

~~MARK BIRD AT~~ HOPWELL, 1784-5

Three pages of Journal entries provide both little and considerable information about Hopewell Fuenace operations.

The casting of "rolers" ^{SU} suggests that Bird's Birdsboro or Delaware Works ^{ROLLING MILLS} were being resupplied or set up. Those at Birdsboro might have worn out from rolling nail rods earlier. The March production probably went to Falls of Delaware; the Oct. 1784 may have been cast in anticipation of slitting mill operations rebeginning at Birdsboro, operated by Dewees by lease 1782-85. Proof the Dewees ~~na~~ poured castings at Hopewell is within a moulding account, ^{MENT} paying for casting cleaned in 1782-83.

The sale of three cannon, most likely test failures, to forge owner John Passmore of Chester County was entered as a Bird account, rather than under "castings". Pig-iron price for these guns was comparable to second-hand automobile prices.

Both cannon and new cars are quite costly. And these cannon then are examples of "swords into plowshares", being converted into bar iron by Passmore's work. The production of 5½ TONS of potts at 7.7.6, ^{a TON} over \$19.00, entered on Jan. 26, 1785 ^{PROVES} suggests that potts were more valuable than stoves, charged in that same entry at 6.2.6 a ton, about \$16.000 a ton.

BAR IRON costing Bird \$35 a hundred, \$700 a ton, shows that ^{FROM} neither Birdsboro ^{bar iron was not avble} nor Spring Forge Forges, Bird properties. Birdsboro was until 1785 under lease by Wm Dewees and Spring Forge was out of operation. ~~Bird~~ At the end of the Dewees ^{ne} lease, Bird seemingly bought (as he probably had sold) ^{just} the equipment and transportation items. This suggests he planned to operate these nearby forges himself and makes their damages by the 1786 Pumpkin Flood higher than if they were "worn out" ^{and unused since} from Revolutionary War operations. Dewees did operate them, buying 160 tons of pig iron from ^{Bird at} ~~his~~ Hopewell in 1784.

The CASH account reflects travels necessary by Owner Bird and his managers; to the Susquehanna, Reading, Philadelphia and Tranton. Cash also shows that the bellowsmaker cost over a dollar a day, ^{or} over twenty pounds of beef, and that

Bird 2

~~or that~~ a "doce" of salts could be purchased. The Wheelwright, like the bellowsmaker, cost a dollar a day. Hopewell required wheel rebuilding by January 1785, when Wm ^WWhite and his helper worked together ten man-days on the costly wheel. This rebuilding suggests either continued operations, but most likely was money spent so that Bird could advertise in his private sale attempt during May 1786 that "the furnace will be in blast."