

institutions of these people. All Maryland was divided into two parts by Chesapeake Bay, and, as in the beginning, before the settlement of the hinterland, the two parts are still called shores, the eastern shore and the western shore; and institutions established or projected were often bipartite, until the year 1851, when under a new state constitution the Court of Appeals ceased holding sessions on each shore independently. The extraordinary number of rivers, creeks, and reaches, branching in turn into a great number of navigable waterways, gave ready communication by water to nearly all lands, for although the interior of the southern half of the province had been occupied by the end of the seventeenth century, the population was for the most part scattered along the shores; and consequently it was largely water-borne.¹

As is well known, growing tobacco and shipping it to England became the chief and all-absorbing occupation, and it was greatly facilitated by the ready access of so large a part of the land to navigable water. Some of the planters loaded cargoes at their own landings to be carried directly to the London docks. Toward the end of the seventeenth century London merchants commonly had factors in the province, but previously there had been few of them, and long afterwards there were still direct dealings between planters and English merchants. Voyages to the home country appear to have been made by planters themselves with some frequency, although the time taken was long, log books of late seventeenth-century voyages to and from Chesapeake Bay showing from forty-seven to 138 days to have been consumed on the westward crossing, thirty-two to 113 on the eastward; and often ships touched at Barbadoes on the way.² Absences in Virginia appear noted in the records frequently, and, in general, one of the sea changes noticeable among these Englishmen was an increase of mobility, a fact reflected in the laws of the province. From an early date it was found necessary to contrive some special security for creditors, and statutes required that passes be obtained for departure of debtors from the province. The writ of *ne exeat provinciam* was frequently issued pending the disposition of litigation, and attachments of goods of debtors beyond the reach of ordinary process were relatively more numerous than in England.

But there are many reminders that the province was remote from the home country. In a report of an appeal in a case of *Clayland's Lessee v. Pearce*, decided in 1714,³ it is stated that a will of land executed within two years after the passage of the Statute of Frauds was nevertheless made before publication and notice of the statute in the province; and the opening of the present record is dated in the reign of William and Mary five months

¹ C. P. Gould, "Money and Transportation in Maryland," *Johns Hopkins Univ. Studies in Hist. & Pol. Science*, ser. 33, no. 1.

² Henry F. Thompson, "An Atlantic Voyage in the Seventeenth Century," *Maryland Hist. Mag.*, II, 319.

³ 1 Harris & McHenry, 29.