THE

DEFENCE OF

TRADE.

In a Letter

To Sir Thomas Smith Knight,
Gouernour of the East-India
Companie, &c.

From one of that Societie.

---Vexat censura Columbas.

London,
Printed by William Stansby for John Barnes, and are to be sold at his shop over against Saint Sepulchres Church without Newgate.
1615.
Right worthy Sir,

When I first heard of an invective publisht by some unknowne busie Perlon, against the East-Indian Trade: I must confesse, I held it, in eorum genere quavisulentorum florere, worthy only of that Companies contempt, whose blest industre, with good service to the State, hath surely freed them from the poyson. Why should they then regard the hissing of those lurking Serpents, that when the itching humour takes them, will be doing brevisus & carceri dignum, even with the State itself?

But having since perus'd the Pamphlet, I finde under the pleasing title of Increase of Trade, and gilded ouer with that commendable Proposition of the Herring-fishing, a sort of Pills are put to swallowing, that perhaps may worke weake stomacks to disfaste our Course.
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Course of Traffick by societies in London, especially that now of greatest hope and profit to the East Indies. And though the Author handle the particulars with such confused Contradictions, as assure mee hie conceived not what he writ: Yet sure, some Ape hath put the Catt foot in the fire, some cunning and malicious persons, for private ends, or lender purposes interés the Quicksilver that set that running head awork. Remembering therefore that a wiseman should not only keep himself from hurt of the Brute Beast, but feed and clothe, that is as Plutarch notes, make profitable use of enemies: out of my love to you that spend so much of your time, for the good of the worthie Merchants liberall Adventures, to advance the reputation and revenue of the Common-wealth, I with some one of our Commissaries most experienced in that businesse, would take this opportunity to shew how wrongfully they are traduced, whose voluntary hazards in such long and costly voyages for such even by their enemies confession, dangerous and slow returns were rather thankfully to be commended.

Good men, well-minded Merchants, while the idle Drone and greedy Caterpillars prey upon the substance of the Subject here at home, with eating yssue and harmful arts, while such a Spider in a corner spends his fruitless days perhaps in weaving weak objections against them, from furthest parts abroad, they fetch and bring the honey to the Hive, laborious Bees, they clothe and feede the poore, and give the willing man imployment to gaine with them; and with the Common wealth, the honour, and the riches that formerly enjoyed by their trade, overland, along the Mediterranean, and then the Portugals (poore Portugals till then) procured by their more advantageous farre Sea-trafficke with those Eastern Countries.

This was the first intention, this is still the endeaour of that famous fellowship, best knowne to you that were their first, and are by well deserving, still their Guernour; and if it please Almighty God to continue his wonderful blessing, and our good King's gracious countenancing of their industry, I make no doubt, but by discovery of some nectarine passage; or if the work fall, through the advantage of our multitude of able bodies, and most commodious sea-situation, even the way wee haue that rich trade may receive yet our turns more, and in few yeares a staple of Commerce for all the World be settled in these Northern parts with as much life and quickning to the navigation and affaires of this whole Island, as London and all forts of Merchants in it found by one returne from thence last sommer, Qua nobis placet experientia veri.

But Sir, this honourable enterprise, like Hercules yet in the Cradle, in the infancy hath beene affailed by Serpents the aperation, which * Ennuye long fince whispered in the cares of ignorance, of killing, Mariners and carrying out the treasure of the land, in answere whereunto had the East Indias Merchant then but told a truth like Marta's, Bella, Bine, Puelle, Fabula, hee might have beene (it may bee judged) neyther faire nor rich, nor chaste, but only forward to commend himselfe: but now when as the poore Snake Ennuye growes to be a Monster, Maligne, when the prudent late acreeping Wome was a winged Goose, a letter forth in print of flanders. Now (me thinkes) you are,

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* Naius generis humano polius que virtutum quem deficiente in alienis egit ut longe praeest omnibus argutissimi sunt querulantum Pet. Mart.
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If not in so, at least mitted happily to shew the world the well deserving of that worthy Company, whose innocence will shine more gloriously even to the eye of one of him that dwells farthest from London, by passing through those vapours of an idle or corrupted braine the first or forged imputations.

A wofe for truths sake worthie of a fervent spirits careful handling: but were it recommended to my weakness, though I dislike as much as any man, to see one, by transcribing only in effect, an honest Gentleman's good * Fitching-Project, steal occasion to censuer all our trades, and glie intelligence what Shippes of ours, how shared, and at what seasons yearly part from place to place, with such particulars of our Sea-flates decay, as must be eyther true, and so the secrets, or false, and so the flanders of our Countrie.

Though I condemn his folly, that proclaims such weakness and such want of Marriners and Shipping in our Ports from fond reports of idle fellows, informations certainly as false in these particulars, as we know they are in our East-India matters, especially at this time, when, contrary to the power and greatness of our Royall M, and the reputation of his-strength by Sea and Land, is for the good of Chriflendom, compos'ing of those Provinces, which Armies both in Italy, and Germanie doe threaten.

Though I defect the hollow-hearted cunning, that doth looke on Holland, but yet rowes for other Countries, girding still and glaring at our Neighbours of the vincted Provinces, those in reason of state, and through band of Religion, best assured friends, with our

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neff minde, rather then make him smarte or carelesse. Readers smye. And as a ground-woke of Integritie, first I would set downe what hee sayes even in his owne Apparell, Scarfe, and Feather too, as thus.

East Indies.

How followeth the consideration of the East Indies Trade, into whole Seas, not onely the River of Volga, as before you heard, disemboquet it selfe, but even the bottome of the Straights is emptied to fill by those gulfs, and not so onely, but besides that many of our best Marchants have transported their Staples thither; it hath also begot out of all Callings, Professions, and Trades, many more new Marchants. Then where there is increase of Marchants, there is increase of Trade; where Trade increaseth, there is increase of shipping; where increase of shipping, there increase of Partners likewise: so then rich and large East Indies. The report that went of the pleasing notes of the Swannes in Meander flood, farre surprizing the records of any other Birds in any other places whatsoever, drew thither all sorts of people in great confusion, and with great expectation to heare, and enjoy their sweet singing. When they came thither, they found in stead of faire white Swannes, gredie Ravens, and deavoring Crows; and heare instead of melodious harmonie, batheable and loathsome creaking. In indignation that they were so receiv'd and deceiv'd, in stead of appaling, they hissed, and of staying, fled away. You are now by the East Indies Meander flood, your Trade is the singing of Swannes, which so many journey so farre to enjoy. God blesse you should be found so discoloured, and we so ill satisfied. And holowse that I may bee sure to avoid any detraction, whereby my nature might have any imputation, so by calling by more Spirits into the circle then I can put downe againe, I might incurre some danger, and be tar'd likewise of indiscretion, so that we onely hitherto have explained of the want of shipping, we desire now but hereint to turn ye noe, and see how you help the increase. You have built more Shippes in your time, and greater farre then any other Marchants Ships; besides what you have bought out of other trades, and all those wholly belonging to you; there hath been entertained by you since you first adventured, one and twenty Ships, besides the now intended Voyage of one new Ship of seven hundred Tonnes, and happily some two more of increase. The least of all your shipping is of fourscore Tonnes: all the rest are godly Shipps, of such burthen as never were formerly by Marchants, the least and meanest of these last is of some hundred and twenty Tonnes, and so goe upward even to eleven hundred Tonnes. You have set forth some thirtene Voyages, in which time you have built of these, eight new Shipps, and almost as good as built the most of the rest, as the Dragon, the Hector, &c. So that at the first appearance you have added both strength and glorie to the Kingdome by this your accession to the Hanie. But where I say you are all these Shipps: some of these are cast away, of the which one was of three hundred Tonnes, another of four hundred, the third of three hundred, and the fourth of eleven hundred; two more are docked by there as Pinnakes to trade by and bosome; the rest are either occupied in the Trade in the Indies, or at home out of reparations; which if true, if the Kingdome should have need of them on any occasion, it shall sorely want their service; and so then there is not only no supply to the Hanie this way, but hurt even to the whole Kingdome, the Woods being cut downe, and the Ships either lost, or not feruicous. Surely Stories can hew vs, which we may reade in the courses of Common-woles, how tolerable, Nay how laudable it is in all States, to enlarge Commerce. Marchants, whose be should respect, can tell us of the casualties which not onely the Shippes, but their Estates are subject to by adventures. Parries, whose we must pitty, can teach us of the ordinary dangers not onely that Shippes and gods, but howlines are subject to by Sea. I must not then expa-
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Our Timber Wood. The Kings Hanke must be maintayned, other Merchants of lower rankes must have shipping, and the Sea-trade may increasse, and then either we must Trade without shipping, or make Shippe within timber.

When the Norman Conqueror having subdued the most part of the Kingdome, DAU ke to Kent, which then was made head against him, the Kings, having by the advice of their Politike Bishoppe, and their Stout Abbot, cut downe great boughes; and with them in their armes marchted towards the Conqueror, wherby, besides the nomeau ties of the light, the Armie appeared double as bigge: William himselfe to conceiving it, as also amazed to the Woods, wade more feared and discontented with that sight, then otherwise assured with his former force: for, besides the course, what demands matter were made by those people, to have such weapons laid downe, and to gaine such ingenious subjects; whereby, to the eternal benefit, and credit, their persons were never in bondage, nor the Lakes altered. In this their Land-Stratageme, I list our Dead Arts, in that and their Words being the fatal instrument of our fortunes. Boughes of Trees kept the Kentishmen, out of compensation, when they held them in their hands, and but for them, their bodies would keep us in liberty when they contain us, and are for service, and by their moving on the water, they will enmace both the French and Spanish, and whatsoever, and keep them, and all others, and comming here to, Out of which you absent for some, our most worthy Princes, formerly reigning, have made divers Lawses in favour of Timber Trees: and our most noble King hath provided the same with new accessions for the preference and increasing of them, that a participe of Woods should thus be committed by building of Ships, it was never thought upon by any of our Royal Solons, and therefore there was no provision for it: Nay, this inconvenience was so little suspected, that our least famous Princes have provided same contraries, with great bountie and inducement.
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gence have encouraged by reward out of their owne purses the builders of great ships; as behoiving on the builders store hillings on the Sunne for every Sunne that is builded above one hundred Sunnes in a ship, so necessary did the Prince think his maintenance of shipping, the accident thereof consisting much in their greatness, to the honour and safetie of the Kingdom, and such bee he made account he would have of them. Whereas now this wise be contributed, to the spoile of his Winds, to the loss of the ships, and to the hurt of the kingdom. I heard a Shipwright say on the loss of the Trade increased, that if you ride forty miles from about London, you could not find sufficient timber to build such another. It was a Ship of eleven hundred Sunnes: for beauty, burthen, strength, and sufficiency, surpassing all merchant ships whatsoever. But alas! the was but the worse, out of a cruel design she was overtaken with an untimely death in her youth and strength, being devoured by those Iron Whales of that Country, that pierced her heart, and brake many a mast withal memorable in her misfortune, only resounding to the commonwealth's loss.

For as for the Merchants, though I pitied their adventures with all my heart, yet in this their part of loss was least; for all their goods were on board; and they had brought abundance out of the Mocha Plante, which did both tithe and toll: and thanks be to God, they are more then severes by what is returned from her, and more than that often, by the grace of God, will come from her to the Merchants again.

The like untimely fall had the other thee of great burthen, gallant ships, never hanging had the fortune to see their native soils againe, or the honour to doe their Country and service, in respect of all other ships that wander ordinarily to other Countries, therefore I may inly say that they died not in the ordinary death of ships, who commonly have time rest, and after long service die full of years, and at home, much of their timber serving againe to

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Our ships are lain to take in the natures of the Indian Countries to supply the wants of our dead Seamen to bring home their ships, to the same use, besides their Iron whale, and the rest of their worst serviceable, and not in this bloudy and unbeauteful fashion, rather inward as coffins full of live bodies, then otherwise as comfortable ships. For the rest that live, they come home to ease and broken, so maimed and bereamed, that whereas they went out strong, they returne most feeble: and whereas they were carried forth with Christians, they are brought home with Heathens. What the profits are to the Merchants, for so great an adventure, I know not. I am sure the same cannot easily be made for so great a loss; even in this point which is our special subject, for want of Woods, and spoil of shipping.

The last instance of shipping proposed, was that of the East Indies; which though long it was found in the wind and date to have overset all the rest, as a Bird that makes her flesh gap with the fathers of all other Fowles, having borrowed, nay, having bought the best ships out of other trades to honour their voyage, and plumed with Constantinople her felth, of her shipping: therefore that men are entertained extraordinarily in this voyage, it is apparent out of the greatness of the shipping, the entertainment of them increasing, it should be a congetuent that Seamen increase this way: But that we may not by anyages triumph in their loss, or our calamities, we do this way that our shipes perish, and therefore our men they think, Nay, though shipe come home, yet they lose the men behind, so in this voyage, there is a two-fold way towards our want of sailors.

In that shipe, nay great ships, are extraordinarily subject to be cast away, and then there must be left likewise of men, in that though they come home emptied of their men.

By the loss of four shipe, we have lost at the least four hundred and fifty men: and in the adventure of some that thousand that have been employed since that voyage began, we have lost many above two thousand.

David refused to drink of the Well of Bethle

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which the strong men had fetched, when hot thirsty and longed, because it was the price of blood. This Trade, their commodities are at a sacker bearer rate, being bought with so many men's lives.

But happily some will see, that the greatest loss of these men was at the beginning, when as all things are difficult: but since our men framed to a better composition of themselves, to the variety of this Climate, and heartiness to the tediousness of this Voyage, have better endured and overcome those difficulties, and returned more comfortably. Wherein the latter Voyages will informe you best, and we will instance in the this last that have made returns.

The first was under Sir Henry Middleton, whose former government in that kind of Voyage, had approved his wisdom and moderation. His ship was not famous and unprofitable Westzell of eleven hundred ton; his company in that ship some two hundred and twenty men. After four years across was and round the Sea, wherein he under-went many constructions at home, and overcame strange difficulties abroad, having, to his eternal reputation, patience and courage, outwitted the Peruvian Turk, and evaded their barbarous wrongs, to the Spanish gain, and the King's defence; after he, and his, bad, fly, been accompanied with many sorters, with labors, hunger, heats, sickness, and peril; that worthy Commander, with many a sufficient Mariner, with the whole number (ten excepted) of his line Cargasson, perished in that Adelaida, in that blemish field of Banam.

Nicholas Duntun, the Vice-admiral of that Fitter returned, and of twenty he carried forth, brought home some twenty; the rest, their labors and losses were carried to that implacable East Indian Neptune: the Darling of that Voyage is yet there; no nearer to the matter, and approved Sea-man, returne, with those others.

The second was that of Captaine Sars, and Captaine Towerlson, men formerly exercised in those journeys, and there-

therefore thought meet to command. Whether they were of the opinion conceived of them at no, I know not; if they were, I should attribute part of the loss of their men to their infirmities, but that the defects of that Countries challenged all to it late, Captaine Towerlson, who first returned, having left behind him of some hundred and twenty carried forth, four escapes and five; and Captaine Sars of 90, and not having brought home above two of those and twenty: the Thomas of that voyage, which went forth with some 60 men, was brought home by way of a week, you know the destruction of men that name impotent.

The third, that of Captaine Thomas Betti, Admiral of the Flet, a man, whose former behaviour in sea-affairs yield into that country with great expectation, and which is very sedulous and hard, his carriage in this employment went beyond that great expectation of a reputed demaing, indulgent to his men, vigilant in his charge, his course like to his carriage, and his fortune above all, he checked the Indians, he nacked the Portugese, those men; our King, those feared his forces; he sett a trade in Cambay, reduced many things in order in Banam, brought riches home to the Merchants, and kept reputation for himself; yet for all those he had Nemesis in doctrine, the Indian vengeance haunted his ship even to our Coasts; of some hundred and eight men under him when he went forth, depairing him of one hundred and odds men for ever. Some four or five and twenty of the remainder are left, on the desperate account of men, for the Countries of Fadwyke, only thirty are returned. In two great Sea-fights with the Portugues and their Sallions, which continued four whole days, he lost not four men. It was not then the fortune of war, neither out of want of sight that victuals and good government stood afraid: imputations to some other Voyages: Not had the length of time any fault, part of others were; he having made the voyage in shorter space than any other: at marily, the dogged Sars of these Countries, the much of these Countries were his fatalities.

The Trades Increase.

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By staying an Armenian ship, wherein at least were some 400 men bound to the Indes, and commanding the Por, he drew from the free selling of the ship, and made some notable conditions for the Merchants. He encountered four galleys, wherein might be some two thousand men.
As one swallow maketh no summer, so it is not much to be marvelled, that in all these Voyages some one Ship hath but borne her hazard, and not else much hurt in this jour-ney: She indeed but even seeing these Colds, and presently on so great a glut of our men and ships, with the which it seemeth the sea and land was then full and full: when as Captaine Newport returned with little losse and in short time.

Now then as we have said before, that the Indian ships did not the ordinary death of ships: and that there be none like wise before, that men die extraordinary in this Voyage, which is almost incredible: they are distressed likewise after their death, and that is very apparent by the means account made to their heirs of what they had in possession in their lifetime, by what should otherwise be due to them in their purchase, by the calamities of their wives, children, and friends, after their death. Fabulous and phantastical Legends have been made of the wofes of many not real Calamities, and our Calamities, whos Shop have been bound to walk in pain and penance. On the contrary, how many false bodies, instead the true Images of the deceased, complain of the death, call for the due of their friends Fathers, Husbands, Children, Kinfolks, Creditors: Poor Rate, Limehouse Blackwall, Shadwell, Wapping, and other Sea-toones abroad can sensible tell. The Merchant he is at home, and therefore he cannot embay the grief abroad: and it is likely that what is directly proved due is paid here to their. Then is the calamity of that more scarce full, because out of his own ill-pleasure it maketh so many miserable. How this is accomplished it is not my purpose, nor my part to examine: For certaine there is want of Trade: the Hollander would grow greater, if he had all this Trade in his own hands. The Kings Custome are now advanced: this way Shipwrights are set on work, which must be maintained; and other Mechanical Trades live hereby, with a number of poore buffets. And

And surely hee that would not have the poore to live, I would he might begge: And hee that would not advance the vantage of these men, that Merchants is a faire meanes, I would he might die: and hee that regardeth not his Country, God, it is pittie hee was ever borne. I desire not, like a secon Phineas, to make a commotion. All that I would enforce at this time, is, that in this trade our men are consum'd, and thereby more want of Pariners. Let the Straights-men, and the Lisbonne-Pariners complain of their hindrance: this way, and say their Cusfoke before was more beneficial by much, and more certaine to the Custom-house then the Indies bee now. Let others report that the foundation of this Trade was laid in the ruine of a Carick that Sir James Lancaster take in the last Voyage, and that the maine of this after-rioticke proceed of the forsworn Trade-driven with the Mocha Flat by Sir Henry Middleton, whereby divers do not goe presently after to the Straights, as the Angell, and other ships, out of rumor of revenge for violence offered by our Indian men to the Turkes in the Red sea. Let the land pounds common people say that their commodities are unnece-essary goods: after the trade men, may all men, what they have cheaper: take into the price of victuals how it risheth out of their great provisions. Let the whole Land murmur at the transport of treasure, and bring in Charles the third, his opinion, speaking to the Portugial of their Trade to the East Indies, who said that they were the enemies to Christendome, for they carried away the treasure of Europe to one of the Deatthen. Let goo the speech of the smallrefles whereby to the poore, and they whom it doth concern may sugget the Indian home fate and particular profit. Once he is sure, that as Vespasian the Emperor says, He hath rather fame one Citizen, then kill one thousand Enemies: to his vassall Maxinct he had rather have his subjects, than Custome for them: and you see plainly, that his Majesty's subjects, our Country men, fall this way, and this way is want of Pariners.
Now Sir, imagine that you were the Reader to be satisfied, and you shall see, how while the froth of his Meander fluid and such like following fuming lusceptuates itself, out of the residue, Dross as it is, I will extract all his Objections, which now like folded theepye, or as raw Souldiers in a rout, stand faces euerie way, but I will put them in array, in order Sir, and yet defeat them, fairly as I go.

First, comes a very forlorne Hope, two light flight charges, were they true, of the River Volga as disimboqueing, and the Straights emptying, but I will take the former rather from the fifth page of his Book where he speaks English.

The first Objection.

The merchant formerly trading Russia, hath for warmth and profit seated himself in the East Indies, and transported thither much of the Musconite Staple, &c. To which I answer.

Answere.

If here, as some imagine, bee have look't acquaint upon Sir Thomas Smith, an Honourable Gentleman, whose constant and continual readiness to spend both time and monie in any action that may good the Common-wealth, doth merit as much praise as modestie may give a living man: How much is hee to blame, to wrong a worthie member of this Citie of the Kingdome, that (besides many other publike busi-nesses) hath beene long, and is still Gouernour of the Musconit Company, and with them continually as great a Venturer as any? If he intend it by the Company, how ignorantly doth bee take that bodie, the

¢Disscoverers of the Northern World, that all the

last age honoured our whole Nation with their famous Navigation, that farre from letting full their Trade, after so many yeares of loffe by reason of the troubles of that Land, doe yet make good a flocke, not onely to defend their fishing of the Whale in Greenland, against all other Nations, but at this presentable to bear the charge of fleyce or feuen thousand pounds extraordinarie, to destroy a Musconite Amba-

§assador at the last Winter here, and Sir John Merrick, one of ours now there, in hope to settle once more Privi-

leages for our Nation, and in time to bring over the Caspian Sea, along that River Volga, whose name (it seems) he one knowes; a Trade for India and Silke so rich, that the East India Marchant may perhaps bee glad for so much to ioyne purs in with them.

His second Objection is of the Straights emptying, &c. or The second from his sixth Page. The Trade into the bottom of Objection, the Straights is lettten by the Circumvention of the East India Navigation, which fetcheth the Spices from the Well-head, &c. but make.

If this he says were true, so long as by the change The Answere, the Kingdome gaine, and onely Turkes doe lofe, of what faith is hee that complains? The Turkie Marchant is too honest and too wise, he knowes that when the great Imbargo and the warre that followed with Spain, had forced vs from the Marchant-strangers hand, to take our Spices (which were fetched from Lisbon formerly) at extreme rates, His write Predecessor plotted, by his Factors, with the Caravan, to bring those Spices to Aleppo our Land, and soe while did helpe to serve the subject here at lower prices.
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only, before Victoria, after some crackling noise, and
no hurt, his Vantgarde comes upon our East-India
Navy, and like one of the wise Captains of old time,
he would confound his Soldiers with false enumeration
of their strength; I will therefore dispute him with
a true Catalogue of their ships.

Per Tonne & Tonnage.

An old worn ship bought
by the Company; but by
their cost made so strong,
that she is now gone her
fifth voyage to the Indies.

The Dragon—1660.
An old ship bought too, and
made new and warlike, and
now gone her 5. voyage too.

The Hector—800.
A very rotten ship, when
she was bought, and likely
to have beene broke vp for
firewood, yet the made one
voyage, and in her second
foundered in the Sea, as wee
thinke.

The Susan—400.
An old ship bought, Ordi-
inance, Tackle, Furniture,
and all for five hundred
pound, shee yet made two
voyages, and in her third
was wilfully runne aground
upon the shoals of Cambay.

The Asccension—400.

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Though not under foure
shillings the
Pouncl Peper, &c.
Which when it was at best,
imployed not
paus a str. Tun
of shipping
yearly.

As Peper,
shillings the
pound when
dearer, &c.
Of that which
came home
1693; already
2625. bages
of Peper,
575. of cloves
2170. of Nut-
megs, &c.
which implord
outward at
least 600. Tun
of shipping, &
will frigate at
least twice as
much home.

besides, if the East India Merchant (that would he
looke at private profit only, can imploy his stock for
swiffer, and for furer, and perhaps more gaine) should,
through discouragement of such malignant tongues,
now give that Trafficke over, liues there any (in the
Cith among Sea-men) else so simple, as to thinke, that
while the Dutchmen hold their Trade, there will bee
any more Spice brought from Turkey? Certainly that
course is now for ever ouerthrown, and so I thinke,
are these two forlorn accustumations.

Next then, to overpaas his Fireworks of triumph
only
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Per Tonne & Tonnage.

The Consent. 150. A bought ship, she brought home Clones, &c. but being found too little, was sold away.

The Union. 400. An old Hulke, bought from carrying Maists and Dele, yet made a warlike ship, and lost in Brittanie.

The Expedition. 320. Gone out her third voyage.

The Trades Increase 1293. As she was careening at Banam, &c.

The Peppercorne. 342. New built, and now gone her second voyage.

The Darling. 150. New built, and now Trading and discovering in the Indies.

The Globe. 527. Bought and Rebuilt for Trade and Discoverie in Bengal, whence she is not yet returned.

The Prince of Trade.

Per Tonne & Tonnage.

She was at Japan with Captaine Saris, a new strong ship, and going againe her second Voyage.

The Clone. 527. New built and gone her second Voyage.

The Thomas. 342. New built, but not yet returned from the Indies.

The James. 600. New built, and not yet returned.

The Occynder. 213. New built, and not yet returned.

The Solomon. 400. And now gone her second Voyage.

The Concord. 213. Gone out lately.

The new years gift. 867. New built of Irish Timber.

The Hope. 533. New built in Ireland.

The Samaritan. 543.

The Thamassin. 133. New built.


The Lyon. 386.
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The Great Defence, 400. Readie to go out with the 2 Clowes.

And two more now building at Depford, one of 300. Tunne, the other of 300. Tunne, &c.

Out of these ships, the Company have set forth already 17 voyages. Neither may he excuse his mentioning only 13, with pretence of his booke being written long before his friend (no doubt) put it forth, since in the booke he speaks of Captaine *Sarre returne, &c. Bur let that passe. What fates he to these ships?

The third objection. Foure of these ships are lost, and that not by the ordinary death of ships. The Trade increase, that gallant shippe, was overtaken by untimely death in her youth and strength, being deounced by those iron-hearted worms of that Country, &c. The like untimely fall had the other three gallant ships, never having had the fortune to fix their native soile, nor the honour to doe their country any service, &c.

Answere. And is foure of so many ships, so long at Sea, so great a losse, especially in foureteene yeares of our yet infant and discouerung trade, while in the farthest and unknowne parts of the world

Ignari hominum, lacarum,
Erramus, ventos vestis & fluctibus actis,
Incerti quo satis ferunt, ubi sitera detur, while we seek for trafficke with strange Nations? Surely wee esteeme it Gods great blessing, that wee lost no more, and wee are thankfull for it. He hath not dealt so

of Trade. What workes would he make, if wee should lose so much wealth, and so many men, in so lamentable a manner as the s. John or St. Be

And if this Vulture that thus followes wreckes and dead men's bodies, should but reckon other Marchants losse in that time, which I had rather pittie, he would it may be, in his so approved New-castle coaling course, finde as great losse of Mariners and shipping.

And for the extraordinarie death, I know not well what he intends: but sure the Company, even in the losse of most of them, for some things, found Gods extraordinarie blesting. Witness a true narracion.

First, for the Trades increase, when that thrice-worthe General Sir Henry Middleton (that neither tithe nor toll the Necha Fleet, as malice would have men beleue, but like true Juflice, with the Sword and Ballance in his hand, made the beginning, laid the true foundation of our long desired Camhaya Trade) had made the false Turks pay for his molt barbarous imprisonement at Mocha, he conceived a twelve moneths stay, by that misfortune, longer forth, might peradventure bring his shippe in danger, and therefor more for providence then need, hee purposed to careen her at Bantam, our then greatest Factorie, where he was no straneger. But such was Gods good pleafure, as it hath done here, and may doe any where, a more tall and infectious sickness raged then among the natives.
Yet the goods were lost.

In going on land at Ganges in the Island of St. Lawrence, contrary to express instructions.

24. **The Defence**

The stories of that land, and fell on him and many of his people unto death, so as the ship (that by the breaking of a cable over-swept) was left half a week, for want of skillful hands to help her.

The Aspasson, though an old ship bought, made for the Company for two voyages to India; but in her third, by the wilful negligence of a lewd master, that would not suffer a pilot to be entertained, she was run aground upon the shcool of Cambay, where yet all the men, with the best merchandize, were saved.

The Union, bought from carrying masts and deals, was by their cost made warlike, and so strong, that notwithstanding her unhappy loss of the captain, and eleven more of her principal men, through foolish breach of their commission, yet she had come richly laden home, if first a mutiny had not fallen among those new visiting commanders, and then fourteen of her ablest men had not forsaken her dishearted, to goe for Rochell with a ship of Alborough. And yet, good ship, almost at home upon the coast of Brittanie, where she drowne in with her weak men, the lewd inhabitants first drew her on the Rockes, then boarded her full of holes, and with more difficulty furrowed, than would have hasted her, made a wreck, as since upon their execution for it, some of the actors have confessed in France.

The fourth and last, was the old rotten shippe, the Susan, ready to have been broken up for fire-wood, when the East India Merchant bought her for their voyage, which shee yet performed, though in returning home upon her second voyage, shee foundered in the

---

of Trade.

sheea Sea, as men suppose: so that (as Neptune in the Poet said)

Vnum eris emissum tantum quem in gurgite quem,

Vnum pro multis, etc.

This only one shippe properly was lost. Now let him then but read what he hath written of these ships, and if he can forbear to blush.

By the rest of their ships are either out in the voyage, or the fourth were at home out of reparations, returning so crazed and broken, etc. that if the Kingdome should have need on any occasion, it shall sorely want their service, etc.

And this in truth is an objection worthie of an answer.

Although before this trade grew quicke, the Company had leisure, and were forced to new build, and below great cost upon their old built ships; yet now for divers years, since they built new, there is no shadow of a truth in that hee saies: for that their ships, some after two years, and a halfe, some after three, and longer voyages, come home so strong, and serviceable, that without cost of flanke or timber (except only sheathing, due to every merchant's good shippe, and performed easily in thirtie daies) they have beene found fit to send out againe unto the Indies. And thus without new building...
The Defence

The < Drakon
   Hector
   Expedition
   Clee
   Salomon
   Peppercorne
   Thomas >

was only dock'd and sheath'd for the new Voyage.

* This ship hee
   fayes came
   home by way
   of a wreck, is
   not likeib?

And that this point of Sheathing may bee fully un-
derstood, The Clee one of the greatest, that had been
at Japan longest and farthest out, was for a triall sheath-
ed and fittted perfectly in fourteene dayes who then
may doubt of their ability to serve the State at home
upon our Coasts, or at the most, little about a Sum-
mers Voyage out?

The fift Ob-
ject.

Answere.

"How much is
the whole
Kingdom
bound unto
him for his
care, not only
with infinite
charge to keep
his royal mazy
in better state
than ever, but
to work out
widely such ad-
dition of
strength in
shipping even-
from his Mar-
chans?

YEs commonly six Moneths, and when our Nauie
is compleat, and our Trade settled, by Gods grace
we shall have many ships returning every Summer,as
well as those preparing in the Winter to goe forth: and
see this mans ill luck, even this last muttering yeare,
before the putting out of that same Pamphlet, besides
those feares above set-ships. The Samaritan, the Lion,
and the great Defence lay many moneths within the
River, readie, if neede had beene, to doe the Service
which his Maieftie in his Princely wifedome * pro-
vides for, in his letters Patents of the Companies
Incorporation.

Tenne godly shippes and such as (not to meddle
with our Marchants ships, our friends at home)being
all
together, well provided of munition and men,
would not much feare the Royall Nauie of some
Kings in Christendome. A Squadron that within our
narrow Seas, havings the Land and Ports to friend,
might stop the furie of another selle conceited insin-
cible Armada: what means this poore man then to
write hee knowes not, and it feemes, hee cares not
what?

I thinke our Kentish boughes that got vs Ganel-kind
of the Conqueror, like Bees in his brains haue made him
wood: In a wood I am sure he is now, & like to lose
himselfe, for his next forces, like Benzo his naked In-
dians come to fight Llegis Telos, with woodden
Arguments. But any Wood will serve his purports for
Arrows to shoot at the East India Companie: and would
hee die into the Irish bogges, as hee doth into their
Woods, I must now pursue him. Hee layes,

Our Woods are extraordinarily cut downe, in regard of
the greatness of their shipping, which hath, as it were,
devoure our Timber, st. King Henry the eight, and
sucen Elizabeth, by Laces, and our King by procla-
mination, ought to preferre and increas our Woods,
but that a particule of Woods should thus bee committ-
ed, by building of Ships, &c. and to en, but

THinkes he, these royall Princes cared to keep their
Answere.

Woods for any nobler vs, then to build gallant
ships, and those not to lie still and rot his ordinarie
death, but such as round about the World disperse the
honour of the Crowne they serve, and then returne
with wealth for King and Kingdome, and for those
that set them foorth, in stead of Wood?
Wee must with thankfulness acknowledge, though hee coldly set it downe, that our most gracious Soueraigne hath not by Proclamation only helpt the Kingdome in that point, but with a prouidence beyond his Predecessors, besides his recommending bills in Parliament, and speaking eloquently for them, He hath urged good husbandrie of Planting to vs all, the onely meanes to breeding vp shipping Timber, since tall and goodly Trees doe never store of Tillers, second springers out of olde decayed flockes, how well foever kept by statute husbandrie in Woods.

But was this care (thinks he) for Trees to looke uppon? The prouidence that bids vs go and plant, commands vs too to vs our well-grown Timber ere it rot, as that would soonest that is fittest for great shipping. His Maiestie was loth to have our Timber spent on Beggers nests (that growing secure upon this city) new tenements, whose rotten rents make many Gentlemen before their time, or that our Woods should bee consumed in fire & Furnaces for glasses & such babees when God hath blest vs with a Fuell in the bowels of the earth, the waft whereof can doe no hurt: but as for building ships, his wisedome likes that well, and out of royall bountye, for encouragement giues them the most that build the greatest, A policie of his Princely Predecessors. If then these Eagles could foresee no inconuience, what is he? that professeth himselfe.

Able
The Defence

And they that best can judge the East-India Shippwrights, sent to bargain for the Company, accrue upon their credits, that they know within that fortie miles, Timber enough to build not onely many a Trades Increase, but to vie their worordes. Ten times as many ships as the East-India Marchants have.

Yet they foreseeing store can be no more, especially necne home, and hearing how the stranger daily fetched away our Timber out of Ireland; out of an honest good affection to their Countrie put their foot in there, and now provide the most part of their shipping and materials in thence, in which they finde no saue at all, saue (as he only truly faies) the change and hazard: and if it shal seeme good vnto his Maiestie to kepe our Irish Timber from the stranger, for to build Buffes and fising Veelfors for our felues; This ready Company, to doe him seruice, and to good their Countrie, may perhaps finde meane, to faue home-store, by trying a conclusion in Virginia, which this worthy Author thinkes, men know not what to doe withall. Since therefore their prooff out of Ireland, neither is for neede, nor to faue charges: What is he that requires that industrie of theirs, and hazard, with ill worordes?

Now Sir, wee are vpon his next Invectiues, his maine battaille, nothing now but death of men, only a certayne loose Wing, a stragling Objection about shipping comes first in the way, and faies that

The East India Marchants have bought the best ships out of other Trades, and plundd even Constantinople and sala, of her best shipping, like a Bird that makes her selfe gay, 

But
The Defence

Tybourne, or at Wapping, for want of means to live; or else be forced to turne Sea-robbers, and (besides their other hurts) give this mans *pen occasion to* cast such shamefull and vnaturall aspersions on our whole Nation. But I will spinne out this no farther: the paradox is needlesse; for the ground our Author tooke to fight this battaliue, will faile him. Vnskilfull Serjeant-Maior, he is mistaken in his numbers. He saies,

That by the losse of foure ships, we have lost at least foure hundred and fiftie men: and in the adventure of one thousand, since that voyage began, we have lost many about two thousand.

But how many fouer have beene imploied since Answere, that Voyage began, upon a true examination of our books, it doth appeare, that in all our ships that haue returned or beene lost, unto this day, there were at first but one hundred and twenty thousand, thirtie and thrice of them all conditions, Captaines, Preachers, Chirurgers, Marchants, Nourice and all: that they that vnlucke multiplication helpe him, when those are reckoned that are out in very many Factories a-Country, and broad, and those that did come home in 19 ships that haue returned safe, there will not reit much like the hood of many about two thousand cast away. As for The clove, his at least foure hundred and fiftie, lost in the foure ships,

The fewe that dured thirtie and fiftie, when they
had but 70 fitt, in al foure burnt
and 84 lost forth.

Whereas bee speaks of Heathens men bringing home our riches. It is a mere toy, for the publique good; And God hath giuen men wit and understanding to finde out preferuatiues, as armours against every peril, which in-bred courage, or obedience to Commanders, or care of those we must provide for, makes us under-go. Besides, the commonwealth etemes not of the life of any but good men, such as doe good, the rest are Tacitus his Purgamenta Vrbium, their death to her is nothing but an ease. Nay, Mariners themselves admitting them to bee so faire, were better die in the East-Indies, then here at home at Tybourne. 
The Defence

And three of these, the Trades Increase, the Union, and the Ascension, although the body of the ships were lost, as you have heard, lost not thereby one man. But hee perhaps will mend this grosse account in the particulars. He faies,

The tenth objection.

That Sir Henry Middleton carried out two hundred and twenty in the Trades Increase, all which live in Cargaison, ten only excepted, perished in that bloody field Bantam, etc.

Agswere.

But Sir Henry Middleton had but two hundred and eleuen at first; and notwithstanding the losse of his Monfon, by his imprisonment, for all his afflictions, and the accidentall infection you heard of, besides foure that should have beene executed for malefactors, that therefore ran away into the Portugalis, and five that were drowned, and many that were slaine, when hee was so barbarously Captured by the Turkes at Momba, and sixteene that were left abroad in Factories, there returned with Captaine Beff thirteene more then the ten he speakes of. But he faies further,

The eleventh objection.

That Captaine Douton, of seuentie which hee carried forth, brought home but twenty: the rest, their lives were sacrificed to that implacable East-India Neptune, etc.

Agswere.

But Captaine Douton, for all his dangers with Sir Henry Middleton, besides divers left in Factories, brought home twenty and seuen. But hee faies further,

That Captaine Saris and Captaine Toverson, whether the eleventh through insufficiencie of men, he faies not, but Captaine Toverson if 120, carried forth, lost 85, and Captaine Saris of ninetie and abbe, brought home but two of these and twenty. And the Thomas was brought home by way of a Wreck, etc.

For the sufficiencie of men alive, able to answere for themselves, I will say nothing, let their actions speake. But for the reckoning, Captaine Toverson carried out but one hundred and twelue, of which he left divers abroad in Factories, and brought home 35. And the Generall of that Voyage, Captaine Saris, that carried out but 87 Englishmen, 4 Indians, did depart at Bantam eight in Factories, and sixteene in Japan, and yet brought home many more Englishmen then he speakes of, besides three Indians for the four that went out. Neither may one without a name, name the Thomas a wrecke, whose men brought shippe and goods into safe Port in Ireland, which if she had done sooner, as she might, and not slueen in the cold flor-mie winter, to come about for London, two moneths together, she had not lost so many men. But he faies further,

That by reason of the dogged starte of those Climates, of one hundred and eighty men carried forth by Captaine Beff, there returned only thirtie, one and above foure of sixe and twenty left on the desperate account of the Countries Factories, etc.

But first, to satisfy this desperate account of Factories, you may know, that their returns in every shipppe of ours, likely, many men, (ten at a time, and sometimes
The Defence

sometimes more) sent out in other Voyages, which I do not reckon, but only give a true account of those that did proceed in the same shippe. And so besides thofe which Captaine Belf did leafe abroad in Factorie, he put eight into the Darling, (the Pinnace that attended on Sir Henry Middleton, and is now dicovering in the Indies) and foure hee loft by his accidentall fight with the Portingall, and yet brought home sixtie and five. Who then can thinke this man had any mind to publish truth, that would not once conferre with Captaine Belf, well knowne vnto him, as it seemeth by his friendly commendation, and one that could have told him both the truth of our mens dying, and that the true cause (saying) Bantam is their owne disorder. Therefore

Certainly neither the dogged starre of those Climates, nor that implacable East-India Neptune, nor that bloudie field Bantam, is so fatale, so mericille, so murderous, as the malice of this man, that to slander the East-India Voyage, hath kild many that came home in safetie, and some that were never there. But I resolue to give you satisfaction, and not laugh at him. Know therfore,

It is the Marchants grieue (and hee that knowes what hazard they doe runne, that haue their goods in Heathen Countries, in the hands of dying men, that must expext rich ships to come from places so remote, so weakly mand, thorow Seas of dangers, besides Pirates, will beleue it is their grieue) vnspakeable, that hitherto they cannot abolutely cleare themselves from this (to them indeede great) mischief. For though they put their wealth into the hands of such as come by fute and friends into their servise, though they giue them entertainment, and impref for their prouisions, beyond all other Marchants; though they provide what ere it cost, all that the wit of man, helpe by continuall experience, can inuent, for victuals, clothing, physicke, surgerie, to keep them in good health, besides good Preachers, and the best Commanders, al that may be to preferre them: yet if (as for the most part through their owne abuling of themselves, with the hot drinks and most infectious women of those Countries) they come vnto untimely death, the Marchants, that by that means lose much of their goods, and hazard all, when they haue paid the friends or creditors not onely all their due, but oft times giuen more out of charitie to such as want, shall yet haue such a man as this raife ghoeks, rather then they shall not be haunted.

But by the blessing of Almighty God, now that we are acquainted better with that Voyage, and so taught to settle Factories in healthier places, now that our Factors are more fluid, and better knowne vnto vs, then many of those young men were that first adventured on that then discouering Trade, now that our common Mariners, in effect the food of that mortality, (as may appear by the often Voyages of our Captaines, Masters, Mates, and men of government) shall neither be so long at Sea, nor stye longer on Land, then to vnlaide and lade, and to return in fifene or sixtene moneths, as in Straights Voyages; wee are in good hopethat our ships will come as safe from losse of men, as the Convent did first, and Captaine Newport since, whose happie Voyages
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of Trade.

of money yearly to relieve poor painfull Preachers of the Gospel, whose meanes are small, and charges great. For which and other works of charitie, God hath so wonderfully blest their labours. Yet if they should awhile forbear their alesmes, and let the poore soules want it, because this man thus raidd vpon them, thinke then but what an armie of complaints and curfes would fall on him and all his fained rabble, which he brought to fight like Satans seemeing soouldiers in the aire.

Poore man, his case was desperate, and like the Captaine of the Fort that Monlic speakes of: he did but set vp old clothes stuf with straw, to winne a little time to runne away: for harke, hee is alreadie in his violent retrait, with

For certaine there is want of Trade. The Hollander would grow greater, if he had all this trade in his own hands: the Kings Custome are advanced: this way Shippwrights are set awoke, &c.

And so forth with a Misericordia, till he leave vs to examine the Baggage ——— Arguments remaining.

Inprimis, Complaint of the Straights Marchant, &c.

Dead alreadie.

Item, The foundation of this trade was laid in the ruins of a Carricke taken by Sir James Lancaster, &c.

Sore wounded, and not worth the knocking in the Answere, head.-- Yet for full satisfaction, it was founded by Queene Elizabeth of famous memorie, before Sir
of Trade.

He means not this, I hope, by India, and healthfull drugges, thoughCalisias, and Silkes, and peraduenture Spice be certified. The truth is, in strict Tearmes of need, our Land that flowes with food, and irrigation may bee, without all other Nations, but to bee well, to flourish and grow rich, we must finde and use for our abundance, and fecke to adorn vs out of others superfluities. So other Marchants bring in Wines, and Sugars, Currons, Raisons, Oyles and suchlike, that white we eat them, doe eat on vs, and so of manufactures wearing: But I shall shew you now a Mystery of the East India Marchants merit of the Commonwealth, even out of their vnecessary Wares.

In any of their Voyages, The Commonwealth pays nothing for the victuals nor the wages of the men, nor for the works of Shipwrights, Smithes, Coopers, Ropemakers, Porters, Lighter-men, &c. and such like infinite number of Labourers which they have continually in pay: but hath the employment of all these, and the keeping of many Factors abroad, for the materials, out of which they may their shipping and provisious, so that there rei to reckon unto her,
The Defence of Trade.

This flock in the greatest years, was but 3600 and 4000, and the summe of this which yearly since the East India Trade doth rise into the Kingdome, faucy yearly in the price of Pepper, Cloues, Mace and Nutmegs, besides the Custom paid for it to the Crown, and the employment of many Shippes and Mariners, in sending it abroad, into Germany, and the Netherlands, France, Spaine, Italy, Turkey, and other places, there was already in fifteen moneths, out of foure forts of Spice, not to speake of the Indico, Callisos, China Silkes, Benjamin, Alces, Icaria, &c. then exported above two hundred thousand pounds Sterling, added to the flocke of the Common-wealth, to proceed for the enriching of the Kingdome in the nature of Cloth, Lead, Tinne, or any of our owne Staple Marchandize. Which I hope was no unnecessary commoditie.

But you that read may judge by this what great Increase the Common-wealth will have, now the Joint flocke is settled, and are long returns by Gods grace, to be look'd for yearly of many ships with many hundred thousand pounds worth of Spice, Indico, Callisos, China and Persia Silkes both raw and wrought, and other Marchandize, to succour our fellowes, and most parts of the World as we beginne already, and should more easily, if such busy men as this Pampletot would let the Marchant doe it without noise.

What have we the cheaper?

I leu you Sir, and since I so began, in Spices one-
ly, which before our Indico Trade, were often accidentalld sold dearer much, but constantly, the lowest price.
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of Trade.

Nutmegs, was five shillings the pound, at which rate, fourteen hundred Barrels, containing one hundred thousand pounds, our yearly spending amount to twenty & six thousand pounds, but by our price of two shillings and eight pence for a pound, the Kingdome saves.

So that this Trade in onely Spice, doth yearly save the Land

And if (as some perhaps for their particular advantage of returning Spices out of Holland, would have vs) we should trade into the Dutch, and use this Trading for our felues, how soone the price would rise, you shall perceive by this particular Example.

About some two yeares since, our Merchants bought in a good quantitie of Cloues, which to ship our againe, they fold wet-dried for two shillings and eight pence the pound, and the dried for four shillings: But by our ships failing, we were forced to fetch from Amsterdam, where sodainly the Dutchmen took the advantage, so that we could not get (as all men know) the very wet-dried fold by vs for lateley for two shillings and eight pence, under seven shillings sterling for a pound, Judge then by this, how dear strangers would quickly make vs pay for all things, if we should give this Trade to other. But,

Looke into the price of Victuals, how that if we through their great provisions, etc.

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To which I answeare, that no sober man can doubt, but that the mouths the East-India Merchant sends to Sea, would eate at home: but further, hee that is acquainted with the finding and the feeding men at Sea, knowes well it would bee riches infinite vnto this Land, and vnto euery private Master of a Familiar, if men would wait no more in victualls here at home, then Sea-men doe abroad, yet since hee fayes this is the poorees complaint, in truth a poore one, it shall have some further satisfaction.

The greatest fleet that euer yet the Companie set forth, was this last yeare 1614. the charge wherof amounted to one hundred thousand pounds.

Shipping and their Furniture. 3400l. os. od.
Victuals, impref mony and other ordinarie and extraorde- 3000l. os. od.
dinarie charges.
Natue and foreigne Marchandize, and readie mony, sent to Trade.

More particularly this Cargazon of thirtie and fixe thousand pounds, was:

Bayes, kerseys, and moat broad clothes dyed and drest to the 1400l. os. od.
Kingdome best advantage.

Lead, Iron, and foraigne marchandize.

Readie mony in all the ships, 1200l. os. od.

And

of Trade.

And it is worth the noting that this twelve thousand pounds, was used one third part of that, which the Companie paid that yeare for the Kings custome, impost, and other duties, and not one third part of that which they paid Marriners for wages: but for the victuall, that is thus provided.

The Bread of comse sent for of purpose out of France.

The Drink, all in a manner Spanish Wines and Sider, little or no Beere.

The Fleshe is Beefe and Porke, proportion'd into ship-melles, and that onely but for three dayes of seven in the weke, and but for twenty months of thirtie, the other ten moneths, which proves often more, is provided in India, or parts abroad.

Now then, if our Obiecor bee none of those, that rise vp early to follow drunkenness, and continue vn-till night, till the Wine doe inflame them, &c. if he be free from Seness his Faddismum patrimoniori excitium culinis: if he be no Eucus, & Pigre, & Virtex, no unprofitable burde, that consumes the good fruits of the earth, but labors not at all: yet in his boit sobrietie and temperance, let him but consider his owne mouth, and he shall finde it iustier to bee blamed for making victualls deare, then the provision of the East-India voyage, and yet this mouth will not be flopt, but how. Now how?

What Monsieur Transportation of Creature in the Twentieth Obiection.

Reare, among the baggage? with the Victualler of the Campe? You that heretofore have servd so resolutely, before the King; before the Parliament, at the Counsell Table; nay, almost euery Table, now dying in a Ditch? Alas.
Las Sir, his deare brother in Armes, Death of men, is runne away wouyed to death by Capitaine Newport: what would you have him doe? When hee saw, that the East-India Companie, by the Bookes of Entrie with his Maiesties Officers, by their own books of Accomptes, besides a sodaine and secret searching of their ships, had manifester that they never in any yeare (no not when they went to discoyer what of our Commodities would vent in those parts) carried here so much, as his Maiesties gracious Letters Patents doth permit. When he found that some particular Marchants of that Companie, did at one time bring into the Kingdome more siluer, then the whole Companie together did at any time carrie out. When hee perceived, notwithstanding, that the East-India Marchant, to avoid all colour of scandall, did prouide, that foraine coine, beyond the Seas, with much hazard (as lately at Sandwich) by bringing of it ouer in small Pynxes, and payering dearer for it, then others, yea, strangers here at home doe buy it for one ounce ouer for want of their licencse. When hee beheld, to his great grief, such daily increase of broad clothes dyed and dreft, with other marchandise, and such decrease of foraine money, in the Cargazon or stock they lent to Traffique. When last of all, he heard for certaine of a Fattorie setled at Tapar; and of such flore of siluer there, as is not onely like to ferue the Trade in all those parts, but to returne perhaps some good part hithe, what would you have him doe, but hide his head? And yet you heare, he holds his manly words, he talkes of murmuring and *Charles the Fifth.

But sure, men will not murmure, when they know the truth, and would these base Writters fill their braines a little better, ere they pretend, by reading the Records of Spain and Portugall, and better Stories then Hal's Chronicle for India masters, they might finde reasons to make more reckoning of the East-India Traffique then the Obiection doth. The sole fruition whereof hath yeelded many Millions yearely to those Nations, and as they say them selves was worth more to that Crown, then the West Indies. I am sure the sweeter thereof was such even in the Infancies, that John the Third of Portugall gave to that Charles the Fifth he mentions, before his going into Italy, three hundred and fiftie thousand Ducats, onely not to inturrupt his Peoples then beginning Trade with the Moluccas: Which summe of mony, a few Subjects in Castile, did offer to repay (on strange eafe conditions) rather then their Emperor should tell the hope they had of wealth, from those rich countries.

But I have done, and now it may be mine Author, that in his first Page, call himselfe, a Fresh-water Souldier, if he should chance to see the Martiall order his Obiections have appeared in, might beleue himselfe to bee some great Commander, whereas the Truth is hee was but a Trumpet of Defiance to the East-India Marchant, according therefore to his dutie, I would lend him back to take a view of all his False-hoods, flattered in the field, which I perswade my selfe, will shew him his outthrow was shamefull.

At leaft, Sir Thomas Smith, judge what it may bee, if some able Marchant vnder-take the Argument, when so much hath beene said (and more that comes too...
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too near a matter of State, secret of Merchandize, hath beene omitted) by your faithfull Friend and Kinsman, that will both well to Trade and Merchants.

Dudly Digges.

Post-script to the Reader.

Ince bee that may dispose of mee, will haue thea rough lines printed for your satisfaction, if that am neither ashamed of my love to the East-India Trade, nor the truth I haue written, must (if but for fashion sake) say some what unto you (Reader). It may please you then to know, that the substance of this which you haue read, was taken out of Customes-bookes, out of the East-India Companies booke, out of Grocers, Warehouse-keepers, Merchants booke, and conference with men of best experience. As for errors of pen or press, you will either not marke them, or can mend them; all I ask for my paines.
paines. And so I leave you, to commend (if you list) piperi & scombris, that Trades increase to packe up fish, and this Defence of Trade to wrappe up spice: a couple of Inke-wasting toies indeed, that if my heartie wishes could have wrought it, should have seen no other light then the fire. So farre from the ambition of your acquaintance was

D. D.