	1 4
Plough share	2 11

Household implements for a family of six persons, viz.:

1 iron pot	0 7 0
1 great copper kettle	2 0 0
1 small kettle	10 0
1 lesser kettle	6 0
1 large frying pan	2 6
1 small frying pan	1 8

1 brass mortar	0 3 0
1 spit	2 0
1 grid iron	1 0
2 skillets	5 0
Platters, dishes and spoons of wood	4 0

The above prices are estimated costs in England and the freight on the same would be reckoned at the rate of half a ton per person.

The vessels which carried the great emigration to New England between 1630 and 1640 were of small tonnage and the passenger accommodations on board were limited in space and barren of creature comforts. Small wonder that the health of many of the first settlers, shaken by the passage at sea, paid toll to the severity of the New England climate—the biting cold of the winter and the heat of the summer days to which they were unaccustomed.

"It was not because the Country was unhealthful, but because their bodies were corrupted with sea-diet, which was naught, their Beefe and Porke being tainted, their Butter and Cheese corrupted, their Fish rotten, and voyage long, by reason of crosse Windes, so that winter approaching before they could get warme houses, and the searching sharpnes of that purer Climate, creeping in at the crannies of their crazed bodies, caused death and sickness."

[9]

The ship *Talbot*, on which Mr. Higginson sailed, brought over one hundred passengers and thirty seamen. She measured nearly eighty-six feet in length and had a depth of hold of eleven feet. By present-day measurement she was about two hundred tons burden. The space between decks, where the passengers slept and spent much time during the dreary voyage, was so low that a tall man could not stand erect, and whenever a severe storm arose, so that the ports and

hatches must be kept closed, the air below deck in time must have become intolerable. Such a storm arose when the *Talbot* was thirty-three days out and "ye wind blew mightily, ye sea roared and ye waves tossed us horribly; besides it was fearfull darke and ye mariners made us afraid with their running here and there and lowd crying one to another to pull at this and y^t rope."

These small emigrant ships of the seventeenth century, besides men, women and children, brought over much livestock housed in temporary pens and shelters built amidships. The long boat or pinnace was also carried on board, all of which left little room for movement about the deck. But these three hundred tons ships were traveling palaces when compared with some of the smaller craft that boldly ventured across the Atlantic. Barks, ketches, pinks and other small vessels of less than fifty tons burden were common. In 1635, a "small Norsey bark" of twenty-five tons reached Boston. She was bound for Connecticut, but a stormy voyage had forced her to seek safety in Boston harbor. This vessel, little over thirty feet in length, brought over fourteen passengers, including two women, with their household goods.

CHAPTER II

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THEIR EARLY SHELTERS AND LATER DWELLINGS

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There is a widespread misconception that the colonists on reaching Massachusetts proceeded immediately to build log houses in which to live. Historians have described these log houses as chinked with moss and clay and as having earth floors, precisely the type of house built on the frontier and in the logging camps at a much later period. A well-known picture of Leyden Street, at Plymouth, shows a double row of log houses reaching up the hillside, which the Pilgrims are supposed to have constructed. In point of fact, no contemporary evidence has been found that supports the present-day theory. The early accounts of what took place in the days following the settlement along the coast are full of interesting details relating to day-by-day happenings but nowhere do we find allusion to a log house such as modern historians assume existed at that time. This unique form of construction, however, had been used in Scandinavia since the Middle Ages and also in parts of Germany, but never did it appear in England. It also is well established that the North American Indians knew nothing of this method of construction, even the Iroquois tribe who built a "long house," so-called.

The Swedes and Finns who settled in Delaware in 1638 introduced the log house built of logs with notched ends, with which they were familiar in their homeland. What more natural? Jasper Dankers and Peter Sluyter, Dutch travelers,

made a tour of the American colonies in 1679–1680, and while passing through New Jersey, describe the house of Jacob Hendricks, near the town of Burlington, as follows:

"The house, although not much larger than where we were the last night, was somewhat better and tighter, being made according to the Swedish mode, and as they usually build their houses here, which are block-houses, being nothing less than entire trees, split through the middle, or squared out of the rough, and placed in the form of a square, upon each other, as high as they wish to have the house; the ends of these timbers are let into each other, about a foot from the ends, half of one into half of the other, the whole structure is thus made without a nail or a spike. The ceiling and roof do not exhibit much finer work, except amongst the most careful people, who have the ceiling planked and a glass window. The doors are wide enough, but very low, so that you have to stoop in entering. These houses are quite tight and warm: but the chimney is placed in a corner. My comrade and myself had some deer skins, spread upon the floor to lie on, and we were, therefore, quite well off and could get some rest."^[10]

These travelers also spent a night at a Quaker's house near where a gristmill had been erected on a creek above the falls at what is now Trenton.

"Here we had to lodge: and although we were too tired to eat, we had to remain sitting upright the whole night, not being able to find room enough to lie upon the ground. We had a fire, however, but the dwellings are so wretchedly constructed, that if you are not close to the fire, as almost to burn yourself, you cannot keep warm, for the wind blows through them everywhere. Most of the English and many others, have their houses made of nothing but clapboards, as they call them there, in this manner: they first make a wooden frame, the same as they do in Westphalia, but not

so strong, they then split the boards of clapboard, so that they are like cooper's pipe-staves, except they are not bent. These are made very thin, with a large knife, so that the thickest edge is about a little finger thick, and the other is made sharp, like the edge of a knife. They are about five or six feet long, and are nailed on the outside of the frame, with the ends lapped over each other. They are not usually laid so close together, as to prevent you from sticking a finger between them, in consequence either of their not being well joined, or the boards being crooked. When it is cold and windy, the best people plaster them with clay. Such are most all the English houses in the country."^[11]

The only type of log construction in use in New England in the early days existed in garrison houses built as a protection against the Indians. In every instance the logs were carefully hewed square, to make a close fit against each other, and never notched at the ends, sometimes halved at the corners of the structure, but usually dove-tailed into each other at the ends in medieval military manner. Several of these garrison houses still exist and although afterwards used as dwellings, at first they were built as forts.

What happened at the Plymouth Colony after the *Mayflower* came to anchor? The wind blew very hard for two days and the next day, Saturday, December 23, 1620, as many as could went ashore: "felled and carried timber, to provide themselves stuff for building," and the following Monday "we went on shore, some to fell timber, some to saw, some to rive, and some to carry; so no man rested all that day."^[12] Bradford writes "that they builte a forte with good timber" which Isaac de Rasieres described in 1627 as "a large square house, made of thick sawn planks, stayed with oak beams." The oldest existing houses in the Plymouth Colony are built in the same manner and some half dozen or more seventeenth-century plank houses may yet be seen north of

historically for flavoring, medicinal purposes, and as a garden herb in the 17th century.

22 'Scirvy' is an archaic spelling of scurvy, a disease caused by vitamin C deficiency that was common among people with limited fresh food, especially sailors and settlers in harsh conditions.

23 The Fortune was the name of a ship that arrived at Plymouth Colony in 1621; ships named in this way brought settlers, supplies, and sometimes caused notable events recorded by contemporaries.

24 The 'King's broad arrow' was an official mark used by the English crown to identify and reserve certain trees and timber (notably mast-quality trees) for Royal Navy use, and unauthorized taking could be penalized.

25 Pope's Night (observed November 5) refers to anti-Catholic public celebrations originating with Guy Fawkes Day in England; colonial notices document bonfires, effigies and sometimes disorder associated with the observance.

26 A lodestone is a naturally magnetized piece of iron ore historically used to magnetize needles and metal; 17th-18th-century notices about setting "Load Stones on Silver or Brass" refer to imparting magnetic properties for compasses or related instruments.

27 Sperma-ceti is a high-grade oil obtained from the head (the spermaceti organ) of the sperm whale, widely used in the 18th century for lamps and candles because it burned brighter and cleaner than most other oils.

28 James Franklin was a Boston printer of the early 18th century (brother of Benjamin Franklin) who published the

New England Courant and advertised buying linen rags for paper-making and other printing-related services.

29 The French terms "corsaires" (corsairs) and "filibusters" were used for privateers or raiders operating under commission or as freebooters; in the period the words could blur into accusations of piracy against seafaring attackers.

30 John Quelch was a seaman who was tried and executed in Boston in 1704 for acts judged to be piracy; his case is commonly cited in early colonial disputes over the line between privateering and piracy.

31 Pipe-staves are the curved wooden planks (staves) used to assemble a "pipe," a large cask or barrel (often for wine or other liquids); the term appears in shipping and timber trade contexts of the period.

32 Wampum are beads made from shells (notably periwinkles and quahaugs) produced by Indigenous peoples of the Eastern Woodlands and used by both Native peoples and colonists as ornament, a medium of exchange, and sometimes for tax payments in the 17th century.

33 A barber-surgeon was a common early-modern practitioner who performed haircuts and basic surgical tasks such as pulling teeth, bloodletting and cupping; in colonial New England this role was distinct from university-trained physicians.

34 Sir Thomas Temple was an English political figure and ally of New England colonists who, according to tradition cited here, interceded with King Charles II over colonial coinage in the 1660s.

35 The inscription "N. E." (for New England) appears on early mid-17th-century colonial shillings and sixpences

struck in the region (c.1650–1652) and identified locally produced coinage that was later redesigned to deter counterfeiting.

36 The 'piece of eight' was a widely circulated Spanish silver coin (the peso) worth eight reales; it was common in colonial trade across the Americas and is an ancestor of the modern term 'dollar.'

37 The Court of Assistants was the chief magistracy and judicial body of the Massachusetts Bay Colony in the 17th century, exercising legislative, appellate, and in early years nearly all judicial powers and functioning much like a colonial supreme court.

38 The Body of Liberties (1641) was a written code of roughly one hundred civil and criminal laws compiled chiefly by Nathaniel Ward for the Massachusetts Bay Colony; it drew heavily on Biblical (Mosaic) law and remained influential until the Province charter of 1692 (except during the Andros administration).

39 Thomas Morton was an early colonist who founded the settlement known as Merry Mount (Mount Wollaston) and clashed with Puritan authorities; he was arrested and sent back to England in the early 1620s–1630s for what the Puritans deemed immoral or seditious behaviour.

40 Bilbowes (bilboes) were iron shackles or fetters used in the 17th century to secure prisoners' ankles or wrists, commonly employed on ships and in colonial jails as a means of restraint and punishment.

41 'Pine tree shillings' were silver coins minted in the Massachusetts Bay Colony in the mid-17th century (the mint-master John Hull is associated with their production),

notable for a pine tree design and for being locally issued colonial coinage.

42 An early leader of the Massachusetts Bay Colony who served several terms as governor in the mid-17th century; he was a prominent colonial administrator associated with the colony's Puritan leadership (born c.1588, died 1665).

43 A gundalow was a flat-bottomed, shallow-draft cargo boat used in New England rivers, bays, and harbors from the colonial period; they often carried bulk goods such as hay, salt, or timber and could be fitted with simple masts for sailing upriver.

44 "The Day of Doom" is a widely read 17th-century Puritan poem by Michael Wigglesworth first published in 1662; it became one of the best-known religious works in colonial New England.

45 Rev. Grindall Rawson (1659–1715) was a colonial minister at Mendon, Massachusetts; the book reproduces a portrait of him that was cut on his gravestone.

46 The Pine Tree Shilling was a silver coin struck by the Massachusetts mint beginning in 1652 bearing a pine tree design; it is one of the best-known examples of early colonial coinage.

47 This refers to the 1690 issue by the Massachusetts authorities, the first paper currency issued by any British North American colony, generally understood to have been produced to fund public and military expenditures (including a 1690 expedition against Quebec).

48 A Latin-derived term (literally "water of life") used in the 16th–17th centuries for distilled spirits; it commonly referred