



1682
Voyage of the Ship
Submission

Zoom Meeting Handout
June 1, 2021

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www.MyAllredFamily.com

First, A Quick Review:

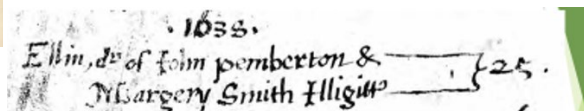
John Allred
1635-1701
married
Ellen Pemberton
1638-1684



Most American Allreds descend from John Allred and his wife Ellen Pemberton through their youngest son, Solomon, who was born 1680 in Lancashire, England.¹

Ellen was illegitimate, the daughter of John Pemberton and Margery Smith. Both John and Margery disappear from records after Ellen's

birth. Margery possibly died in childbirth (sadly, very common). John Pemberton reappears in records the late 1770s when he was working in the Pemberton family store.² Why he didn't raise Ellen remains a mystery; perhaps it was a simple case of a single man unable to care for a child.



St. Mary the Virgin
Eccles Parish
Lancashire, England

When Ellen was 11 months old, her maternal grandmother died, leaving her maternal grandfather, Thomas Smith, with no wife or daughter to help raise the grandbaby. Ellen was taken in by the Pemberton family.³ She grew up in the home of her Uncle Ralph Pemberton.⁴ The Pembertons were Merchants, buying and selling a variety of items including cloth.⁵ John Allred was a "woollen weaver".⁶ How John and Ellen met is not known, but it

¹ It would take too much space and time to post all of the documentation collected over the years on John, Ellen and their son Solomon. They have been discussed in many reports and articles over the year, many of which are posted on my website www.MyAllredFamily.com. I recommend clicking on the Research Reports, Videos and Tours link and start by reading the report John & Ellen posted at <https://myallredfamily.com/wp-content/uploads/2019/06/Handout-of-2014-presentation-with-Johns-correct-death-date.pdf> From there, click on any of the other research report links.

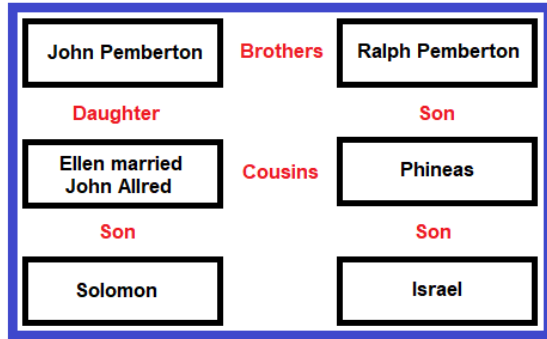
² Letters from Phineas Pemberton to his father Ralph Pemberton on file in the Phineas Pemberton Collection, Pennsylvania Historical Society, Philadelphia, PA

³ *The Register of the Parish of Eccles, Part II, page 77, transcribed by Hilda Watson, Betty Dawson and Edith Mellor.* Original found in Eccles Parish Church records entry: "Ellin d. of Thomas Smith, pish (parish) clerk 18 Feb 1620." The date of Ellen's birth of March 25, 1638 was after her maternal grandmother, Anne Smith's death - she was buried on January 18, 1638. But by the calendar in use at the time, New Year's Day was March 25, Ellen's birthday and therefore the first day of 1638 and January 18, 1638 was eleven months later. Anne Smith's death recorded *The Register of the Parish of Eccles, Part II, transcribed by Hilda Watson, Betty Dawson and Edith Mellor; page 90.*

⁴ Letters detailing family relationships can be found in the Phineas Pemberton Collection on file in the Pennsylvania Historical Society, Philadelphia and online at https://omeka.hsp.org/s/digitalcollections/1653?sort_by=created&sort_order=desc&page=1

⁵ Ibid

⁶ Lancashire Quarter Sessions, Petitions, QSP/258/15: 1664/5 – Petition of the Overseer of the Poor in Moston complaining that he has tried to provide a house for Woollen Weaver John Alred and wife but they have refused to accept what was offered. The Court ordered the Overseer to find John Alred a suitable house or he will be found "in default" of his duties.



was most likely because of John’s profession as a weaver and the Pemberton’s need to buy cloth to provide for their clients.

Ellen Pemberton’s Uncle Ralph and his son, Phineas, were among the very first Quaker Converts. They



March 4, 1681

were also good friends and business associates of Quaker Founder George Fox and Quaker Leader William Penn.⁷ The Quakers caused a Religious Up-Rising in England and King Charles II found a solution to “the problem” by giving a large tract of land in America to William Penn on March 4, 1681 in exchange for the



agreement that Penn would take the Quakers and leave England. It took little over a year for Penn to buy/build/lease 23 ships and the Quakers started sailing to America in August 1682. The Pemberton family sailed on the ship Submission which left the Port of Liverpool on September 7, 1682.⁸ John Allred, his wife Ellen Pemberton and their children remained in England.⁹ Their youngest son, Solomon Allred, appears in Pennsylvania in 1719 (possibly

arriving around 1710 although no one knows the exact date he arrived).¹⁰ The ship Solomon Allred arrived on and its voyage details are not known, but thanks to his cousin Phineas Pemberton, we know how Solomon’s cousins (Ellen Pemberton’s family) arrived in America.

This is the story of the Pemberton family’s voyage to America onboard the ship Submission.

⁷ Letters detailing family relationships can be found in the Phineas Pemberton Collection on file in the Pennsylvania Historical Society, Philadelphia and online at

https://omeka.hsp.org/s/digitalcollections/1653?sort_by=created&sort_order=desc&page=1; John and Ellen are documented attending Quaker Meeting in Joseph Besse’s *Collection of Sufferings* Vol. 1; John is the subject of a letter written by William Penn: Page 136, *The Papers of William Penn*, Vol 3, 1685 – 1700, Pennsbury Manor, Morrisville, PA

⁸ Letters detailing family relationships can be found in the Phineas Pemberton Collection on file in the Pennsylvania Historical Society, Philadelphia and online at

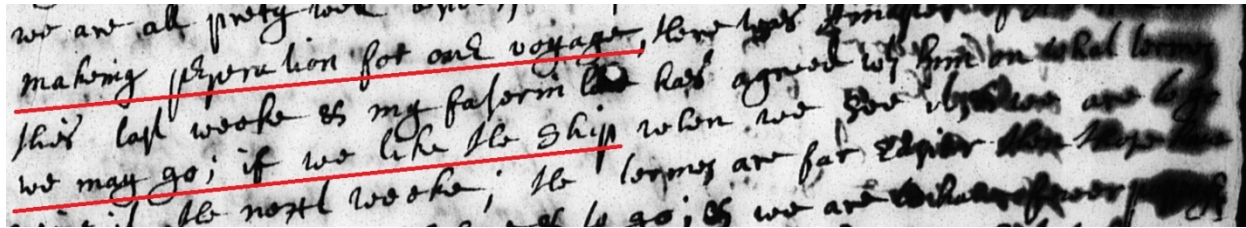
https://omeka.hsp.org/s/digitalcollections/1653?sort_by=created&sort_order=desc&page=1;

⁹ 1695 letter found in the Phineas Pemberton Collection on file in the Pennsylvania Historical Society, Philadelphia and online at https://omeka.hsp.org/s/digitalcollections/1653?sort_by=created&sort_order=desc&page=1

¹⁰ Those Original North Carolina Allreds research report online at <https://myallredfamily.com/wp-content/uploads/2018/04/2017-Presentation-Print-Out-1.pdf>

On the 3rd day, 5th month, 1682 (July 3, 1682), Phineas Pemberton wrote a letter to his friend Roger Longworth discussing the upcoming voyage from England to America¹¹. This letter, part of the large Phineas Pemberton Collection housed in the Historical Society of Pennsylvania, was badly water damaged, perhaps in the crossing. Most of the letter was illegible, but a few lines/words could be read:

“...making preparation for our voyage...we may go if we like the ship...”



No one knows the size and/or details of William Penn's ships such as:

- were they new or refurbished cargo ships?
- how big were the ships?
- did Penn own all the ships or were some leased?

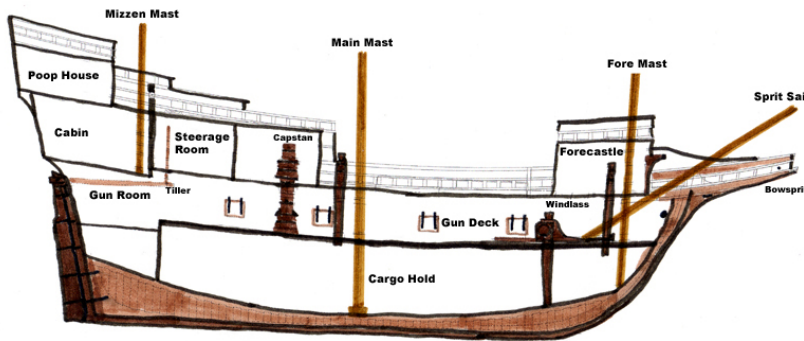
Most 17th century ships were built/designed to carry cargo. Passenger ships were rare although as more and more people began to travel to America, ship builders began building/designing for passenger comfort. Unfortunately, in 1682, this was not the case. Most likely William Penn's ships were cargo ships commissioned for the sole purpose of transporting the Quakers to America and returning to England carrying tobacco and other cargo. Penn may have owned some of the ships, he certainly was wealthy enough to have afforded to buy and/or build some of them, but it is more likely that he simply arranged (leased) for the majority of the ships to provide passage.¹² Passengers were expected to pay their own way. Those that could not afford passage would indenture themselves and their family.¹³

¹¹ Phineas Pemberton Collection, Philadelphia, Pennsylvania #508

¹² The Real "Welcome" Passengers by Marion Balderston, Huntington Library Quarterly, Vol. 26, No. 1 (Nov., 1962), pp. 31-56 (26 pages) online at <https://www.jstor.org/stable/3816843?seq=1> ;
Published By: University of Pennsylvania Press

¹³ Slavery in Colonial Pennsylvania online at <https://pennsylvaniahistory.wordpress.com/tag/indentured-servants/>

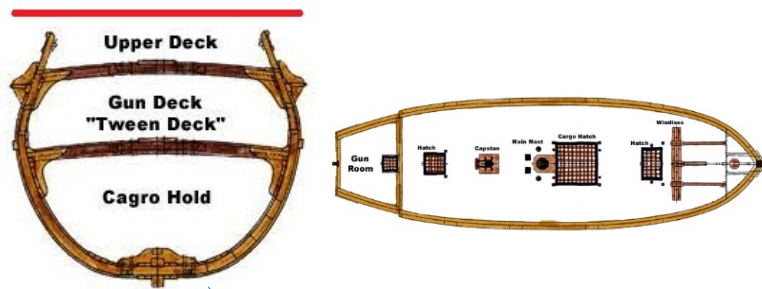
100 feet long



Ships did not change much from the time the Mayflower sailed in 1622 so I will use it as an example of what William Penn's ships must have looked like in 1682. Most 17th century cargo ships were about 100 feet long, 25 feet wide. This gave 80-90 feet in length on deck and about 23-24 feet width inside allowing for the shape of

the ship and thickness of the materials used to build her.

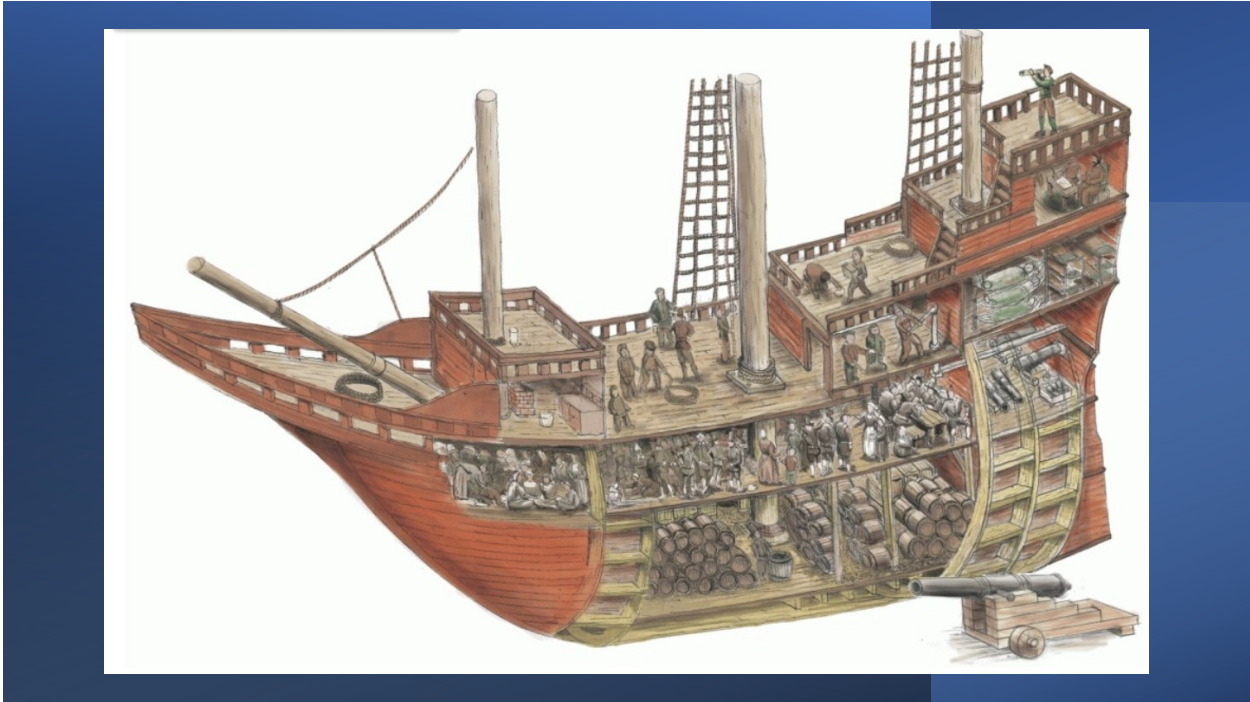
The cut-away view of the width of the ship shows how the actual space inside was much smaller than 25 feet wide. The over-head view of the floor-plan of the mid-deck of the ship shows the passengers did not have use of the entire space, but were regulated to the area along the outer edge.



25 Feet Wide at its widest point

The ceiling height was about 5 ½ foot so taller men and women would not have been able to stand straight up. However, the average height of a 17th Century Englishman was 5ft 6 inches and Englishwoman was 5ft 2 inches so most of the passengers could probably stand up without bumping their heads¹⁴.

¹⁴ Highs and lows of an Englishman's average height over 2000 years, University of Oxford
<https://www.ox.ac.uk/news/2017-04-18-highs-and-lows-englishman%E2%80%99s-average-height-over-2000-years-0>



Since there are no descriptions of the ships, we can only guess that Yes there were guns and cannons on board to protect from pirates. These weapons would have been mounted in the rear of the ship, aimed behind it to fire at approaching pirate ships as they tried to run away.¹⁵ The passengers probably built (if they could afford it) or created little sleeping areas with hay, quilts, sheets, pillows for each family group. They may have hung blankets or cloth to provide a little privacy. However, pulling the blanket curtains to close the area for privacy also would have meant blocking off air flow although it could have also blocked some of the cold or smells from other passengers (cooking, chamber pots).¹⁶

¹⁵ The description of the Mayflower and similar 17th century ships comes from The Mercury News <https://www.mercurynews.com/2018/11/20/ahead-of-thanksgiving-day-2017-a-look-back-inside-the-mayflower/> and Tour of the Mayflower II produced by the City of New Bedford, Massachusetts narrated by New Bedford Mayor Scott Lang (2011) on YouTube at <https://www.youtube.com/watch?v=ppDw52cWWtQ>

¹⁶ Ibid



Passengers would have remained in the mid-deck area for the majority of the trip with occasional outings on deck for fresh air and a little exercise. Going on deck would have been dangerous for a variety of reasons. Wet decks were slippery, adding to the danger of accidentally falling over-board and

passengers would have taken up space needed by the crew as they went about the business of sailing the ship¹⁷.

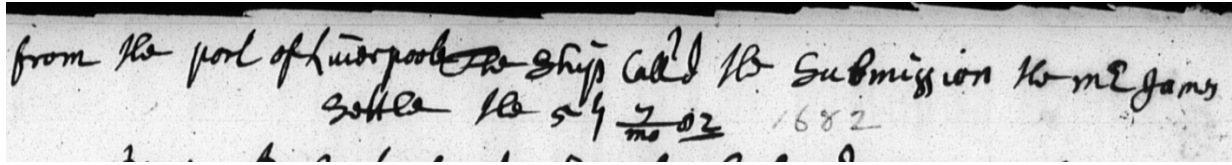
This was not a luxury Carnival Cruise or anything we would even consider suffering through today! No bathrooms! Just chamber pots left sitting out in the open until someone could carry them on-deck to throw the contents overboard. No baths or deodorants!! No modern sanitation, although I am sure the passengers tidied up and tried to clean themselves and their little sleeping area as much as possible but remember no fresh water for cleaning! All fresh water for drinking/cooking was strictly regulated by the Ship's Master and used only for those purposes.

The passengers knew they were leaving England forever so would have brought precious mementos and necessary items (money, clothing, bedding, food, pots/pans to cook with, tools for building their new homes, business records, etc.) with them. Most meals would have consisted of porridge with maybe some dried jerky or fish added and beer, wine or fresh water if available. Animals (chickens, pigs, goats, etc.) brought with the passengers were kept on the same mid-deck with the passengers and although fenced into the front section where they would have been fed and defecated, adding to the smells. There were very few air vents or windows that would allow the ocean to splash inside. It was a dark, damp, small, cramped space full of a wide variety of unpleasant people and animal smells!! The trip on the Submission from Liverpool to America took 58 days!

William Penn's ships began leaving Liverpool in August 1682. The Submission was the 17th ship to sail, leaving the Port of Liverpool on September 7, 1682. Phineas Pemberton recorded the event in his personal Ship's Log.¹⁸

¹⁷ Ibid

¹⁸ Individual Ships of Penn's Fleet and their passengers online at https://www.chester.pa-roots.com/misc/individual_ships_of_penn.htm and Phineas Pemberton Collection on file in the Pennsylvania Historical Society, Philadelphia



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Onboard were²⁰:

The Crew:

Master James Settle, the mate Samuel Rigg, Brian Fleetwood the Carpenter, Anthony Busshell the cooper, Ellijah Cobham, Thomas Bullock, Peter Travis, John Royle, Thomas Hateley, servants. Henry Blivin and Michael Colon, apprentices.

Passengers:

Of Lancashire

James Harrison	54 years	Anna Harrison	58 years
Agnes Harrison	80	Richard Radclif	21
Robert Bond	14	Joseph Steward	14 ½
Phineas Pemberton	32 ½	Phebe Pemberton	22 ½
Abigail Pemberton	2 ½	Ralph Pemberton	70
Joseph Mather	18	Joseph Pemberton	16 wks
Lydia Wharmsby		Elizabeth Bradbury	16
Allis Dickinson		Jane Lyon	16 ½

Of Cheshire

James Clayton	50	Jane Clayton	48
James Clayton	16	Sarah Clayton	14
John Clayton	11	Mary Clayton	8
Joseph Clayton	5	Lydia Cleaton	5
Randolph Blackshaw	60	Allis Blackshaw	43
Phebe Blackshaw	16	Sarah Blackshaw	14
Abraham Blackshaw	10	Jacob Blackshaw	8
Mary Blackshaw	6	Nehemiah Blackshaw	3
Martha Blackshaw	1		

Blackshaw's servants

Roger Bradbury	49	Elleanor Bradbury	46
Jacob Bradbury	18	Martha Bradbury	14
Joseph Bradbury	10	Sarah Bradbury	8
Roger Bradbury	2		

From Wales

¹⁹ document # 525, Phineas Pemberton onboard the Submission to Roger Longworth, of the Phineas Pemberton Collection on file in the Pennsylvania Historical Society, Philadelphia

²⁰ *The Sailing of the Ship "Submission" in the year 1682, with a true copy of the vessel's log* by: L. Taylor Dickson, Publications of the Genealogical Society of Pennsylvania, Vol. 1, 1895, No. 1 online at Google Books

Ellis Jones	45	Jane Jones	40
Barbary Jones	13	Dorothy Jones	10
Mary Jones	12 ½	Isaac Jones	4 mo.
Rebeckah Winn	20	Jane Mede	15
Marjory Mede	11 ½		

2 had the owners servants for sale
Janeclif Hodges & Ellen Holland

11 Crew Members



Master James Settle, Samuel Rigg, Mate Brian Fleetwood, Carpenter, Anthony Busshell, Cooper, Elijah Cobham, Thomas Bullock, Peter Travis, John Royle, Thomas Hateley, servants. Henry Blivin and Michael Colon, apprentices.

4 Free Families



Phineas Pemberton family

James Clayton, his wife and 6 children ages 16 -8

Randolph Blackshaw, his wife and 7 children ages 16 -5

Ellis Jones, his wife and 4 children ages 16 -4 months

Free Singles



4 Males ages 21-14

7 Females ages 20-11

Indentured Servants

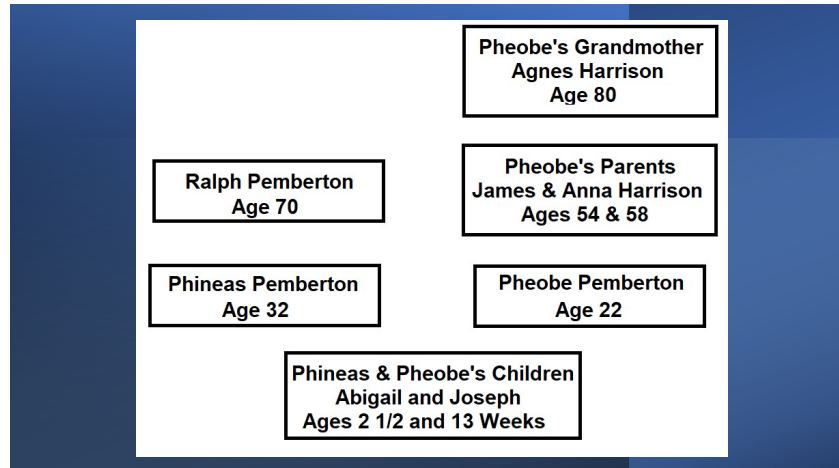


Roger Bradbury, his wife and 5 children ages 18 -2

Janeclif Hodges and Ellen Holland

11 Crew
38 Passengers

The Phineas Pemberton family consisted of his wife, 2 small children, his father, mother-in-law, father-in-law and his wife's paternal grandmother.



The log of the ship "Submission," of which the following is a copy transcribed from Phineas Pemberton's record, commences the fourth day of the week, sixth day of the seventh month (September) and ends on the seventh day of the week, the twenty first day of the eighth month, 1682.

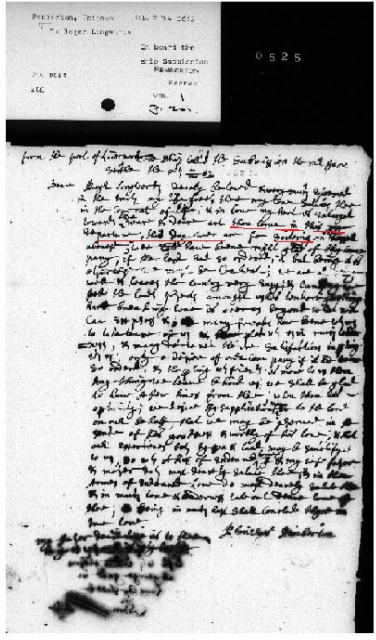
Note: the numbers at the start of each entry denote the day of the week and date of the month. For example: 4- 6 means 4th day of the week, 6th day of the month.

about 4 afternoon set sails & came to an anker black Rock about 6 from whence & sent 3 letters by boat one Roger Longworth one for Henry Haydock one for Thomas Jonjois

Letter from Phineas Pemberton onboard the ship Submission to Roger Longworth

"thou come in that my departure this day we are for sailing..."

from the port of Liverpool the ship call'd the Submission to Mr Longworth
 written the 24th 7-02 1682
 Dear Good Longworth I send thee my hearty
 in the truth my life goes thro' my love Salutes Row
 in the Court of life; & in love my heart is enlarged
 towards thee & I desire and thou come in this way
Departure, this day we are for sailing in hope
 about just as I have been right glad of thy love



4- 6. about one in the morning I sail & came that night to an anker about 7 betwixt Hollyhead and Beaumorris

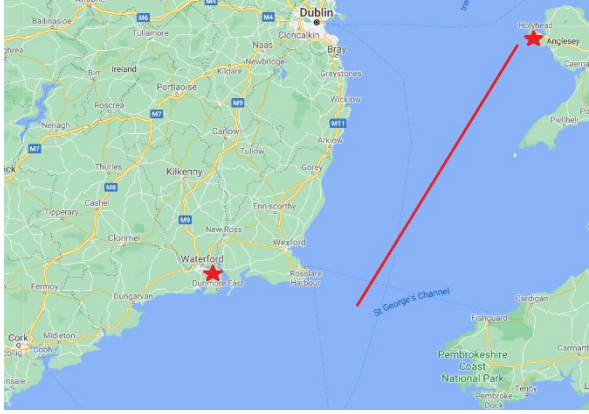
west & we came about Hollyhead & left sight of it y^e night

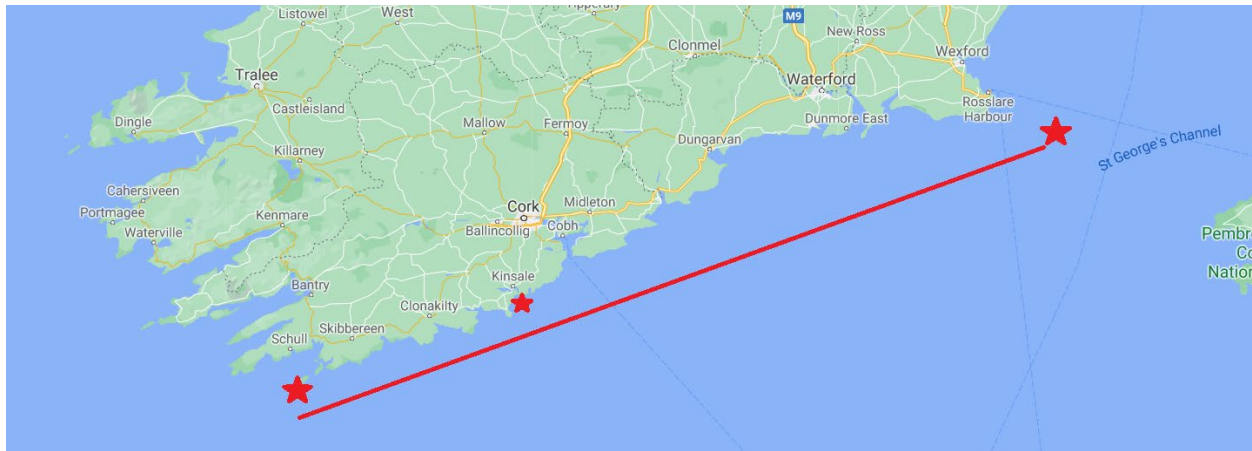
6- 8. that night over agt Waterford fair wether

7— 9. A misty day Becalmed 1-10 . A clear day the wind easterly in the morning on east Waterford

2—11 . A fair day wind easterly at 10 in ye morning on east Kingsale

5- 7. about 12 in the morning set sails & the wind came south & put us a little to the north till about 10 in the morning then it came no -





3—12 . in the forenoon left sight of Cape Clear 4-13 . the wind south - westerly .

5—14 . Wind S W that day we spoke with A ship from East India bound for London, that we went about 75 leagues from the Capes



6—15 . becalmed

7—16 . A high wind much westerly in the afternoon A whale came neare us & appeared fair to us & followed us some time

2—18 . The wind much westerly about 12 in the night there arose **A great storm that day** were forced to take of the main top & to lay the ship by for about 10 hours the sea was exceedingly high ye waves ran as high as the main yards but **we**

received little damage.

3—19 . in the afternoon the wind S west

4—20 . about four in the morning the wind n west the day fair

5—21 . Wind N W day cold

6—22 . Wind NW very cold & stormy

7—23 . Wind NW very cold & stormy





1-24 . Wind NW a calm day & cleare

2-25 . A calm day & cleare

3-26 . becalmed most of the day in the afternoon wind S W in 48 degrees 31 minutes no latitude

4-27 . The wind westerly at night wind high in 48 degrees & 20 minutes about 15 degrees in longitude from the Cape

5-28 . The wind westerly till evening no - east

6-29 . Westerly and cold 7-30 . about 11 in the forenoon we saw a ship about 12 we saw 14- ? one company about 3 in the afternoon we saw a ship all supposed to be a french ship

1- 1. the wind N W at night was high & the sea very [?]



2- 2. the sea very rough the wind high about 4 in the [?] dyed Abraham the son of Randulph Blackshaw about 6 in the morning A great head sea broke over the ship & staved the boat & took the most part of it away, broke up the main hatches that were both nailed & corked & took them away that they were not seen where they went, broke the boat's mast & hyst that were lashed in the mid ship, broke of the gunnell head in the midship & broke the forre shet & took severall things of the decks & severall things that were

in the boat it cast betwix decks . At 9 in the morning the boy was put overboard, about 4 in the afternoon A great sea fell on our Rudder & broke it about 1 yard or Something more from the head, was again pieced as well as it cold that night — not being discovered until about 10 at night & was made pretty firm the next day.

3- 3. The Sea rough .

4- 4. The Sea indeferent high the wind calme

5 - 5. The wind No - E .

6- 6. The day faire wind easterly

7- 7. day faire wind N E. 1- 8. A fresh gale N, we Saw a whale.

2— 9. faire wether and wind, hundreds of porpoises about the ship some leaped high out of the water and followed the ship about an hour.



3—10 . faire wether and wind, this morning we saw another great school of porpoises in 30 degrees 57 minutes no latitude.

4—11 . The day faire, the wind East this day we spoke with a New England ship bound for Lisbourne .

5—12 . The wind Southerly extraordinary hot .



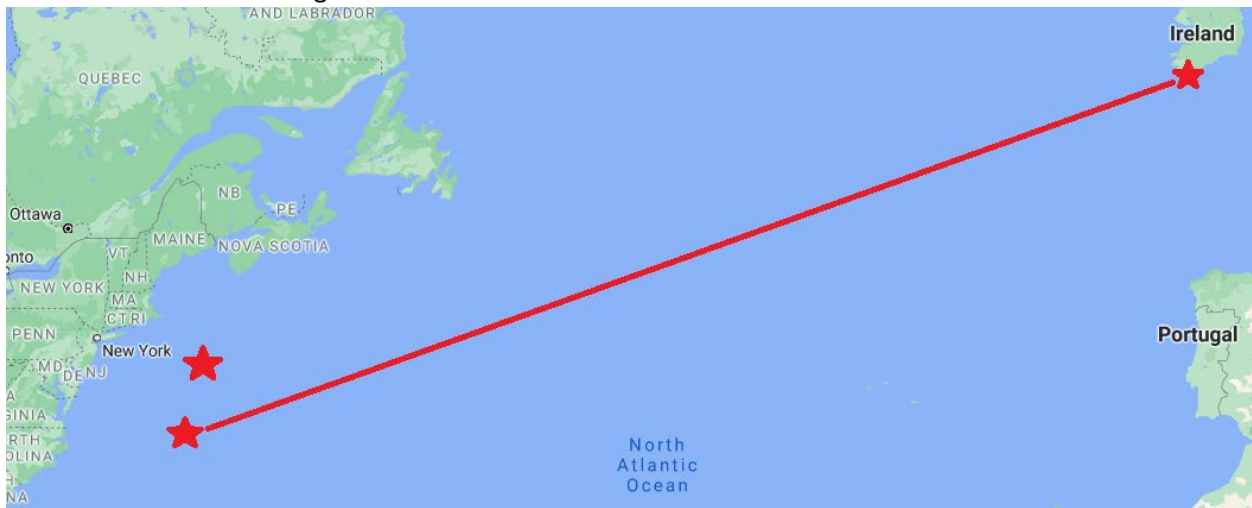
6—13 . in the morning the wind S. E. with raine from 8 in morning to 4 in the afternoon that day was seene in the great raine at the ship's side blood half compas of the ship.

7—14 . at twelve in the morning it began to raine and continued showering all day, the sea rough, the wind northerly and N.N.E.

1—15 . the wind easterly the day faire .

2—16 . winds and wether good in 37 : 46 minutes latitude

and 31 de 48 minutes Longitude .



Although the ship planned to arrive at New Castle, Delaware, the storm had been blown off course during the storm and was actually east of the Maryland/Virginia coast.

3—17 . day and wind faire. At evening it began to lighten & continued.

4—18 . lightened all day & night but little raine to us

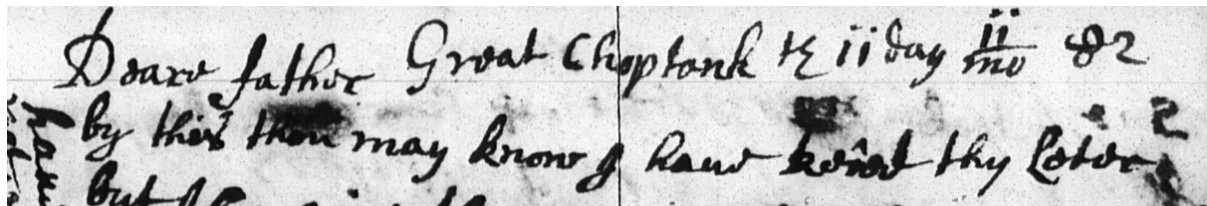
5—19 . faire this morning the wind being west we smelled the pines, supposing ourselves not to be within 80 leagues .

*80 leagues at sea equals about 196 miles.*²¹

6—20 . this day faire till evening it begun to blow wind SW.

7—21 . raine some pte of the day.

The ship's log ends abruptly at this point. It is possible the ship's crew and passengers were so busy trying to keep the ship afloat and preparing to land, Phineas simply had no chance to post any additional information about the voyage. In one letter, Phineas Pemberton wrote that they arrived in the Choptank, Maryland, on the "second day of ninth month, 1682".²² Below is a portion of a letter Phineas' wife, Pheobe, wrote to his father, Ralph Pemberton while she was still at "Great Choptank".



Dear father Great Choptank 11 day 11 mo 82
by this thou may know how kind thy letter
but I...

23

The book *History of Bucks County, Pa*, Volume 3 by William H. Davis²⁴ states:

"James Settle, captain of the ship "Submission," was by the terms of his agreement to proceed with the ship to the "Delaware River or elsewhere in Pennsylvania, to the best convenience of the freighters," but through his dishonesty they were taken into Maryland..."

In his defense, I wonder if Captain Settle didn't unload the passengers on the Choptank because his ship was badly damaged in the storm and he needed to do necessary repairs as soon as possible. As you saw above, Phineas's log stated:

²¹ <http://www.kylesconverter.com/length/leagues-to-miles>

²² Publications of the Genealogical Society of Pennsylvania; Vol. 1, 1895, No. 1, The Sailing of the Ship "Submission" in the year 1682, with a true copy of the vessel's log by: L. Taylor Dickson online at Google Books

²³ document #528, Letter written by Pheobe Pemberton to Ralph Pemberton, 11th day, 11th month, 1682, Phineas Pemberton Collection, Pennsylvania Historical Society, Philadelphia

²⁴ http://pagenweb.org/~bucks/BIOS_DAVIS/pembertonfamily.html

“A great head sea broke over the ship & staved the boat & took the most part of it away, broke up the main hatches that were both nailed & corked & took them away that they were not seen where they went, broke the boat's mast & hyst that were lashed in the mid ship, broke of the gunnell head in the midship & broke the forre shet & took severall things of the decks & severall things that were in the boat it cast betwix decks”

That is a LOT of damage! The ship had survived a very violent storm, perhaps a hurricane, and may have been barely afloat. The passengers were extremely lucky all but one survived (10 year old Abraham Blackshaw died as the storm was starting and the weather was so bad they had to wait until the next day to put his body overboard for burial at sea).

The book²⁵ continues:

- Today's Map Showing New Castle, Delaware where they wanted to land, Paxutent River and Choptank Rivers mentioned as their landing sites and the RED STAR showing the location of Croisadore Plantation, home of William Dickinson.

- The storm/hurricane blew the Submission far south of their destination, causing them to sail up the Chesapeake Bay and River to the Paxutent and Choptank Rivers instead of sailing up the Delaware Bay and River to New Castle, Delaware.



“They arrived in the Paxutent river, on the 30th of October, and unloaded their goods at Choptank. Here James Harrison and Phineas Pemberton, his son-in-law, left their respective families, at the house of William Dickenson, and proceeded overland to the place of their original destination, the "falls of the Delaware," in Bucks county. William Penn, who had arrived on October 21, was at that time in New York; Harrison and Pemberton had hoped to meet him at New Castle. When they arrived at the present site of Philadelphia they could not procure entertainment (food and shelter) for their horses, and so "spancelled" them and turned them into the woods. The next morning they sought for them in vain they having strayed so far in the

²⁵ *History of Bucks County, Pa*, Volume 3 by William H. Davis;
http://pagenweb.org/~bucks/BIOS_DAVIS/pembertonfamily.html

woods that one of them was not found until the following January. After two days searching they were obliged to proceed up the river in a boat. Philadelphia was not then founded, and the country was a wilderness.”

Phineas did not record the exact landing site of the Submission. The description only says they arrived in the Paxutent River and unloaded their goods at Choptank. In 1682, both rivers were already established colonial shipping routes. Captain John Smith (of Jamestown, Virginia fame) explored both rivers in 1608. Pemberton family letters tell us Phineas left his father and the women and children of his family at the home of William Dickinson while Phineas and father-in-law, James Harrison, traveled by land north to the area that would become Philadelphia. After purchasing land and making arrangements for a new home to be built, the men returned to William Dickinson’s where they spent their first winter in America. William Dickinson had been raised in the Quaker faith, having inherited Criosadore Plantation from his father, Walter Dickinson, who immigrated to Maryland from England in 1654. Walter Dickinson was one of the first Quakers to immigrate to America shortly after joining the Society of Friends.²⁶



Phineas Pemberton, thankfully, brought many of his letters and business papers with him on the voyage to America. Somehow these fragile papers survived the storms and were handed down through the Pemberton family until they were finally donated to the Historical Society of Pennsylvania where they are now housed. The Pemberton Papers range in date from 1641-1880. The main collection consists of over fifteen thousand items in seventy catalogued volumes and three uncatalogued boxes. The correspondence is

found in the first fifty-six volumes and the three boxes. The remaining fourteen volumes contain account books, memoranda, deeds, legal documents, genealogical notes, estate papers, **indentures**, and land patents. The manuscripts are divided into the papers of Phineas Pemberton 1650-1702, Israel Pemberton, Sr. 1695-1754, Israel Pemberton, Jr. 1715-1779, James Pemberton 1727-1795 and their descendants.²⁷ Note the collection includes indentures! Could the Indenture Contract of Solomon Allred or a letter discussing his indenture or arrival in America be in this collection???

In 2005, Alice Allred Pottmyer obtained microfilm of some of the Phineas Pemberton collection (1641-1685). She arranged to have the microfilm transferred onto CDs and gave copies to me which I continue to read through and study today. Some of this collection is online but much more is only available at the HSP. So much has been learned about our Allred ancestors from these papers – and so much more may be gleaned by reading more of the collection. I hope to spend time in the HSP doing just that one day. I would love to focus on the letters dated 1685-1730 which could contain information about our Allred ancestors.

²⁶ https://en.wikipedia.org/wiki/John_Dickinson

²⁷ The Pennsylvania Magazine of History and Biography, Vol. 67, No. 3 (Jul., 1943), pp. 280-286 (7 pages), Published by: University of Pennsylvania Press (page 280) online at JSTOR.org

Research into the Phineas Pemberton Collection and Early Quaker Records is ongoing. Your financial contributions/donations are much appreciated and will help finance a future research trip to Pennsylvania and, perhaps, England. Thank you!

Donate via PayPal at

The screenshot shows the homepage of the My Allred Family website. At the top left is a crest with a crown and the text "My Allred Family". To the right is the tagline "Gather Research Share and Have Fun!". Below this is a navigation bar with links for Home, Donations/Finances, About, and Allred DNA Research. The main content area is divided into several sections: a Facebook link with the text "Join in Great Allred Conversations on Facebook" and "Your Donations help keep this website online and Research ongoing"; a "Where Did Your Allred Ancestors Live?" section featuring a colorful map of the United States and a map of the United Kingdom; a "Research Reports Videos & Tours" section with links for "The York Family - Research and Info" and "The Ancient Billy Trogdon Cemetery"; a "History of the Allred Name" link; a "PayPal Donate Now" button with logos for Visa, Mastercard, Discover, and American Express; a "What's New?" section with links for "Reunions", "Collateral Families - Trogdon", "Famous Allreds", and "How Do You Spell Allred?"; a book listing for "The Allred Family In America" by Rufon C. Allred; a photograph of a large, historic stone building identified as the Home Church of the Allred Family, St. Mary the Virgin Church in Eccles, Lancashire, England; and a photograph of a group of people seated around a table in a meeting room.

https://paypal.me/MyAllredFamily?locale.x=en_US

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