

THE MARITIME TRADE OF SOUTH-
AMPTON IN THE SEVENTEENTH
CENTURY.

BY F. W. CAMFIELD, B.A.

This article is humble in its aim. It does not purport to enter very minutely into the causes and conditions regulating our maritime commerce in the seventeenth century, or to classify very exhaustively the details of that commerce. Its aim is rather to present from sources, which so far as I know have never yet been made public,¹ a picture of the fortunes of some of the trading ventures of Southampton merchants. I shall tell the story to a very great extent in the words of the mariners themselves to whom these ventures were entrusted. The depositions which they made at the port of Southampton give vivid accounts of voyages to many parts of the globe, of shipwrecks, of attacks made by pirates and of strange and fascinating adventures, which enable us to form a realistic conception of maritime life as it existed in those days. The seventeenth century was a period when men, stirred as their minds had been by the exploiting of a new world and the boundless possibilities of commercial enterprise, began to put forth larger ventures, and to make more daring schemes. In the reign of Queen Elizabeth the new conception of capital, the disabusing of men's minds of the sinfulness of usury, the combinations of merchants in Trading Companies, had enlarged the sphere of commercial activity.

¹ Books of Examinations and Depositions made before the Justices of Southampton, 1622-43 and 1648-63. These books are at present kept with the other Borough Records in the Municipal Buildings, Southampton.

This activity was, during the Stuart *régime*, steadily expanded and intensified. At this period Southampton was a most important commercial centre. From its port ships constantly set out for the fisheries of Newfoundland, for the sugar plantations of Jamaica and the Barbados, for the tobacco plantations of Virginia, as well as for the chief trading centres of Europe; and within its ancient walls several merchant princes resided. It is worthy of remark that many of these merchants joined, from time to time, in commercial ventures and became owners of portions of vessels and, it would appear, traded with their own portions, to a great degree independently of the other owners of the ship. It will be remembered that the notion of combinations on the principle of joint-stock companies had not taken root in the beginning of the seventeenth century, and that the East India Company which early became a joint-stock company was the object of bitter attack.¹ Thus, when a number of merchants combined together for a venture, we should not expect the bond of union between them to be very strong, but rather to dissolve when the venture was completed. They therefore doubtless would from time to time become part owners of a certain vessel in order to participate in a certain enterprise; and afterwards would sell their parts again. It is important to remember that they did not associate on the basis of a joint-stock, but that each traded with his own part of the vessel as far as possible independently of the other owners of the vessel. In this way "Abraham Mahere of the Isle of Jerzie marriner," was "master and pte owner of the third pte of a boate called the St. Margaret of Jerzie"; "John Ballhack the elder of the Isle of Jerzey merchante was pte owner of the moyetie of a shipp of Southampton called the Hope"; "Richard Gardner of Weymouth in the Countie of Dorset marriner was part-owner and master under God of the shipp called the Phœnix of Weymouth"; "Willyam Stanley sayth that he was sole owner of the third pte of the shipp called the Amitie of Southampton, and of the third pte of the goods and loadinge aboard the sayd shipp and he doth value his sayd third pte of the sayd shipp and goods to be

¹ The earliest East India Company was the English, to which Queen Elizabeth granted a charter, 31st December, 1600.

really worth between three and foure hundred pounds sterling"; "Peter Seale did become buyer of the one halfe pte of ye said shipp (ye West India Marchant) with the tackle and furniture att one hundred and fifty pounds."

Before we pass on to listen to the accounts of some of the voyages and enterprises from the lips of those who took part in them, it will be interesting to make a note concerning the preparation and exportation of a woollen stuff for which Southampton seemed to be noted viz., serge.¹ "John de la Mott and John Sledge do depose and say that they dyed all the before menconed serges within the said dwelling house of the said Judith de la Motte (a resident of Southampton). And the said Tobias Roberts and John Rawling do depose and say that they did sheare and dresse all the before menconed serges within the said dwelling house of the said Judith de la Motte." The deposition of Daniell Hersent, a Southampton merchant, is of interest in connection with this industry:—"Daniell Hersent doth depose and say that the nineteen peeces of Hampton great serge and 22 pieces of Hampton small serge numbred, marked, coloured and conteyning in length as in the factorye bill thereunto annexed, is particularly menconed and expressed were woven, dyed, dressed and packed upp in or neare Southampton aforesaid." One or two quotations from the deposition of merchants will illustrate the exportation of this article. Peter Prialx and Paul Mercier who, it may be said in passing, were constant partners and who in the early part of the seventeenth century were two of the most important merchants of Southampton "depose and say (August 18th, 1624), that on the fifth or sixth day of July last past they laded at Portsmouth in England . . . five ballets (bales) of serges of the making, dying and working of Southampton . . . conteyning in the whole fortye half pieces of broad serges colour black and

¹ Serge: A kind of worsted cloth, the manufacture of which was introduced into England by the Protestant refugees. The persons here mentioned were all connected with the Wallon Congregation at Southampton, and their names are found in the registers of the church. Jean and Judith de la Motte were children of Phillipe de la Motte, *ministre de la parole de Dieu* here in 1589. Daniel Hersent was admitted *à la Saint Cene*, 3rd June, 1604. The following names also occur: Pierre Prialx, 1602; Paul Mercier, 1619; Robert Rochefort, 1608; — Roberts, 1602; Rawlings (Rallins), 1664; Pierre Seale, 1606. *Registre de l'Eglise Wallonne de Southampton*, Huguenot Society of London, Vol. IV. (Ed.).

of divers other colours, and also sixteen pieces of small serges colour white to be transported unto Rochell in France." The ship, that carried them, it may be added, was surprised and taken by a Spanish "mann of warre," and apparently Peter Priaulx and Paul Mercier together with Daniel Hersent and Robert Rochyford two other merchants who had embarked serges on the same vessel incurred serious loss. Another deposition by the same two merchants is interesting: "Who depose that . . . they laded at Portsmouth in England into the good ship called the Angell Gabriell of Callice in France three ballets numbered 1, 2, 3 marked as in the margent (ME) and conteyning in the whole thirty half pieces of broad Hampton serge black and other colours to be transported unto Rochell in France." In September, A.D. 1624, John Mayor deposed "that about a fortnight ago he laded at Southampton in England in the good ship called the Jare of Jerzey foure ballets or packs, three of the said ballets or packs conteyning twenty half pieces of broad Hampton serges, and the other ballet or pack conteyning ten pieces of small serge of Hampton to have been transported unto St. Malo in France." These depositions, and others of similar kind which could be added, show us that the preparation of serge was an important Southampton industry and that it was a leading article of export.

At this time, Southampton was the chief starting place for fishing vessels to the Island of Newfoundland. In 1621 Sir G. Calvert (created Lord Baltimore by James I.) attempted to colonise that island, but after some years was obliged to abandon the attempt. A deposition made Sept. 14th, 1629, by Stephen Baker, a Dorset sailor, will be of interest in this connection. It states "that on the 20th day of Aprill last past this relator set forth from Studland Bay in a fishing voyage to the Newfoundland in a shipp called the St. Claude, this relator being master thereof and he saith they carried in their voyage outwards provisions to the Lord Baltimore at the Newfoundland aforesaid." Lord Baltimore became a Roman Catholic and that fact in itself is almost sufficient to account for the failure of his colony in Newfoundland. The fishermen who pursued their avocation round the shores of Newfoundland were violently anti-papistical and not likely

to endure with equanimity the rule of a Roman Catholic lord. Stephen Day a master gunner of the St. Claude "whereof Capt. Leonard Calvert sonne of the Lord Baltimore was capteine" tells an extremely interesting story in this connection. He deposes that a certain Mr. Walker went out as a passenger in the St. Claude and when the ship reached Newfoundland he "went dayly to the Lord Baltimore and came back again to their shipp in the evening and the said shipp being there ymployed in fishing by the Lord Baltimore aforesaid the said Mr. Walker did take accompt of the said Ld. Baltimore's pte of the fish there token." About this Mr. Walker "the report was commonly given forth in the said shipp that the said Mr. Walker was heretofore a minister of the Church of England and that he was now become a Popish Priest." Further a grave indictment is made against this 'Popish Priest.' "While the companie of the said shipp were at prayers the said Mr. Walker did whoope and make a noyse to the greate disturbance of the said companie of the said shipp." One wonders whether the fact that this mysterious man visited Lord Baltimore so frequently and behaved in such an unseemly manner as to disturb the devotions of the sailors gave rise to the "report" which had been circulated concerning him.

The fisheries of Newfoundland were extremely valuable and every summer boats from English, Breton and Basque harbours visited them. Cunningham tells us that "the English authority was recognised among the fishing fleets off that coast in 1578 though they only sent some fifty sail, while the Spaniards had over a hundred and the French a hundred and fifty." In the seventeenth century we find that numbers of vessels set out from Southampton, and frequently brought home considerable hauls. For instance Edward Milbery a mariner of a ship of Southampton called the 'Amitie' made this statement on November 22nd, 1630:—"the said ship the Amitie arrived at the Bay of Arte in the Newfoundland, about the latter end of Aprill last past and shortly after this depon^t and his company began to fish there, and had ashore by the XIIth of July last past eight score thousand of good and merchantable Newfoundland fish." And several mariners belonging to a ship called the "Unitie" of Southampton depose as follows:—

"the said shipp the Unitie returned from the Newfoundland laden with fish and trayne, that is to say fortie eight thousand of dry fish ; fower thousand and an half of codde fish : and seaven tonnes and an half of trayne (oil)." And once more ;—" John Hapgood and William Minson do joyntlie and severally depose and say as followeth vizt that in the moneth of August last past, there were laden aboard the said shipp the Charitie in the Newfoundland...one hundred twenty and two thousand of good and mechantable dry Newfoundland fish worth there six pounds sterling per thousand, amounting in all to the summe of seaven hundred thirtie and two pounds sterling." By such depositions we can see that the fishing off Newfoundland was a very productive and lucrative employment. So much for the fisheries.

We have among the depositions the record of a most interesting voyage in a ship called the West India Merchant of Southampton, to the 'Isles of Barbadoes.' Several of the mariners on board this vessel assert that William Lambe the master of the ship "did sell and dispose of the said goods and merchandize soe by him received for the freight of the said ship to and for his own use and account and took bills for the same in his owne name." The vessel after stopping at Barbados to discharge some of its goods and to receive a new cargo proceeded to "Antegoe, St Christofers, and Virginia." The boatswain of the vessel kept "true and just accounts concerninge the goods passengers and freyght of the said ship" and his true and just accounts which were appended to his deposition make very interesting reading. The vessel reached the Barbados about the beginning of August and the goods were delivered ashore from Aug 8th to Aug 14th. The 'true and just' copy is as follows :

AUG 8th 1649

"Delivered ashore two iron potts, one hhd, one frying pan, two sawes, tenn musketts, one iron backe, three baggs of nailes containing a barrll marked wth P.D.S.

DITTO

Delivered ashore one hhd, one trunk bigger then a hhd, one box as bigg as a barrll, foure runlets (small casks), one bundle of frying pans, four barrlls of shott, eleven iron potts, one

bundle of whip sawes, two dozen of shovells, one smale box mked wth W S, one firkin W P, one chest G R, one hhd Z B, two dozen of shovells, two hhds, one bundle of sawes, one grinding stone, one box wth W S, one halfe hhd, one chest as big as a half hhd, one baskett, one runlett, three musketts, and two hand sawes mked wth P.D.P.

9th

Delivered ashore two smale boxes and one hhd, three barrlls, one frying pan, one muskett, five hhds and six hhds, five swords, and one empty hhd mked wth S B, and three barrlls, three hamper and three boxes.

12th AUGUST

Delivered ashore six barrells, two firkins, one hhd, one butt, two iron potts, one hhd, one packe of match (a sort of rope for firing guns), two runlets, one hamper, one barrll cont a hdd, and two barrlls, foure runletts, one hhd, one firkin of butter, one barrll of iron worke, two firkins, one smale packe, two barrlls of iron worke, one barrll of powder, and one dozen of swords, two hhds, one pipe, one fate (vat) bigger than a hhd mked wth W.L., and four barrlls.

14th

Delivered ashore one vate of iron worke, one chest as bigg as a hdd, two chests more than a hhd, three barrlls of shot, one iron pott, one chest cont a butt, two butts of beere, two barrlls, eighteen musketts, one bundle of sawes, one frying pan, eight shovells, two butts of beere, two barrlls, one hhd of dry goods, one grinding stone, four thort (?), two whip sawes mked with H S."

It will thus be seen that the goods sent from England to the Barbados consist of articles to a large extent of common use as :—shovels, grinding stones, frying pans ; articles of food as butter and beer, and articles of warfare as muskets and shot. In addition to these, there were delivered ashore a hundred and twenty-six passengers "for wch the Capt rec^d (received) freight for five pounds and tenn shillings for each, and sugar at foure pence per pound." From the Barbados to 'Antegoe' were conveyed fifteen passengers "for wch the Capt rec^d fiftie pound of sugar for each man." We thus obtain a most interesting side-light on the practice of making payment partly by goods instead of money.

From the West Indies the vessel proceeded with a new freight to Virginia, and we have a detailed list (too long for reproduction) of the articles delivered ashore. Sugar and salt are the chief articles mentioned while in the list we note "one bundle of frying pans" and "one quarter caske of ginger." A note at the end further illustrates the custom of payment made in kind instead of in money. "There was carried in the ship from Barbadoes to Virginia sixtie six passengers for wch the Capt was to receive for each passenger four hundred pounds of tobacco and for what he did not receive he tooke bills in his own name." This most valuable deposition gives us a vivid picture of the trade between England, the West Indies and the Colony of Virginia and enables us to form a realistic conception of the connections between them instituted by their several needs.

The depositions made concerning commerce between Southampton and other European trading centres are hardly of such an interesting character. Yet they throw valuable light on the intercommunication between England and the other countries of Europe. To give one or two details:—On July 7th 1625 Peter Priaulx and Paul Mercier, whose names have been already mentioned, stated that Cornelius Adrianson of Seville, a merchant, caused forty pipes of oil to be laden in the ships the *Mary of Lubeck* and the *Gift of God of Leith* to be sent to England as these merchants' property. In August of the same year these same two merchants depose that their factor at Seville, Cornelius Adrianson, delivered aboard to be conveyed to England twenty-one baggs of ginger of the value of about £534 sterling. We thus learn the miscellaneous character of their commerce. Reference has been already made to their exportation of serge and now we find them dealing in oil and ginger. From other of their statements we learn that they also traded in canvas, Spanish wines, almonds and raisins, while they claim as their property a fishing vessel which had been captured by the French.

Canary wine was an important article of commerce. Robert Cole deposed "that he being lately employed factor upon ye good shipp called the *Francis of Southton* . . . there was laden aboard the said shipp in ye Canary Islands, 65 pipes of choyce Canary Wynes, six chests of Loafe Sugar and twelve hundred pieces of Ryalls of Eight Spanish coins for accompt in

partnership of Wm. Pinherne Simon Kelsey and Wm. Cole as also there was laden aboard the said shipp fower chests of Loafe Sugar, two pipes of Canary Wine and one hundred pieces of Ryalls of eight for the pticular accompt of William Cole besides what was laden in ptnership." Once more : " Peter Garrebrowes deposeth and saith that he . . . did receive on board his vessell one hundred sixty nine pipes of Canarie wyne for the proper account of Mr. Richard fford and Peter Proby of London march^{ts} (merchants) and company adventurers in the said shipp." We have one or two notices of the importation of currants from Rotterdam. Several important Southampton merchants state that they went and viewed " diverse butts of currants then lying and being in a warehouse called the Wey house in Southampton wch were . . . landed out of the ship called the John of Poole whereof Michael Oake was master, from Roterdam." One of these merchants had intended to purchase some of the currants " but found them soe crusty and ill condiconed that he would not buy any of them att any price." They must have been bad, for a grocer, Mr. George Barbe of Southampton, had offered " three pounds p. cent. for them if they were sound and good." But after sight of them he refused to deale for any of them." We hesitate even to guess the state of those currants.

It will be remembered that the exportation of corn under normal conditions was looked upon with great disfavour. In connection with this the statement made by two men, Henry Rose and Thomas Roberts, on Feb. 17th 1630 is interesting. They tells us that they met a malter of Southampton William Russell by name and got into conversation with him about the price of corn :—" the said Russell charging these relators to be an occasion of enhausing the price of corn and these relators excusing themselves and laying the fault rather on the said Russell, and in their said conference the said William Russell used these words, vizt, some of our companye thought that they had drawne downe beere when yt was meale." For this cryptic allusion William Russell was put on examination. " Being demanded whether he hath knowen any meales conveyed or drawne to the key (quay) under colour of beere saith that he knoweth of none to his knowledge but sayth that Richard Hammon the driver of the porters dray told this examinee about six or seaven weeke agoe that he the said Hammon had

carried downe two hogsheads of meale or wheate of the goods of Richard Cornelius, but the said Hammon did not tell this examinee from whence he did fetch yt nor whether he carried yt." Thus is human nature the same in all ages.

In the seventeenth century maritime enterprise was accompanied by serious risk. Of course there was the constant danger of losing a whole cargo by shipwreck. "Virginia is knowne to all mariners that have used that coast to be usually and for the most pte accompanied with extreme fflowe wether." Political fluctuations must have had ruinous consequences for individual merchants. A very interesting story illustrating this is told of an English merchant named John Waterton. The date of the deposition giving the story is March 18th, 1649—six weeks after the execution of Charles I. This John Waterton traded at the town of St. Malo and was reputed to be an ardent Parliamentarian. "Ye said John Waterton," runs the account "for ye good affection wch he was noted and knowne to beare to ye Parliament of England had a pcell (parcel) of lead seized on by ye justice of ye sd towne of St. Mallo; and this depon^t. sayth that ye sd John Waterton was forced to pay unto ye sd justice for ye freeing and releasing of his sd pcell of lead from ye seizure and arrest soe made as aforesd the sume of one thousand livers tornois¹ in ready money wch amounts to ye sume of one hundred pounds sterling." The plight of this merchant would seem to have been very unenviable; he did not dare "to walke ye streetes of St. Mallo for feare of being seized on by ye sd justice." His friend Peter Seale tells us that he himself paid unto the justice for Waterton's use no less a sum than a hundred and twenty pounds "to free and cleare sevall sorts and quantityes of goods then laden aboard the Anne of London and Joane of Poole wch were arrested and seized on att St. Malo aforesaid by the sd justice as belonginge to the Parliaments ptie." Things went on from bad to worse until at length John Waterton was obliged to quit St. Malo "and all the Employ^t. wch he had there by way of comission from sevall merchts to his great priudice and undoinge whereas if he had not undertaken ye service of ye Parliam^t. in all likelyhood he had remayned to this day in St. Mallo aforesd and might have gotten a good

¹ Livre Tournois, *Tours livre* (tenpence).

estate by such Employmts. wch this deponr. had assigned unto him for sevall merchants and otherways by his owne industry." Thus in this case political enthusiasm was fatal to commercial prosperity.

The greatest losses however accrued to merchants through the extreme insecurity of the seas caused by the attacks and outrages of pirates. This is a fact which requires more emphasis than has been given to it in histories of the period. Indeed when one reads the accounts given by mariners themselves of the attacks and captures made by pirates one wonders that men sent out great cargoes at all, exposed as they were to such risk. Many a merchant prince must have been robbed of his peace of mind in wondering whether his freight would reach its destined haven immune from the attacks of these audacious robbers. The mariners themselves must have been constantly on the tiptoe of excitement fearing an onslaught by these sea-dogs. English, French, Dutch, Spanish, Turkish pirates—the seaswarmed with them. We read of piracies off the Isle of Wight, in the Bay of Biscay, in the Mediterranean, off Cornwall, in Southampton Water itself. One story disclosed on inquiry before the Justices, describes an act of piracy of the most audacious character conceivable. The first person to be examined concerning it was a woman named "Sibell," the wife of John Wall who resided at Hythe. She asserted that on September 18th, 1629, about two o'clock in the afternoon a seafaring man, Mr. Morgan by name, together with two other sailors came from Southampton to her house at Hythe. Directly they arrived at Hythe they sent a boatman back to Southampton who brought over two of their companions about six o'clock in the evening. They told this "Sibell," so she said, that they belonged to a ship of Mr. Elzie's, and they remained at her house till about eleven o'clock at night. They then gave out that they must be returning to their ship, and bargained with Anthony Withers and a servant of William Withers to carry them towards Southampton. They decamped however without paying their reckoning and "Sibell" set out after them but was forced to return "the weather and tide being not fayre." "And she saith further that she thinketh that they then went aboard the bark that was carryed away the last night out of

Hampton Road and being further demanded at what tyme the said boate man returned to Heith aforesaid saith that yt was about six or seaven of the clock this instant morning." The "relation" of John Ricket who was one of the company of the ship the 'Blessing of St Malo,' (for that was the name of the stolen vessel) gives a very picturesque account of the actual capture of the ship. He tells us that he with a companion named Philip Bishart and a cabin boy was on board that night when suddenly between ten and eleven o'clock at night five Englishmen unknown to him leaped aboard the vessel. The leader, he said, was called by the rest Mr. Morgan. As soon as they had entered the ship one of them looked in at the cabin door and "thrust in his sword drawn and bad them all keepe in, and the said Bishart perceiving the point of the sword to be past him slipt by and gate out of the cabin upon the deck and cryed out for healpe and thereupon the said partie (party) with the sword and another with a handpike came to him and strooke him and beate him downe and did cutt him and wound him verie sorely and then putt him againe into the cabin." They then "let slipp the cables of the ankors of the bark and hoysed sayle and sayled away." On a bank near Calshot Castle they struck aground and remained there about half an hour, "and they gate of againe by thrusting of with oares and with the healpe of the tyde it being then flowing water and so they sayled on till they came neere St Helens." Seeing a fishing boat near the shore in which were two men and a boy, they permitted Rickett with his companion Bishart and the cabin boy to escape in it. Off went the pirates shouting derisively in their triumph:—"Comend us to yr merchants and tell them wee are going to St Maloes to carrie the bark thither before them." It seems somewhat probable that the men who rowed these robbers from Hythe were in collusion with them for "when the said five seamen first sett sayle, the said boyes of Heeth did helpe to hoysed their sayles." And Robert King one of the "boys of Heeth," seems to have gone home after the adventure and kept a quiet tongue in his head:—"this examinee went home and being come thither he went to fetch home wood and to doe such other business as his dame commanded him.—Being demanded wherefore hee and his fellowe went not to the castle at Calshard

as soone as they were returned so farre homewards and there tell what was done, hee saith hee can give noe other answere thereto but that it was for want of understanding." One wonders that his imperious dame had not brightened up his wits a little.—"Being charged that he knew of the sayler's purpose to steale the said barke as aforesaid before they came from Heeth, he utterly denyeth yt." The other boatman Anthony Withers was asked the same question, why he did not at once report the matter, and gave practically the same answer :—" he saith it was for want of wisdom and discretion." The entire story is a record of astounding impudence and audacity, and shows the consummate daring which characterised certain seamen at that time.

A curious instance is told of a double piracy in 1628. The sailors of the "Margrett" of Pymouth asserted that "as they were about 12 leagues off from the Lizard they were taken and surprised by a French man of warr—about eight or nine o'clock in the morning and being so taken were passing towards the coast of France in which passage they were taken again and surprized by Capt. William Lucas in a shipp called the Dolphin of Southton."

Another deposition concerning piracy on the part of an English vessel will further illustrate this matter. George Sholly of Lewes in Sussex gives an account of the capture of French vessels by English ships and "being demanded what tortures were used to anie men taken in their voyage, he saith he knoweth of none but hath heard that one man was tortured by Thomas Tompson the master of the Dolphin by woolling of his head, but of which of the said shippes the man was which was so tortured he knoweth not." This mention of the use of torture leads us to imagine that in all likelihood it was frequently used on the sea where it could only with great difficulty be discovered. England and Spain were old enemies on the sea and we can readily imagine an interchange of amenities when English seamen met their old rivals. Allusion has already been made to the capture by a Spanish man-of-war of an English vessel containing serges, the property of Peter Priaulx and Paul Mercier, and such events must have been of common occurrence. A deposition taken March 7th, 1625 gives an account of the capture by a Spanish man-of-war of the Anne of Poole as she

was proceeding from Poole to Bordeaux with a cargo of fish. And later Peter Priaulx and Paul Mercier experienced a great loss through the attack of a man of war of Dunkirk. "The said Peter Priaulx and Paul Mercier depose that they did adventure for their owne and pper accompt neare upon the some of one thousand and fower score pounds English money upon the whole lading of 37 fardells of canvas and Brittish lynen cloth. Itm of 25 butts of Spanish wyne. Itm of 25 lb. weight of almonds and of 25 livres tonois in money. Itm in the moytie or thereabouts of 100 frayles¹ of rayzins and 42 frayles of figges delivered in St. Maloes aboard the ship called the Unicorn of Middleborough—all which goods and merchandize were intended to be transported directly in the said shipp, the Unicorn from the port of St. Maloes aforesaid unto the port of Southton, but were by the way surprized and taken by a man of warre of Dunkirk and thither carried and made prize." We have several accounts of piracies made by French seamen. Of these one specimen shall suffice. Gregory Brown, boatswain, of the Fisher of Southampton tells us that that vessel was "taken and surprized by a French man of warre of the burthen of one hundred tonnes or thereabouts, having in her 130 men or thereabouts and 10 pieces of ordinañces whereof was Captaine one called Bally of Sherbrooke in Normandie whither the said shipp the Fisher with all her furniture, fishing provision and other lading aforesaid of trayne were brought on Saturday the xxii day of September, and made prize and no parte or parcell thereof restored." But the great rivals of the English in commerce during the seventeenth century were the Dutch, and the rivalry was anything but friendly in its nature. Paul Mercier whose name has been frequently mentioned during the course of this article deposed on January 11th 1622, that a ship laden at Lisbon with "five hundred Portingale ducates," of his money was "surprized taken and carried away by a Holland man of warr."

And in the year 1654 on the twenty-ninth of April, the very month that peace was made between the two Countries erstwhile at war, a vessel called the Francis of Southampton laden with wine and sugar as well as money was "taken by three Dutch

¹ Frail, a basket of raisins, figs, &c., about 75 pounds.

men of war and carried unto Piego in Gallizia and there the sd shipp together with all the goods laden as aforesaid were adjudged lawfull prize to the said men of warr." Turkish pirates were for years the terror of the seas. G. M. Trevelyan in his "England under the Stuarts" makes this truly appalling statement:—"Between 1609 and 1616 A.D. Turkish pirates from Algiers guided by English renegades took four hundred and sixty-six of our merchant vessels; in 1625 they carried off 1,000 of our seamen as slaves and took twenty-seven vessels in ten days." A most interesting account of a fight of Southampton men with the Turks at sea has been preserved. Thomas Bazill the master of the Pearl of Southampton and John Knight one of the ship's company say that on Oct. 4th 1640 they set sail from Plymouth on a voyage to the Canary Islands. On the seventeenth of November they "made the Mederies and, the wind being east and by south, they steered away to the westwards of the Mederies for feare of their enemies." The next day they sighted the Canary Islands at a distance of about five leagues and on Sept. 19th they saw three ships about three leagues off. The day was calm so that those on board the three ships could see the English vessel and "put forth their boates full of men with brasse bases and muskets and rowed to them (the English sailors) and came within saile of them and asked whence they were; who answered "Of England," then their enemies said 'amaine for Argeire' and shot at them, but they kept them off with their guns, murderers and muskets as well as they could from eight of the clocke in the morning till foure in the afternoone in wch space they shewed to these deponents the flag of truce twice but they would not yield." As the fury of the fight increased, the wind rose "insomuch that their enemies came upon them with their ships so that they were constrained to lett flie all their force at once and gave them some spoile, soe that thereby they had a little time to throw their boate ovrboard and then got into it and rowed for the shore." The Turks on seeing this gave chase "shooting at them all the way but it pleased God they recov^d the shoare yet notwithstanding they pursued soe close after them on the shore and carried away the masters mate." When the English crew reached the shore they saw a man fishing who catching sight of the enemy ran

"and they followed the fisherman and soe got cleere or els they had beene taken all." They then went up on the mountains to see the fate of their vessel and "in a short time the three boates made aboard the ship of these deponerits and towed her to their owne ships and the next morning these deponents saw the three ships and their owne vessel at their starne." They had met with serious calamity but were lucky in getting off without being seized by the Turks and subjected to a drearisome servitude.

The master of another Southampton ship called the Plantation was not so fortunate. This vessel was surprised and taken by the Turks and Thomas Baker, the master, was thrown into slavery. Jeanings Elliott who had been a captive on a Turkish man of war but who had by some means escaped "saith that hee . . . did see and speake with the said Thomas Baker in captivity in Argier aforesaid; and that hee the said Thomas Baker was a captive and in servitude in Argier aforessaid att the same tyme when hee this deponent came from thence."

Such examples—and very many more could be added—may suffice to show the extreme insecurity of the seas. We have all heard of the king who ruled England so justly and put down evildoers with so firm a hand, that it was said a man might go from one end of the country to the other with his bosom full of gold. Proud would that monarch have been who could have ensured that his merchants might put forth their ventures without fear of sustaining injury through the lawlessness of sea robbers. And yet that result has been effected, not by the skill or power of individuals, but by the gradual yet sure subordination of lawless passion to the calm and regulated working of the moral law. The conception of law has gained great victories in the past. Man observing the laws of nature, and submitting to them, thus becoming their master, can send his wares across the sea with the minimum of risk from wind and storm, and bowing to the dictates of a moral law can prosecute his ventures without fear of attack. No matter how the conception has arisen, sufficient for us that it has triumphed—and is triumphing.