Mariner and Privateer to the Crown

A Modest Analysis

of the Life of

Captain David Cutler Braddock

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His 450 - Dr. Roger Warlick

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Abstract

David Cutler Braddock, captain and mariner of His Majesty's Provinces Georgia and South Carolina, was part of General James Edward Oglethorpe's regiment of soldiers and sailors and acted as a privateer for the Crown against the Spanish empire in America. He first appeared in colonial records in 1740 and was an active participant in the War of Jenkin's Ear (1739-1748) and the French and Indian War (1756-1763). In the late 1740s, he and his family settled in the area of the Great and Little Ogeechee Rivers in Christ Church Parish...on what is now known as Wild Heron Plantation. Shortly thereafter, Captain Braddock began to participate in the government of the Province as a representative for the Village of Acton. Toward the last years of his life, David Braddock sold much of his land and petitioned the government for a smaller plat (only 650 acres) in St. Matthew's Parish. Finally, on February 8, 1769, David Cutler Braddock passed from this life, exiting Georgia as quietly as he had entered it.
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Finally, my sincerest thanks and appreciation go to my parents, Warren and Cheryl Overton, who made this all possible; I respectfully dedicate this to them.

—M.J. P.
Map of Colonial Georgia, 1775

GEORGIA IN 1775

Georgia in 1775
(Researched and developed by Gerald L. Holders; cartography by Patricia Jemore.)
The Life of David Cutler Braddock

Although it is possible that he may have been in the American colonies earlier, David Cutler Braddock enters the written record of history no earlier than 31 January, 1740\(^1\) according to the Old Style Julian calendar (hereafter simply O.S.).\(^2\) Upon this date, Mr. Braddock gave his deposition to a certain John Calwell (in the service to the Crown)\(^3\) regarding his detention at the Spanish Fortress in Saint Augustine and the desperate conditions there during General Oglethorpe's siege of this town.\(^4\) However, one may deduce a possible background for Mr. Braddock from some isolated clues and the strictest regard for chronology.

The above mentioned deposition identifies David Braddock as, "...Mate of the Anconia[,] Merchant..."\(^5\) when he was captured by the Spanish. As mate is a rather high-rank in a ship's chain of command (typically, second to fourth-in-command), one may infer that Mr. Braddock was an experienced mariner. As such, he would have been a sailor for sometime, certainly into the 1730s. After the War of Jenkin's Ear began in 1739\(^6\)...experienced mariners, or boatmen, were exactly whom Gen. Oglethorpe needed to improve the security of coastal Georgia and South Carolina against incursion by Spanish forces.

He "...named Mark Carr the captain of a Company of Boatmen...[to be called the] Marine Company of Boatmen...."\(^7\) This commission to Capt. Carr which entailed the recruitment and transportation of volunteers to Ft. Frederica, was in October 1740;\(^8\) David Cutler Braddock escaped from St. Augustine towards the end of Oglethorpe's unsuccessful siege of that citadel\(^9\) in 1740. Captain Carr's commission to recruit volunteers was successful, and he returned to Fort Frederica in June of 1741\(^10\) in vessels with this Marines, who had been recruited in Virginia and Maryland.\(^11\) It is equally probable that Braddock
returned to Virginia after his escape, where a certain Nathan Braddock had first landed in 1635 and begun that family line in America; or that he remained in Georgia where he was deposed by John Calwell on 31 January, 1740 O.S. What Braddock did during the following six months is difficult to ascertain. However, in June of 1741, Captain Mark Carr arrived at Fort Frederica (near modern day Darien, Georgia) with his contingent of Virginians and Marylanders. Whether David Cutler Braddock was part of that group, or whether he arrived at Fort Frederica by some other means, in different company one cannot know ceteris paribus. However, he was at Fort Frederica by 17 July 1741, at which time he received a directive from Captain Fanshaw to outfit a privateer schooner. It is at this point in time that one may begin to follow the life of David Cutler Braddock with some regularity.

Captain Braddock's deposition to John Calwell and the letter of instruction to him from Captain Fanshaw, "...commander of His Majesty's Ships at Charles Town...", give detailed information about military situations in the War of Jenkins's Ear. In his deposition, Braddock states that he was allowed to walk freely about the compound of the Castillo de San Marco and "...[talk] to the inhabitants there..." From a certain John Delcorem there, "...who was born in Italy, and speaks English, Spanish, and French..." He reported General Oglethorpe's siege had reduced the Spanish troops to "living off the cats." Further still, if some supply ships had not been able to slip into the fortress safely, Braddock learned that he Spanish would have had to capitulate or face starvation rapidly, for "... they had not provisions enough in the town and castle to keep [all the inhabitants] alive one week." Braddock attests further that the incoming provisions did not last very long and that group of "condemned men" called, "Watchimungoes" led an unsuccessful mutiny there, and that they were well
disposed to the English forces. "...they confessed [that] if they had succeeded, their intention was to send for General Oglethorpe."  

David Braddock's instructions from Captain Fanshaw are fairly straightforward, but they seem to necessitate a knowledge of provisioning and manning a ship that only an experienced seaman would possess. Braddock was to hurry to "Charles Town" and "...receive from Mr. John Walker a schooner and inventory...[and] to pay unto him...a Bill of Exchange of £220, herewith delivered unto you, and you are to take charge of her as mate," which in this case was second-in-command. He was to provision the ship within seven days of his arrival at Charleston and then "...set out for this Place [Fort Frederica]...with all expedition you possibly can." The ship's complement was to include "1 Master, 1 Mate (Braddock), 1 Gunner, 1 Carpenter, 1 Boatswain, and men sufficient" to sail her; the men would be paid 30 shillings per month for a cruise of six months. Royal Navy rules and discipline were to be followed, and further, "...one half of any prize taken [was] to be divided amongst the Officers [and] men on board and one half [was to go] to the support of the government." Additionally, if Braddock were to advance an inducement to a sailor who then deserted, Braddock was made liable for the advance. Only a knowledgeable mariner could receive, provision, man, and sail a vessel in but seven days. David Braddock must have spent some time (perhaps years) as a mariner before his capture and internment at the Castillo de San Marcos.

Whatever action David Cutler Braddock saw as mate onboard the schooner destined for Frederica in July of 1741, one cannot know. But, by 1742, Mr. Braddock's life became intertwined with that of the Lyford family of South Carolina. In that year, he built and owned the schooner, the *Pick Pocket* in Cambehoe, South Carolina with a Mr. John Muryne, a merchant also of...
Beaufort and appeared in Beaufort, South Carolina. The ship's registry is found in the Port Royal records. Captain William Lyford's schooner *Ann and Mary* was also completed in 1742 and was recorded in the Port Royal registry. One unqualifiable source refers to Braddock and Lyford as friends and fellow-mariners protecting the southern coastline. While this certainly may have been the case—both were mariners and shipowners—obviously a friendship must have developed by late 1742: on 7 November, David Cutler Braddock married Mary, a previous Lyford, daughter of Captain William, in St. Helena's Parish, South Carolina. A son, John Cutler Braddock, was born to the couple on 3 October 1743 and baptized (again in St. Helena's Parish) on 2 December of the same year. Further evidence of an amicable, warm friendship between the father and son-in-law exists: on 21 December, 1743, David Cutler Braddock and William Lyford were granted adjacent lots of land in Beaufort, SC. One would imagine feuding in-laws would try to live as far apart as possible!

The next two years passed with evidence of few significant events. On 21 May, 1744, Lyford officially registered the *Ann and Mary* in Port Royal, and he built another ship, the schooner *Kauki Kan*, that same year and registered her on 20 August, also in Port Royal. Tragically, Captain Lyford lost his wife of almost twelve years, Ann (Watt) Lyford, in 1745. She was buried on 25 September in St. Helena's Parish.

1746, saw David Braddock very busily working and settling his affairs in South Carolina. That year he built the schooner *John and Mary* at Port Royal, officially registering her there on 16 June. That same day, he registered the *Pick Pocket*, but in Beaufort, not Port Royal. One may conclude that Braddock either registered both vessels for their intended ports-of-call at Port
royal or Beaufort, or he might have visited both towns the same day and registered the ships in their respective ports. The former seems most probable. Two weeks later, on the 1 and 2 of July, Captain Braddock gave the deed to his land in Beaufort—lot #314—to Mr. Edward Wigg, a merchant of Beaufort. His deed was given "...as security on [a] bond dated 22 May 1746 given by Braddock to Joshua Morgan, of St. Helena's Island." Apparently, Mr. Braddock borrowed some £525 from Mr. Morgan on 22 May by issuing him a bond due in six months with a penalty sum of an additional £525 for late payment or some other breach of faith. By signing over the deed to Mr. Wigg, the same became the surety for the bond; David Braddock must have foreseen his own absence from Beaufort by that November, due to what exact cause one cannot be sure. But, by 27 January 1746 O.S. Captain David Cutler Braddock was "...petitioning [the] Board..." the President and Assistants for the Colony of Georgia — "...for a tract of five hundred acres of land on the Little Ogeechee River." The board, "...being well assured of [his] ability, good inclinations, and willingness to cultivate the same, forthwith, Do grant [him] five hundred acres on the Second Landing on the South Side of the Little Ogeechee, not doubting but that the Trustees will confirm the same." This, then is the official beginning of David Cutler Braddock's settling in the Colony of Georgia.

Captain Braddock settled in the area of what is now known as Wild Heron Plantation. By 30 June 1747, the Captain had a new neighbor, one William Spooce [Spoed]. Mr. Spooce was granted some 400 acres adjoining the western boundary of Braddock's 500 acre tract, with the Little Ogeechee bounding the south of each. But, by 16 March 1748 O.S., Captain Braddock purchased Spooce's tract of 400 acres for fifty pounds.
business elsewhere must have been quite pressing to sell at such a low rate, or perhaps this facilitated a "trade up" for him. The details lie elsewhere. What is certain, is that by 16 March 1748 O.S., David Braddock possessed 900 acres of land on the Little Ogeechee River,78 the same year that the War of Jenkin's Ear concluded.77

The end of 1748 O.S. came and with it a temporary cessation of hostilities among the empires of Europe and their American colonies. Accordingly, General Oglethorpe's regiment of soldiers and sailors "was disbanded the following year (May 29, 1749)."78 Yet, David Braddock remained an active scout for the coastline of South Carolina until 176379 and of Georgia until 1768.80 In addition to this role, by late 1748 O.S., Braddock was becoming more involved in the domestic affairs of his last adopted home. He was one of the signatories to a letter from the President and Assistant of the Colony to Mr. Benjamin Martin, Esq., the colony's business agent in London.81 This letter was concerned with the employment, treatment, and punishment of Negro slaves in the Province and their ratio to whites living there.82 Braddock subscribed the letter, sharing in the hope of encouraging Negro slavery in the colony under fairly humane conditions of the law, and of encouraging the demand for more white indentured servants in the colony83 (who would work off their indenture and become free, contributing producers in the Colony). This letter was dated 17 January 1748 O.S., only two months prior to Richard Cooper, a millwright,84 receiving the grant for his first 500 acres in the Little Ogeechee area85 and thereby becoming a neighbor of David Braddock. Eventually, Braddock's and Cooper's lands were bought up and consolidated by Francis Harris between 1757 and 1769,86 including the Wild Heron tract.
More of Braddock’s activities showed up in the records of the next few years. In a memorandum of one Lt. Colonel Alexander Heron, dated 10 February 1749 O.S., “David Braddock [sic] Caclain of a privateer during all the late warr [sic].” Mr. Heron commented that Braddock helped examine and revise the accounts and vouchers between Heron and a Captain Davis. Davis, it seems, gave an inadequate accounting of stores acquired from a prize ship, half of which belonged to Heron by his reckoning. This may have lead to Davis’ court-martial; further study is needed to be certain. By October of 1750, one of David Cutler Braddock’s indentured servants, John Gabel, a German, had completed his term of service and was applying for land. However, more significant was the role Braddock played vis-a-vis the “dredging” of the Savannah harbor channel. Mr. James Habersham wrote to the Colony’s business agent, Mr. Benjamin Martin on 24 January 1750 O.S., stating that the Savannah River had been filling with more and more silt and/or sand bars, to the point that vessels with a greater than ten-foot draft were grounding therein. Mr. Habersham complained that the Board proposed land surveys look into the problem, but he felt them not competent for the task.

...[T] don’t understand the setting of the Tides, and the Method of twining the Force of the Current into the proper Channel to deepen it, and that this must be reported by experienced seaman, which were are at present in Want of...Captain David Cutler Braddock, who I mentioned in my Journal of 21st November last to be sailed for New England, is proposed to accompany the Surveyors in this Enquiry [sic], when he arrives here—He is allowed to be an excellent Seaman, and to be well acquainted with this river; But it is a Doubt with me, whether it can be remedied with any tolerable expense...

Mr. Habersham believed the natural factors of geography so combative to clean-up or “dredging” efforts as to make them unbearably expensive for the Colony
(i.e. the Trustees). An unqualified source nonetheless claims that David Braddock returned from New England and took charge of the operation to unblock the Savannah River. Whether this happened and what Captain Braddock's role in it was, must both be confirmed by further research.

One piece of evidence does seem to confirm David Cutler Braddock's ties with New England. Again, Mr. James Habersham communicated to Mr. Martin in London via his letter of 13 June 1751 that one of the four vessels in port as of that date was the snow Georgia Packet whose master was Captain Braddock; Habersham mentioned the 240-ton vessel had sprung a leak on the day she was to depart for Jamaica and had to be unloaded. He also named her owner — Mr. Henry Collins of Rhode Island — which tends to corroborate Mr. Habersham's earlier statement of Braddock's trip to New England... if this Braddock is the same man. This took place in the same year that yet another new neighbor of David Braddock, one Peter Papot, surveyed his grant along the Little Ogeeshee.

In 1752, Braddock's purchase of William Spoode's four hundred-acre grant was officially recorded, with James Habersham acting as attorney for Captain Braddock. Whether this was to solidify David's legal position of the land, to exonerate Mr. Spoode from any perceived liability for the 'lands, or simple to comply with governmental requirements, one cannot be sure. This also merits further investigation beyond the limitations of this work.

The day following 2 September 1752, was by Royal decree the 14th of September that year, the British Empire converted over to the use of the Gregorian calendar. Thenceforward, their years also began in January. Another change soon embraced the Colony of Georgia, as on 6 August 1754, the Trustee's charter was surrendered to His Majesty and Georgia became a Crown
At this point, an examination of David Culler Braddock's places of residence is useful, because more changes were to follow in his life during the 1750s. Recalling the year 1743, Braddock received a grant (lot #314) in Beaufort that year. Then, in 1746 prior to a move to Georgia, he signed over his deed as collateral on a bond to a guarantor, Mr. Edward Wigg. Thereafter, Braddock petitioned and received a grant of 500 acres from the governing Board of Georgia on 27 January 1746 O.S., augmenting his holdings by 400 acres from William Spocde on 15 March 1748 O.S. These holdings were along the Little Ogeechee River. When Spocde sold Braddock his lands, Braddock's given residence was Savannah and this was about fourteen months after he received his 500 acre grant. However, according to a bond to his creditor Samuel Marcer for £42.3.7 and dated 23 July 1755, David Braddock claimed his residence to be Little Ogeechee. This seems to dispel the possibility that Braddock was an absentee landowner, as do the comments of the governing Board in 1746: "...being well assured of [his] Ability, good Inclinations, and Willingness to cultivate the [land]." Furthermore, certain accounts place the foundation of the home at Wild Heron Plantation about 1756 or 1757, although one source claims that the house could have been built earlier. Still, the possibility of Braddock maintaining a residence (rented) in town must be admitted; many records have not survived the last 240 years.

1756 was a year filled with activity for David Braddock as again he picked up arms in defense of His Majesty's empire. On 15 May, David Cutler Braddock was granted his two tracts totaling 900 acres on the Little Ogeechee by His Excellency John Reynolds Esquire, Governor for the Colony of Georgia. Two days later, war was declared between England and France. Captain Braddock did not shirk but quickly put to sea. He had registered his grants by 24
May, by 9 August, he was off "Powel's Pintle [Powell's Point] on Isla Thera" where he exchanged his sloop John and Mary [not doubting the eternal chagrin of his wife] and six hundred pieces of eight (75 Spanish doubloons) for Charles Duff's sloop Prince Charles. On 4 September of the same year, David Cutler Braddock seized the schooner "Les Deux Amis" [Les Deux Amis] off Cockspur Island in the Savannah River; she was then sold at public auction, a prize of war, on 16 October.

The sloop Prince Charles was most likely the object of Braddock's attentions during the last half of 1756. It is the author's belief that the Captain renamed the sloop Cockspur, perhaps in some relation to his coup-de-grace against the Les Deux Amis. This is admittedly conjecture, but the sequence of events seems logical. August 9th was the date of the exchange of the John and Mary for the Prince Charles; September 4th was the day of Braddock's triumph near Cockspur Island; then on November 1, 1756, Captain Braddock and the officers and crew of "the privateer sloop Cockspur" drafted a maritime contract with the owners of the vessel to prepare her for a cruise against the enemies of the Crown. This contract provided that the owners would equip and provision the Cockspur with all stores, ordnance, arms and ammunition necessary in return for two-fifths of any prizes taken. Furthermore, Captain Braddock would receive five shares of the crew's three-fifths, the choicest piece of booty, a watch, a sword, a case of pistols and a clothing chest. The other officers and men took more modest compensations, each in keeping with his rank. Captain and crew were to go forth and "[cruise] against the Enemys [sic] of the Crown of Great Britain..." The author's primary reason for believing the Cockspur to be the renamed Prince Charles is a bill of sale, dated 15 January 1757, on or about the date of the Cockspur's debarkation,
wherein David Cutler Braddock sold James Edward Powell, a merchant of Savannah and a member of the Governor's Council, two-fifths of the Cockspur for £410.12.0. Braddock here was in the legal position of seller; the author believes that Captain Braddock owned the Cockspur outright, just as he had the Prince Charles five months earlier. (Certainly there was some affinity between the two gentlemen, Braddock and Powell; the Captain gave Powell his power-of-attorney the same day as the sale.) But, the final arguments which convince the author that Braddock renamed the Prince Charles are two: first, Captain Braddock's exchange for the Prince Charles was officially sworn on 1 September and recorded the next day, in the City of Savannah, only days before the seizure of the Les Deux Amis at Cockspur Island; and second, the Captain petitioned the Governor and Council to help him rearm the privateer sloop Cockspur with more suitable ordnance on 10 December 1756, the responsibility of an owner, not a ship's master.

Again, the reader turns to Braddock's domestic affairs. On 21 October 1757, David Cutler Braddock (and his wife according to one source) sold all 900 acres of their tracts on the Little Ogeechee River to Francis Harris, a member of the Governor's Council. This event brings to mind several questions not answerable in this work. Did David C. and Mary Braddock actually sell the land of their own free will and in person, together, even considering the Captain's long absences at sea? [This seems most likely.]

Did James Powell, Braddock's power of attorney, conduct this affair in his stead? Did Francis Harris and James Powell collude against Braddock to take his lands in his absence? [Highly doubtful.]
Where and/or with whom did the Captain’s family live after 21 October 1757? Did they move from Little Ogeechee at all, or did they stay on at Wild Heron, living on Mr. Harris’ newly-acquired lands by his assent?

[This also seems likely. Braddock was at sea often, but his family and he did need a place to live; perhaps his wife and he actually did cultivate the land (they owned Negro slaves and indentured whites; q.v. B9). That seems likely as well, because Braddock petitioned for an additional fifty acres of land adjacent to “his own” in September of 1760.147] There are no sure answers yet.

In 1761, David Braddock continued his defense of the coastline of Georgia. In response to the sighting of a French privateer schooner off Tybee Island; Governor James Wright dispatched Captain Braddock in the Scout Boat to assess the sighting, report his findings, and be prepared to take a larger complement and pursue the enemy.148 According to one source, Captain Braddock continued to patrol the South Carolinian coast as well through the end of the French and Indian War in 1763.149 Interestingly enough, that was the exact year the schooner Georgia Packet was built and mastered by Mary Braddock’s father, William Lyford, in Charleston, SC.153 This ship’s name became tied to David Braddock’s in later years.

The Captain’s circumstances changed for the better in late 1764. Elections for representatives to “...the ensuing General Assembly of [the] province...”151 were held: David Cutier Braddock was elected member for the village of Acton.152 Furthermore, on November, he petitioned for a grant of 650 acres in St. Matthew’s Parish along the Great Ogeechee River which was conditionally granted.153 Braddock surveyed this tract by 23 November154 and petitioned to purchase an additional hundred acres of “pine barron” adjacent to
his lands on 4 December,\textsuperscript{166} although this petition was postponed by the Assembly.\textsuperscript{164} Similarly, petitions by his sons John Cutler and Peter for 250 acres each, were also postponed,\textsuperscript{167} but these petitions announced the majority of two of his sons. (A third, J. David, is alleged to have been present by 1764, but the source is unqualifiable.\textsuperscript{168})

Braddock's formal political career began in November 1764. On the twentieth of that month, the Council and Governor officially recognized David Cutler Braddock as the elected delegate from the village of Acton, Christ Church Parish, to the forthcoming General Assembly.\textsuperscript{169} The "swore him in"\textsuperscript{153} on November 29th.\textsuperscript{161} In short order, Captain Braddock received appointments: one, to deliver a bill regarding the reordering of the militia and dividing up annexed territory, to the Upper House;\textsuperscript{162} and another to serve on a special joint committee with members of the Upper House to prepare an address to the Crown in order to establish a college in the province according to the Rev. Whitefield's intent.\textsuperscript{183}

Many more appointments were forthcoming in 1765 and 1766. These were as follows:

- January, 1765—the committee to correspond with the Colony's business agent in London, Mr. William Knox, Esquire.\textsuperscript{184}
- January, 1765—the committee governing the establishment of ferries.\textsuperscript{185}
- January, 1765—the committee to draft a bill to prevent fraud in land surveying.\textsuperscript{186}
- February, 1765—the committee to draft a bill establishing a ferry between Savannah and Plantation "Rochester" in South Carolina.\textsuperscript{167}
- November, 1765—the committee to inspect the Savannah River and report its findings.\textsuperscript{180}
November, 1765—the committee to examine the tax returns of the tax collectors for the *General Tax* to the Treasurer;165

December, 1765—(added to) the committee to correspond with the Colony's agent in Great Britain, Charles Garth, Esquire (apparently a successor to William Knox).170

In addition to these various assignments, David Braddock worked for the Assembly with a Mr. Ewen on matters regarding taxation and funding. On 14 December, the Assembly sent Braddock and Ewen to the Treasurer to collect £54 Sterling for the continued operation of the government171—[would that costs were as low today!]. Later, on January 29th of the following year, these two gentlemen were ordered to prepare a tax bill for the 1766 expenses of the Colony.172

Two other developments in 1765 are important in Braddock's story. On October 31st, the Governor and Council formally granted the Captain the 650 acres he had requested and surveyed in St. Matthew's Parish,173 and he registered the grant that same day.174 However, the statement in the record of the Commons House of Assembly for 14 November is captivating.

**ORDERED THAT MR. BRADDOCK HAVE LEAVE OF ABSENCE FOR FOUR DAYS UPON EXTRAORDINARY OCCASIONS** —176

This leave of absence could have been granted for quite a few reasons, but the author believes the highest probabilities to be either: 1) the death of Mary Braddock; or 2) the death of William Lyford in South Carolina; or 3) some "covert" operation for the defense/security of the Province. According to one source, Braddock's three sons all survived their father,176 but no mention is made of his wife after 1757177 or of his father-in-law after 1763.178 Of course, these assumptions must be verified, as must the lives of his sons, John, Peter, and J.
David Braddock. One isolated clue does tend credence to viewing this personal leave as being in consideration of Mrs. Braddock's demise. About eleven months later, Captain Braddock ran a notice in the Georgia Gazette offering the sale of 150 acres and a house in Acton. As a busy representative—the representative from Acton—and mariner, perhaps eleven months passed before the Captain could sell the house where he and Mary had raised three boys, and perhaps he no longer wanted to live there after his wife's death. These are logical assumptions, but they are by no means fact; confirmation must be established.

In March 1766, the Colonial government named David Braddock one of the Surveyors and Commissioner of the new, public Newington Road, for a three-year term. The Newington Road would increase and facilitate commerce, communication, and travel through the central part of the colony. This was the last political commission David Cutler Braddock received. Braddock must have executed this charge completely, because on 12 January 1768, "Mr. Braddock...[with] Mr. Ewen and Mr. Treullin" were ordered to prepare a bill by the General Assembly in order to provide more Commissioners for the roads. Two months later, the Captain was again named a Commissioner and Surveyor of roads. He received instructions to lay out a road from "...Horse Creek upon the north side of Great Ogeechee River to..." the new Newington Road, commissioned 6 March 1768. Further, the Assembly made Captain Braddock, the other commissioners, and all available laborers—slave and free—liable for the upkeep of the Horse Creek Road physically and financially. Though understandable, this provision seems reflective of the Medieval tradition of forced labor to maintain the king's or liege-lord's roads; is this a case of imported feudalism?"
One humorous interlude of Braddock's twilight-years is on record. At a session of the General Assembly on 17 December 1766, the Captain reported that he had been arrested by the Provost Marshall "during the last adjournment..." and "...held to Bail...". He reported that he felt this a "Violation of the Privileges of the Members of the House" and requested the Assembly to consider some action. Such action never came about; Braddock's request was postponed for consideration twice and then on 3 February 1767, the Captain asked the Assembly to dismiss his request, as he had "misconstrued" a legal summons as an arrest warrant. Perhaps this was a sign of his advancing age, as certainly his retirement from the captaincy of the Scout Boat in November of 1768.

The announcement in the Georgia Gazette of 8 February 1769 was concise if poignant:

DIED. AT HIS PLANTATION ON OGEECHEE RIVER, DAVID CUTLER BRADDOCK, ESQ.

After long and successful maritime and political careers, the captain departed this life at his home in St. Matthew's Parish. It is quite possible that he is buried there. Shortly thereafter, the administrators of his will, William Lyford and Joseph Clay offered many articles of his estate up for public auction on that up-coming August 28th. They further called for a settling of all accounts with the estate of the deceased. The items sold slowly, but eventually all of them must have been purchased, including his Negro slaves. On 29 November 1769, Math Roche, Provost Marshall in Savannah, placed Braddock's five male, four female, and one boy slaves up for auction; apparently, all were purchased before 31 January 1770, the date of notice for the sale of David Cutler Braddock's estate. These sales were all either
conditions stated in the Deceased’s Letters of Administration\textsuperscript{203} or desire of the surviving family members.

After David Braddock’s death, little can yet be said about the lives of the Braddock family except for John Cutler Braddock. According to one source, sons Peter and David moved away from the Savannah area, while John was supposed to have “become a captain of renown.”\textsuperscript{204} Nonetheless, in 1770-1771, John Braddock did petition for, survey, and receive a land grant of 250 acres in St. Matthew’s Parish, “having a wife and two Negroes [sic].”\textsuperscript{205} Mrs. Lucy Ann Cook Braddock moved to Glyma County with her husband before he died there in 1794.\textsuperscript{206} Their two sons moved to Florida by 1804, where they were baptized into Roman Catholicism and John David Braddock married Martha Christopher while William Henry Braddock married Charlotte Christopher on May 9th 1804.\textsuperscript{207} A huge Braddock line now exists in Florida due to the progeny of David Cutler Braddock.\textsuperscript{208}
Final Comments

As I close this examination of the events in a Colonial Georgian's life, I lament the lack of records which would clarify so many of the perceived gaps in David Cutler Braddock's life. Additional information does exist undoubtedly, but finding it and utilizing it could, would accrue great expense to the serious historian. Nevertheless, I have enjoyed researching Braddock's life and would enjoy pursuing the construction of his definitive biography in the future.

End

Captain David Cutler Braddock, Privateer to the Crown.
Abbreviations of Major Sources

Five works contributed a great deal to substantiating the analysis made in this work. As they appear often in the notes, I have abbreviated their titles as follows:

The Colonial Records of Georgia .............................................. CRG
The Walter C. Hartridge Collection ......................................... WCH
Abstracts of Colonial Book J .................................................. ABJ
South Carolina Historical Magazine ........................................ SCHM
The Margaret Davis Cate Collection ....................................... MDC

These will appear in the notes after the first full citation from the work. In addition, the letters GHS will denote The Georgia Historical Society as either a publisher or repository.
Endnotes

1 Colonial Records of Georgia [CRG], 35:299.

2 The Julian calendar year used by Great Britain until September 1752, began on March 1, January and February being part of the previous year. To denote this overlap from a modern vantage point, I use the abbreviation "OS" for "Old Style."

3 CRG, 35:299; a logical deduction, as a common lawyer would have posed a security breach, but this is speculation.

4 ibid., 297-298.

5 ibid., 297.


7 Notes on General Oglethorpe's regiments. Margaret Dour's Carte Collection, [MDC], Georgia Historical Society, Savannah, Georgia, folder 44.

8 ibid.

9 CRG, 35:298.

10 MDC, f.44

11 ibid.


13 ibid.

14 CRG, 35:299

15 MDC, f.44

16 The author's opinion, David Cutler Braddock's return to Virginia is most logical.
17 That is, considering the scope and limitations of this work.

18 C.R.G. 35:364.

19 Ibid., 362-364, passim.

20 Ibid., 297.

21 Ibid.

22 Ibid.

23 Ibid.

24 Ibid.

25 Ibid., 298.

26 Ibid., 299.

27 Ibid.

28 Ibid.

29 Ibid.

30 Ibid., 362.

31 Ibid., 362-363.

32 Ibid., 363. See the list of ranks on board below page. The ranks appear in descending order.

33 Ibid.

34 Ibid.

35 Ibid.

36 Ibid.

37 Ibid.

38 Ibid.
Further information on this topic may exist in the Rhode Island Historical Society, The British Library, or the British Public Records Office.

South Carolina Historical Magazine [SCHM], 74:255.

ibid.

ibid., 201.

ibid.

Unpublished genealogical sketch of David Cutler Braddock, Genealogy Files, Georgia Historical Society, Savannah, GA.

There are multiple references to ownership of and mastery of different vessels by both David Braddock and Mr. Lyford. Please refer to the SCHM, Vol. 74.

SCHM, 23:15, 128. As all of the records pertaining to Braddock's marriage and the christening of his first son, John Cutler, are within the St. Helena's Parish Register, as well as Captain Lyford's matrimonial records, etc.; and further considering his lack of sources in Savannah in view of the disappearance of the Christ Church Parish records to 1790 or so; and keeping in mind the religious make-up of the Southern colonies in the 1740s, it is safe to presume that the Lyfords and the Braddocks were Anglican.

ibid., 16.

ibid., 9:158.

ibid., 74:200.

ibid., 239.

ibid.

ibid., 23:128; o.v. note 2 regarding the calendar.

ibid.

ibid.
56 bid., 74:237.

57 ibid.

58 Ibid., 237 and 255; This is he most likely occurrence; both ships appear in the Port Royal registry, volume 1, p. 343, the same page.

59 Although not the author's belief, the distance between Port Royal and Beaufort is very short, around ten miles, and Braddock cold have registered both ships in both places on the same day.

60 Clara A. Langley, SC Deed Abstracts 1719-1772 (Southern Historical Press Inc: 1984) 2:137.

61 ibid.

62 ibid.

63 ibid.

64 ibid.

65 ibid.


67 ibid., 6:172-173.

68 ibid., 171

69 ibid., 172-173.

70 CRG. 6:172-173; “Wild Heron Plantation,” Walter C. Hartridge [WCH] Collection, Georgia Historical Society, Savannah, GA. Box 60, folder 1015; a hand sketch of Braddock’s grants, 1740s.

71 WCH, 60-1015.

72 CRG, 6:182-183.

73 Ibid.
Frances Howell Beckenmeyer, *Abstracts of Georgia Colonial Conveyances* Book C-1 (Atlanta: Taylor Foundation, Inc., 1975), 31-2; CRG 6:172-173, 182-183; these two sources conflict in giving descriptions of the lands of Braddock and Spooce and the boundaries of each. The author's inclination is to trust the description from the former source, which are more exact and officially sworn to at a later date, when a clearer picture of boundaries was held by all parties concerned.

Beckenmeyer, 32.

CRG 6:172-173, 182-183; Beickenmeyer, 31-2; a composite deduction based on these sources.

MDC, f.44.

Ibid.

*Names in South Carolina* (1972), 9:40; the quality of this source may be doubtful.

*Georgia Gazette*, 23 or 28 November 1768, (Georgia Historical Society), p. 3, col. 1, microfilm; again, a logical deduction. Captain Braddock was succeeded by Captain John Lightstone as commander of the Scout Boat in 1768.


Ibid.

Ibid.

WCH, 60-1015.

Ibid.

Ibid. There is some conflicting evidence as to the date of Braddock's two grants totaling 900 acres (15 May 1756) and Francis Harris' grant of 500 acres (15 May 1756) and Harris's acquisition of Braddock's lands (21 October 1757). Please compare WCH 60-1015 files.

CRG, 26:539.

Ibid.
Consult the CRG Indices for Davis' history.

CRG, 6:336.

ibid., 26:134.

ibid., 25:250.

ibid., 26:134.

ibid., 139-140.

ibid.

ibid.

ibid.

Sketch, Genealogy Files, GHS.

CRG, 26:241.

ibid.

ibid.

ibid.

ibid.

Office of the Surveyor General, GA Dept. of State, English Grant Index (1975), 119.

Beckenmeyer, 32.


WCH, 60-1015.

SCHM, 9:168.

Langley, 137.

CRG, 6:172-173.

Beckenmeyer, 31-32.
112 CRG, 6:172-173; Beckemeyer, 31-32.

113 Beckemeyer, 31.

114 New year's Day was 1 March until 1753.


118 ibid., 23.

117 CRG, 6:172-173.

118 WCH, 60-1015.

119 ibid.

120 CRG, 7:345; 27:318; WCH, 60-1015; MDC, f.45; Crown Grants Index, 15.

121 CRG, 7:343.

122 ABJ, 65.

123 CRG, 27:318.

124 ABJ, 54.

125 ibid.

126 ibid.

127 ibid.

128 ibid.

129 ibid.

130 ibid.

131 ibid., 70-71.

132 ibid.

133 ibid.

134 ibid.
134 ibid., 72.
135 ibid.
136 CRG, 7:448.
137 ABJ, 72.
138 ibid., 54.
139 ibid., 70-71.
140 ibid., 55.
141 CRG, 7:448.
142 WCH, 60-1015.
143 ibid.
144 ibid.
145 ibid.
146 ibid.
147 CRG, 8:364, 371.
148 ibid., 540.
149 Names, 40.
150 SCHM, 74:223.
151 Gazette, 25 October 1764, p. 2, col. 2; microfilm.
152 ibid.

166 CRG, 9:250.
167 ibid.
168 ibid., 252, 257.
169 Sketch, Genealogy Files, GHS.
170 CRG, 9:241.
171 Quotation marks are the author's.
172 CRG, 14:158.
173 ibid., 14:173, 17:141.
174 ibid., 14:177; 17:143.
175 ibid., 14:180.
176 ibid., 186.
177 ibid., 186.
178 ibid., 201.
179 ibid., 296.
180 ibid., 298.
181 ibid., 326.
182 ibid., 316.
183 ibid., 343.
185 CRG, 28-2:458.
186 ibid., 14:292.
187 Sketch, Genealogy File, GHS.
One son, John Cutler Braddock, did survive his father; verified by Navidi-interview.

Gazette. 9 July 1766 (GHS), p. 3, col. 2, microfilm.


CRG. 18:723.


CRG, 14:492.

bid., 19-1:57.

bid.

bid.

A logical deduction, since laborers are specially mentioned.

CRG, 19-1:57.

bid., 14:401.

bid.

bid., 404, 411.

bid., 426.

Gazette, 28 or 23 November, 1768, (GHS), p. 3, col. 1, microfilm.


The author is uncertain whether this Lyford was related to Mary Lyford.


bid.

Gazette, 22 March 1769, p. 3, col. 2; 23 August 1769, p. 2, col.?

Gazette, 29 November 1769, p. 2, col. 1, microfilm.

Gazette, 24 January 1770, p. 2, col. 1; 31 January 1770, p. 2, col. 2; after this date, there was no mention of Braddock’s slaves for sale in the Georgia Gazette.

Smith Files, s.v. “Braddock, David Cutler.”

Sketch, Genealogy Files, GHS.

CRG, 11:7, 201, 303; please read the sequence of these petitions.

Navidi interview.

bid.

Navidi Interview; Sketch, Genealogy Files, GHS.
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English Crown Grants Index. Office of the Surveyor General, Atlanta: Georgia Department of State, 1975 (?)

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