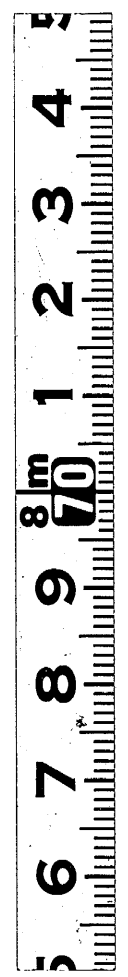


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A *n*
 SHORT STATE
 OF THE
 PROGRESS
 OF THE
French TRADE
 AND
 NAVIGATION:

WHEREIN IS SHEWN,
 The great Foundation that *France* has laid, by
 dint of COMMERCE, to increase her maritime
 Strength to a Pitch equal, if not superior, to
 that of *Great-Britain*, unless some how checked
 by the Wisdom of His MAJESTY's Councils.

HUMBLY INSCRIBED
 To His Royal Highness
William Duke of Cumberland.
 By MALACHY POSTLETHWAYT, Esq;
 Author of the UNIVERSAL DICTIONARY of TRADE
 and COMMERCE.

L O N D O N:
 Printed for J. KNAPTON, in *Ludgate-street*. 1756.

PREFACE.

A Person of Distinction, who does me the honour to peruse my Dictionary of Commerce, observing to me; that as he thought I had set in a true light the trade of France, their system of commercial policy, and the height to which they must, in consequence thereof, necessarily arrive in maritime power, if not soon effectually checked by Great-Britain; so he judged, it might be of public service, at this juncture, to throw out a short pamphlet, giving a summary of what I had said upon these points in the great work. I urged the insufficiency of any such short paper to answer the end proposed, but was over-ruled; and must refer those to the Dictionary
who

P R E F A C E.

who would be more satisfactorily informed upon this important subject. Giving a general account of the trade of France, is to little purpose; we must descend to something of a detail, it being impossible to form any idea thereof by general declamation; or to make any judgment of the great foundation that nation has really laid for the increase of her MARITIME FORCE. This, I hope, will obviate any distaste against being so particular in the following papers, which are submitted, not to raise false alarms, but to put the nation on it's guard, let either peace or war take place.

A SHORT

A
SHORT STATE
OF THE
PROGRESS
Of the FRENCH TRADE and
NAVIGATION, &c.

MANY, I fear, entertaining too mean and contemptible an opinion of the commerce and navigation of France; and in consequence thereof too despicable an idea of their mercantile shipping, the number of their seamen, and therefore of the strength of their royal navies, and of those other ships of war, which they may be able to fit out in case of an open rupture; I have judged it seasonable to undeceive those who may think so, lest our being lulled asleep with the weakness of the enemy, and our own omnipotency, when compared to their power, might be attended with consequences not easily retrievable. This I shall do with what brevity the matter will admit of, referring for a more ample state of the case to my Universal Dictionary, as dispersed throughout the same.

The productions of France, as they are the subjects of trade, are,

I. Wines of Champagne, Burgundy, Bourdeaux, Rochelle, Nants, and other places on the Loire.

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II. The

II. The produce of the wines, brandy of Bourdeaux, Nants, and Rochelle, vinegar, lees of wine, &c.

III. Fruit, such as prunes and prunelloes, dried grapes, pears and apples in Normandy, oranges and olives in Languedoc and Provence.

IV. Corn, salt, i. e. bay-salt, hemp, flax, silk, rosin, oil, cork.

V. Kid-skins in abundance, perfumes, extracted oils, drugs, and chemical preparations, which are a produce rather than a manufacture, the growth being of their own.

VI. They have also minerals and metals of divers kinds, and are daily discovering others; and they are become great artists in the smelting and refining them, and perform those operations to as great perfection as any other country.

The manufactures of France are,

I. Silks, as lustrings, alamodes, sarcenets, broad flowered and brocaded silks, and velvets.

II. Woollen manufactures, in imitation of those of England, which are chiefly carried on in Normandy, Poictou, Languedoc, Provence, Guienne, &c.

III. Linnen, such as Normandy canvas, sail-cloth, at Vitry and other places; doularesses at Morlaix, and fine linnens and lace in the inland provinces.

IV. Paper of all sorts.

V. Tapestry, which they make very rich and fine in Picardy and near Paris.

VI. Soap, which they chiefly make in Provence, and which is so considerable an article, that, when their crop of oils fail, they fetch a prodigious quantity from the Levant, to supply the soap-makers.

France being extensive in territory in Europe, and exceeding populous, they must necessarily drive

drive a very great inland trade among themselves: and, as they have many large navigable rivers, their home trade is carried on with great ease, and much less expence than is done in England.

The home trade of France is their coasting trade by sea, in order to bring the product of the south parts of France to those of the north, for the supply of the great city of Paris, and of all the northern provinces: and this, indeed, is a very considerable, as well as material part of their trade; and, next to the coal trade of England, is, perhaps, the greatest article of it's kind in Europe; and employs more ships and more people. This breeds seamen.

France being exceeding populous, as well as a far extended country, and the people universally eating much bread with all their food, the quantity of corn produced in France, in a plentiful year, must be extremely great, and they occasionally supply Germany, Switzerland, Geneva, and several other parts with corn.

The numerous trading cities on the Seine, the Marne, the Aisne, the Loire, the Oyse, the Yonne, the canals of Briarie and Orleans, have an immediate communication by water with the city of Paris, and many of them with the sea.

The inland navigation of France, thus centering at Paris, for so great a part of France, necessarily causes a conflux, as well of people as of trade, in the capital city. And what by sea, and what by these rivers, the remotest part of France has a conveyance for their product to the capital city, upon easy terms: and there is scarce any such thing as settled weekly or daily carriers for merchandizes by land, as is the case in England, at a prodigious expence.

The French coast on the Mediterranean begins opposite to Perpignan, which is the first city, on that

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that side, under the French government; and the first port in France, on this side, is port Vendre.

PERPIGNAN is a frontier of Roussillon by land, and of importance, in case of a war against Spain: on which account the French have made it very strong.

The sea on the coast of Roussillon to Montpellier is called the gulph of Narbonne. The city of NARBONNE is famous for the finishing that great work of a navigation between the two seas, in joining the Cantabrian and the Mediterranean seas together, by a royal canal, which is of unspeakable benefit to their commerce.

Between the river Aude and the mouth of the Rhosne, there lies a lake 30 miles long, and from 3 to 5 broad.

In the middle of this lake there is an opening into the sea, which makes a very good port, called CETTE. Here ships of burden may come in: and, the royal canal being carried on from Narbonne to Agde, the merchandize, which is brought from Italy to be sent by the canal to Bourdeaux, is generally landed at Cette; and thence carried, by the said lake, to Agde, and put on board the barges for the canal.

Between Cette and Marseilles, the great river Rhosne empties itself into the sea. The fame of Marseilles for commerce is well known all over the world. It is the only trading city of note in the South of France: the harbour is spacious and good, and receives the largest ships, though sometimes the biggest are obliged to lighten their loading a little before they come in. The whole Italian and Turkey trade of France is carried on here.

They have also a considerable trade to Venice, to Genoa, to Leghorn, to Naples, and Sicily; and they have consuls at almost all the islands and

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and ports in the Mediterranean [See the article CONSULS in the Dictionary].

TOULON, situate on a bay of the Mediterranean sea, 25 miles S. E. of Marseilles. It has the most secure and capacious harbour of any port in France; here the largest ships of the royal navy of France are built and stationed, and here vast magazines of all manner of naval stores and timber for shipping are repositied. Here likewise are the finest docks and yards, for the fitting out and furnishing ships of war, in the whole world perhaps. In Toulon there are academies for the marine guards, where they are taught navigation; and there is a royal foundery for cannon and mortars, with all manner of utensils for cannoneers and bombardeers. They had in the harbour of Toulon, when the confederates laid siege to it, in 1707, 16 first rate men of war, 8 second rates, 24 third rates, and 6 fourth rates.

The isles of HIERES lie off the coast, under the west part of which there is a good road for the largest ships; and where the English fleet lay many months, anno 1744, and blocked up the French and Spanish fleets in the harbour of Toulon; and, on their quitting that harbour, the combined fleets were engaged by Admiral Matthews, before whom they fled to the coast of Spain, and would have been destroyed, if he had not been deserted by one of the English admirals, and several of his captains.

The river RHOSNE begins to be navigable, for small vessels and barges, a little below Sion, and, 20 miles farther, enters the great lake near Chillon: it is the greatest inland sea, or lake, in this part of Europe.

GENEVA is the first city of note upon it. There is a great inland commerce here; for, as it lies in the middle, between the cantons and the country of

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of Piedmont, it is the center of trade between all those countries and France.

Many rivers fall into the Rhosne, but the only navigable stream is the Dain.

LYONS stands at the confluence of the Soan and the Rhosne.

The SOAN, in it's course, passes through some of the most considerable cities of the east parts of France, as particularly,

Pont sur Soan, Gray, Aulfone, St. Jean de Liosne, where it receives the Ouche from Dijon in Burgundy; Verdun, where it takes in the Doux from Dole and Benençon; Challons, Mescon, Balle Ville, Ville Franche, Lyons.

At Lyons, there are three large stone bridges over the Soan, and one stately bridge over the Rhosne, after the other is joined. This city is esteemed the second in France. It has innumerable advantages, by it's situation, for people and commerce.

1. As it is on the great pass, or high road from France into Switzerland, into Lombardy, and into Italy. 2. As, by so many navigable rivers, it brings, as to a center, all the commerce of Burgundy, French Comte, Geneva, and the Swiss cantons. 3. As, by the river Rhosne, it maintains a communication with the sea, by which it receives it's supply of silk, and exports again it's proper manufactures to all parts of the world. 4. As it has a very populous country round it, and, at least, 200,000 people in it. 5. As, by this means, it carries on one of the greatest manufactures in France; and is the center of the like manufacture, in all the adjacent country, viz. Dauphiné, Languedoc, Rovergne, Bresse, Lyonnois, and Savoy.

In the city of Lyons, there are some things peculiar to it's commerce, and by which it is not a little

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little aided, and which no other city in France possesses equal to this. As, 1. A bank. 2. A course of exchange. 3. A court-merchant.

The course of exchange, established here, is as universal as that of Amsterdam, and affords extraordinary ease and convenience, with regard to the negociation of money, by bills, throughout Europe; which is of the last consequence to the general commerce of this nation. See the article EXCHANGE in the Dictionary, and those others to which I from thence refer.

With regard to the COURT-MERCHANT, it still remains, and is an establishment extremely wanted in many other parts of the world, to decide, summarily, all controversies among traders in respect to their traffic.

From Lyons, the Rhosne passes to Vienne, the capital of Provence, part of Dauphiné. It stands at the influx of the small river Gere. Here are large manufactures of paper, iron and steel.

VALENCE is the next city on the Rhosne, which has no trade of significancy. From hence the Rhosne passes on to AVIGNON, which is a very populous city, and enjoys a considerable trade, by the manufacture of silk, wherein the people are very profitably employed.

Below this city, the Rhosne is augmented by the river DURANCE, which brings with it all the waters of Dauphiné, and the north part of Provence.

In passing towards the Rhosne, the Durance almost sees AIX, the capital of Provence, which, as it has no great commerce, I pass on to the Rhosne, that hastens to the sea, passing by between two opposite small cities, called Terrefcon and Beaucaire.

At BEAUCAIRE, on the Languedoc side, there is an extraordinary mart held every year, being the

the greatest in all the south parts of France, and, particularly, for the vast quantity of silk fold here, as well raw, which is the product of the country within these 30 years, as also for thrown silk from Italy; and likewise for great quantities of woollen manufactures, made in the adjacent countries, and some foreign brought hither to be fold.

Of the coast of France, from Dunkirk to St Malo's, and from thence to St Sebastian.

DUNKIRK was once the most formidable place for strength, and terrible to all Europe; but it's fortifications were destroyed by the treaty of Utrecht, but are at present repairing. Nothing supports this town at present but it's being a free port, and the neighbourhood of the city of Lisle; which last being a rich and great city, and for it's wealth and number of people, called little Paris, has no other port but that of Dunkirk to carry on their trade at.

CALAIS is the eastermost town of the antient kingdom of France. This port, not being capable of receiving ships of burthen, has little trade, unless in the smuggling way by small craft.

BOULOGNE is a large town, and stands on the sea-shore; but, as the river is small, it is no port of any consequence. It lies in a large bay, bearing it's own name. The channel is here 30 miles over, reckoning from about Romney in Kent to the bottom of the bay of Boulogne.

There are some merchants here, and it is particularly eminent for the manufacturing trade, but highly injurious to Great-Britain for one article of it; the bringing of English wool over from Romney-marsh in Kent; a trade, which the French find so much their account in, that they have long experienced it to be their interest to give great encouragement

encouragement to the English smugglers; and all the vigilance of the government, which has been remarkably severe upon this occasion during the present administration, has not been able to put a stop to it, though it is greatly checked within these few years.

The river Soam is the principal river of the province of PICARDY; and running through several considerable cities and towns on the frontiers of this province, such as Amiens, Monstrevil, and Abbeville, empties itself into the British channel at St Vallery.

The smuggling wool trade from England hither, being carried on at the mouth of the Soam, and from thence to Dieppe, has occasioned several considerable manufactories of WOOL to be erected in Picardy and Normandy, particularly at Amiens in the former, and at Rouen for the latter, in imitation of the English manufactures: nor have they the advantage of the English wool only, but it is observable, that they have constantly many English workmen among them; especially such as we call in England master-manufacturers; and these being brought over from England by the influence of extraordinary rewards and encouragements, have brought the French to a proficiency in the woollen manufactory, that may in time prove the ruin of the like trade of this kingdom, from it's greater cheapness.

DIEPPE is a fine town, 'tis the best for trade next to Dunkirk on this part of the French coast: they have in particular a considerable trade to Newfoundland, and to the French settlements in North America. Their ships often unlade at Havre in the Seine, for the convenience of sending their cargoes up the river to Rouen and Paris. However; when they are unladen, they come with more ease into the haven of Dieppe to lay up, where

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where they have water enough when they are in, and are laid safe. The seamen of Dieppe are accounted the best sailors in France.

TROYES is a large and populous city. All this part of the country is remarkable for the best wines in France, namely, Champagne and Burgundy, &c. The city of Troyes is also particularly enriched by the LINNEN MANUFACTURE.

The navigation of the SEINE is joined with that of the Loire, by two large canals made by art at a great expence, the one called the canal of the Orleans, the other that of Briare; by which a communication is made with all the chief cities upon the Loire, and with the metropolis, Paris, to the great benefit of the commerce of Paris in particular, as well as that of the whole country in general. By this navigation the wines of Bretagne and Burgundy, the brandies of Anjou and Poictou, the imports of Nantes and Rochelle, with all the manufactures of Saumur, Angers, Tours, Blois, Orleans, and other great towns and provinces on that side the country, are conveyed to Paris by water-carriages at an EASY EXPENCE.

Besides the city of Paris, to which the navigation is easy, by reason of the tide running so great a part of the way, the famous city of Rouen, lies on the northern bank of this river.

ROUEN, being the sea-port to Paris, becomes of course a great, rich, and flourishing city. The trade of Rouen is extraordinary, as it lies midway between Paris and the sea. Its trade consists of divers branches, in respect both to its foreign as well as home parts, especially in the linnen and woollen manufactures, and in the latter more eminently; which are here carried on with great industry and spirit, in imitation of the ENGLISH, and by the means of ENGLISH WOOL, as before observed.

HAVRE

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HAVRE DE GRACE stands at the mouth of the Seine; it is the port to the city of Rouen, as Rouen is to the city of Paris, the merchants here laying up their ships, which are too large to go up so far in the river. There are a number of considerable merchants here, and especially for the Newfoundland trade; and there is a constant communication and connection of commercial interests between Rouen and Paris.

Havre has also the most considerable share in the FISHING TRADE, of any port in France; principally to the North seas, and for the HERRING FISHERY, not only in the channel, but on the back of the sands off YARMOUTH; and, since the French king laid high duties on the Yarmouth fish, they have wonderfully improved in curing them, in the Yarmouth way, to our no little detriment.

CAEN is the first port beyond the mouth of the Seine west: it is a small port, but a pretty large city, and, having a communication with the English channel, does not want commerce, though not to the advantage of England.

ST MALO is a city of commerce, and inferior to none that France has in the ocean. The road for shipping, and the harbour, is safe and convenient, which, with the commodious situation, open to the British channel, make it a place of the best trade to France on this whole coast.

The merchants here were, particularly in the wars of Queen Anne, some of the richest in all France, they being deeply embarked in the South Sea Trade at that time.—They had then some ships that returned with such prodigious cargoes of bullion, that the like has not been known belonging to private merchants.—At this point of time, it has been said, that some merchants there, were not worth less than a million sterling.—They

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made abundance of prizes in the last war with England, which drew on our resentment to little purpose; and this place will always prove a great grievance to us, on these unhappy occasions.— It is at present a flourishing place of trade, especially for the NEWFOUNDLAND FISHERY, also to MARTINICO, to QUEBEC, and, indeed, to most of the French colonies in America.

There are abundance of mercantile people here, who are the grand spring of trade. There are several considerable manufactures here, which enrich the place, especially those of linnen and paper. Of the first dowlas and buckram are made in great quantities, as also canvas and sail-cloth, and they are largely exported. The best printing paper in France is said to be made here, especially the demy and crown; as also writing post-paper, fine as the G-*noa*, yet not so thin, and finer than the Dutch, though not so thick.— This is no contemptible article in the French commerce to other nations. In fine, the increase of commerce here has greatly increased the wealth, the splendor, and happiness of the place, which are ever the invariable effects of it.

Nothing remarkable to our purpose appears on this coast, from Morlaix 'till we come to Brest, except St Paul de Leon, a small city on the coast, between Treguier and Brest; it has a good port, and some home trade.

BREST is a place of consequence upon this coast, being the largest and most capacious road and harbour that France is possessed of on the ocean.— When ships are here, it is the best defended, and safest harbour in France. Here the French fleets are oftentimes laid up, though the greatest of their men of war generally go to Toulon.— Here are warehouses and magazines to lay up naval stores for 100 sail of ships of war of the line, and some

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some of 80 and 90 guns have been built here. France, in the year 1690, had here a royal navy, equal, if not superior, to all the naval power of England and Holland united, and which offered battle to them all, but they declined it: and may not France see those days again?

The next place of consequence on this coast is the mouth of the river LOIRE, the greatest in France for the length of it's course, the number of great cities it visits by the way, and for the extent of it's commerce and navigation, as we have before briefly shewn. The Loire is navigable from the Lyonnois, and that side of Burgundy, to Nevers, and down to Briare, by large flat-bottom barges.— By this canal the glass-ware, tin-ware, and fine earthen-ware, for which manufactures the city of Nevers, and all the country about it, being so famous, are carried down to Paris, to the great advantage of the country.— By this canal the merchandizes of foreign countries imported at Nantes are also carried to Paris by water, to the great encouragement of the foreign trade, and enriching of the merchants at Nantes.— Also the wines and brandies of the country below Orleans, on the banks of the Loire, are carried to Paris the same way; and, indeed, the principal supply of that great city, as to wines and provisions, comes from those rich and fertile provinces on the banks of the Loire.

Towns of note on or near the Loire, below the canal of Orleans, and before it comes to Nantes, are Orleans, Blois, Amboise, Tours, Saumur, and Angers, all of them large cities: no country, except the Netherlands, can shew seven such cities, on the bank of one river, under one sovereign, and in so small a compass of territory.— All this country produces what we call French white-wines, and the best of the kind; and, indeed, the

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the best wines of all the west parts of France are in the country about Angers.

ROCHELLE is the next city of consequence in France, upon the coast of the ocean, a considerable port of trade, though unfortified, for reasons too well known.—This city was once the strongest in the whole kingdom, and, on account of its opulence and splendor, for years the bulwark of the Huguenots.

It is at present a place of considerable trade, full of wealthy merchants, whose commerce extends to most parts of the world, but especially to the West-Indies, Martinico, St Domingo, and Quebec: from hence also is a very great part of the Newfoundland Trade carried on, and likewise that of their Mississippi.—The French East-India company too make use of Rochelle as a port, though not always, for the return of their ships from India, and for disposing of their cargoes.

PORT-LEWIS is a harbour deserving our notice, and, if it had stood on the north part of France, in Normandy or Picardy, would have been worth a kingdom itself; but, as it stands on the coast of Bretagne, to the south of Cape Ushant, where France has many good harbours and safe roads for shipping, as well for war as commerce; such as the harbours of Brest, Rochelle, Nantes, Bourdeaux, &c. and the roads of Conquest, Bellisle, St Martin, and others; this makes Port-Lewis the less regarded: it is, however, populous and rich, and has many wealthy merchants, especially such who trade pretty largely to the West-Indies.—This, being a good harbour, is likewise a station for part of the royal navy, and for the ships of the French East-India company.

NANTES, lying on the river Loire, requires mention. It stands 30 miles within the land, upon the north bank of the Loire, which is here a very spacious

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spacious and noble river, has a deep and safe channel, and makes a fine harbour: it has a flourishing trade, both domestic and foreign, few towns in France outdoing it.—The trade of this city has greatly increased within these 30 years, as well from their manufactures as from the flux of all sorts of merchandizes from the remotest inland provinces of France, by means of the extraordinary industry of the inhabitants, and the navigation of the river Loire.—The great benefit of water-carriage between Nantes and Paris also, by means of the canal of Orleans joining the Loire and the Seine, as before intimated, is very sensibly experienced here; and all kinds of foreign merchandize imported are carried at an easy expence to Paris, where the chief consumption of the kingdom lies, to the unspeakable profit of the merchants of this place.

But the great exportation of wines and brandies from hence are the capital constant articles upon which Nantes chiefly depends.—It is scarce credible to conceive how considerable this trade is, both of brandies and wines together; infomuch that it has been ordinary to see 2 or 300 sail of ships in the Loire at a time, taking in wines and brandies.

Another branch of trade here is in prunes, which they export in great quantities.—They have a considerable traffic here to the West-Indies, as particularly to the French sugar-colonies in America, and they have many sugar-bakers here to refine them, which has brought them a great trade for refined sugars, both at home and abroad. But they have still a much greater trade than all this, the wine and brandy excepted: this consists in goods brought from the Mediterranean Sea, by the royal canal from Narbonne to Thoulouse, and from thence down the Garonne in barges to Bourdeaux; by which, as the waters of the royal canal join

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join the two seas, the ocean and the Mediterranean, so the commerce of both seas is carried on here, which makes Bourdeaux not only rich but populous, and all the country round it. The key is noble and spacious, and ships of ordinary burden may come close to it, the tide flowing a great height, up to the very wharfs.

BAYONNE is the last considerable town in the French dominions. It is a spacious, opulent, and populous city, has a great trade both in France and with Spain, and with many other parts of Europe. It has a very fine harbour in the mouth of the river Adour: the harbour reaches into the very heart of the city, and is so deep and safe, that the largest ships come up to the very merchants doors; and the entrance into it is secured by a strong castle, regularly fortified, Bayonne being a frontier both by land and sea; for it is within 15 miles of the frontiers of Spain. There is a large trade driven here, and abundance of wealthy merchants reside in this place. A great quantity of wine is exported from hence, and they have a trade as well into the whole province as into Navarre.

France, by situation, has the advantage for commerce of all the nations on this side the globe, Britain excepted. The great extent of their coast, we have seen, qualifies them for it; they are extended upon the ocean from Bayonne, in the bottom of the bay of Biscay, to Dunkirk, a port that, leaving the British Channel behind it, looks into the German Ocean, and claims acquaintance with the Northern commerce, as well as with the Weser and the Elbe, the chief rivers of trade in the German Sea, and to the Baltic and the coast of Norway on one side, and North Britain on the other; and, lastly, to the HERRING FISHERY in the Caledonian Ocean, and the WHALE FISHERY in the seas of Spitsbergen and Greenland. The coast

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coast of France is above 400 miles in length, and there are in it, as we have seen, some as good harbours as any in Europe.

Add to this the Mediterranean Sea, lying full 60 leagues in length upon the shores of Roussillon, Languedoc, and Provence, which open to France the commerce of Barbary, Italy, and the Levant.

No less is France advantageously situated towards the land for an inland navigation and commerce with her neighbours of Swisserland, Upper and Lower Germany, Holland, and Flanders. The Rhine opens a trade for her on the side of Alface, into Suabia and Franconia, and into the heart of the Empire, by the additional navigation of the Neckar and the Maine, two rivers which convey her merchandize within a few miles of Ulm upon the Danube. By the last they trade into Bavaria, the Upper Palatinate, and even to Vienna; on the other hand, the Rhosne on the right, and the Upper Rhine on the left, give a communication of trade from Languedoc and the French Comte, into every part of Swisserland, as has been shewn.

On the north side of France, and through the country of Lorrain, France has the two great rivers of the Moselle and the Maes, which give them a free commerce to the Lower Rhine, and into the United Provinces; as likewise the Sambre, the Scarpe, and the Schelde do into the Austrian Netherlands.—Add, to all these, the extent of the kingdom of France, that it is the largest and the most populous of any country in the known world, except China.

To the prodigious number of their people must be joined the temper and genius of the nation: they are vigorous, active, industrious, and, in trade as well as war, an enterprizing people.

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So greatly have they increased their trade since the treaty of Utrecht, that they now carry their wines and their brandies into the Baltic, where formerly the Dutch sent them in Holland bottoms; and the French bring their naval stores from Livonia, Prussia, and Petersburg, in French ships, where, before that treaty, no French ships had scarce ever been seen. The Hanse-Towns have little or no share now in furnishing France with iron and copper, with timber, with pitch, or tar.

The French also now trade with Sweden, as other nations do, and to Dantzic, and have greatly increased their commerce in Muscovy, as well as their neighbours.

With all these advantages of situation, extent of land, and numbers of people, France has laboured, from the beginning of it's commerce, under two difficulties, which rendered it next to impossible to produce any considerable staple manufactures, unless these difficulties could be surmounted.—These were the want of a competency of wool, and of silk, the fundamental articles in the general manufactures of Europe, and such which the French, from the industry of their people, were well disposed to fall into; but, wanting these productions in ample quantities, suffered the discouragement many years, with no little affliction: they fell, however, into the silk manufacture to a very great degree, encouraged by the Italians, when the French were masters of the Milanese, in the reign of Francis I. and though they bought their silk in Italy and Turkey, as they do still in some quantities; yet all the southern parts of France, especially the Upper Languedoc, the Lyonnois, and part of Dauphiné, were employed in the manufacture of silk, and greatly improved in it, spreading it into Cham-

paigne,

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paigne, and even to Paris itself. This was from about the year 1520.

At length the French conquered this difficulty. By the means of some Piedmontese, in the reign of Lewis XIII, they first began to plant the white mulberries in Languedoc, and part of Provence: and, nourishing the silk-worms with unspeakable industry, and greatly encouraged by the court in the reign of the late Lewis XIV, they, after many years spent in the first experiments, at last brought the same to perfection, and it is now become a natural produce of France, as it was before of Piedmont, and other parts of Italy, who originally borrowed it from the Asiatics of Armenia and Georgia. But it hath not proved the same in France with regard to the produce of wool. The French, being deficient in this article, have obtained sheep from England and Ireland, as they have wool, in order to try the possibility of raising wool, by the means of our sheep, as good in quality, and as large in quantity in general, as our wool is; but hitherto they have been disappointed, though it is said that there is, at present, another grand attempt to accomplish this design; and, if it is possible in nature, the French are determined to have as good wool, and as much of their own production, as ever England or Ireland have had: and no one can say what art and industry, supported by the royal purse, cannot effect.

Yet this disadvantage by nature hath not discouraged our politic neighbours from attempting the woollen manufactures in every branch; for, since they have not wool so good in general as ours, they have been long determined to have our English and Irish wool; which, being properly mixed with their own, or properly worked by itself, they have had art enough to impose their woollen ma-

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nufactures

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nufactures upon several other parts of Europe, even for English fabrication, as we shall see presently. — Supplying France with English and Irish wool was first brought about by the profound policy of their great minister Colbert. After that great man had found out the means of supplying France with British wool, he was not long before he established woollen manufactories of divers kinds in France, façon d'Angleterre, or of the English method of fabrication. — He first set the poor to work all over France, in combing, spinning, weaving, dyeing of wool, and woollen goods. And what was soon the consequence of this? The French king saw all his subjects clothed, however indifferently, with the manufactures of their own country, who, but a few years before, bought their cloths from England, or, which was worse, at second-hand from Flanders and the Dutch. This was carried on with such a prodigy of success, that it would take up more room than we can spare to duly represent it. — This commercial minister decoyed, by rewards and encouragements, English artists into every part of France, where it was most eligible to establish these manufactures, and they taught the people so well all the several parts of the manufacture, and the French were so apt to learn, and so dexterous and chearful in teaching each other, that, in a few years, they could do without English instructors, even in the façon d'Angleterre.

The French being thus able to furnish their own people, they not only excluded the English woollen manufactures from their country by a law, but began to turn their eyes on rivalling the English in all the foreign markets of Europe, as in Spain, Portugal, and Italy, also in Asia and Africa, but especially in Turkey and Barbary. To effectuate which,

Colbert

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Colbert took these measures: he first informed himself of the several sorts of the British manufactures sold in every foreign market, whereof he had patterns brought him; and he erected particular works for the making those very goods: he also wisely encouraged the merchants to export them, by causing credit to be given them out of the public stock; that is, by the king, even till the RETURN FOR THESE GOODS CAME HOME. This was particularly done with the Turkey merchants at Marseilles, who had credit out of the ROYAL TREASURY till the return of their ships from Smyrna and Scanderoon: by which politic encouragement the Marseillians first supplanted the English in the Levant trade, wherein, we are too sensible, they have surprizingly increased ever since.

The same was likewise done at the famous manufactory near Nismes in Languedoc, where the cloths, by means of the instructions of our English woollen manufacturers, and our English wool, are made so admirably well, that some have thought they have equalled, if not outdone the English. — Certain it is, they make very good cloths there, and dye and dress them to perfection; but many say that they fail of the substance, the firmness, and weight of the English; yet, as they are cheaper, they have made their way in foreign markets.

Before, as well as since the French king begun those fabrics in his dominions, we sent large quantities of woollen goods to France; but, since the clandestine exportation of our wool, the French king has prohibited the importation of all sorts of our woollen manufactures. — This they have accomplished within about 80 years; and, if they continue to have our wool, and other foreign wools, so cheap as they have, in exchange for
their

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their brandies and wines, &c. and to go on with the like rapidity in those manufactures, the fate of this, the most lucrative branch of commerce belonging to the crown of Great-Britain, must certainly be deplorable.

At ABBEVILLE, a large town in Picardy, about 90 miles north of Paris, and 15 east of the British Channel, is a manufacture of fine broad cloths, which Lewis XIV. first established; and which he did by advancing 40,000 livres to Mynheer Van Robais, a Dutchman.—The king also erected him a spacious and commodious place wherein to carry on this manufactory, and a fine house to live in, and granted him a patent for the sole making of superfine broad cloths in that part of France. As Mynheer was a Protestant, the French king granted him a further patent, renewable every 20 years, for the free exercise of the Protestant religion, for himself and family, and to all the people that did then, or should hereafter, work in any branch of the woollen fabrics at this town, &c.—Also, that if any woman, who was a Roman Catholic, should marry a Protestant that belonged to this manufactory, she should have it in her option to turn Protestant or not.—And, in order at once effectually to establish this manufactory, the king himself wore some of the first cloth that was made, and ordered all his court to do the same.—All these privileges are maintained to this day inviolably, and the factory is now carried on by three partners, that are nephews to old Van Robais, who first established it, and are of the same name.

There are 108 broad looms, and about 600 men, women, and children, employed upon the spot, in picking of wool, winding, warping, weaving, shearing, rowing, dyeing, burling, scribbling, fine-drawing, pressing, packing, &c.—All employed are governed with extreme decorum and regularity.

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regularity. They all come to work, and leave it, at the beat of a drum.

One Cole, that went from London, was the first man that taught them to dye proper colours, to make mixtures of wool, as we do in England, to make into cloth.—This manufacture hath so enriched the Van Robais's family, that, upon public days, they appear in their coach and six horses, with half a dozen splendid valets to attend them, as grandly as any of the peers in France.

There are not less than 1000 looms going in this town on paragons, beside a great many more that are employed in the making of druggets, serge, cloth-serge, &c.—Those goods are chiefly sent to Spain, Portugal, and Italy, and MOST OF THEM ARE ABSOLUTELY SOLD FOR ENGLISH WOOLLEN MANUFACTURES, they being FAÇON D'ANGLETERRE. ' I HAVE BEEN TOLD (says an eminent English woollen manufacturer, who took a tour to France to see the progress of the woollen fabric in that kingdom) BY A MANUFACTURER OF THE TOWN OF ABBEVILLE, THAT HE HATH KNOWN AN ENGLISH SHIP LIE IN ST VALERY ROAD (the port before-mentioned) WHILE THEY HAVE SENT A BOAT UP TO ABBEVILLE, WHICH IS NEAR FOUR LEAGUES, TO FETCH DOWN BALES OF WOOLLEN MANUFACTORIES, AND HAVE SHIPPED THEM ON BOARD THE ENGLISH VESSEL, AND CARRIED THEM TO FOREIGN MARKETS FOR ENGLISH GOODS, THE BALES BEING MARKED AND NUMBERED, AS IF THEY WERE MARKED IN ENGLAND, AND ARE SOLD AMONGST OUR ENGLISH GOODS*.'

And

* See Observations on the British Wool, and the manufacturing it in this kingdom; with remarks on the wool and woollen manufactories of France, Flanders, and Holland, &c.
Printed.

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And it is very much to be feared, that this is too common a case, and has been an artifice of many years standing, to impose these French woollen manufactures, made FAÇON D'ANGLETERRE, upon foreign nations for English: and those too which have not been so good in equality may have been complained of by foreigners, and highly prejudiced the reputation of our manufactures in that respect also.—Nor could a more superlative trick be contrived than this, let it be taken in any light whatever, for the absolute ruin of our woollen manufactures, and the establishment of the French; and such Englishmen, or Britons, who are either merchants or masters of ships, that will be thus concerned in a conspiracy of such destructive consequence to the whole woollen manufactory of this kingdom, deserve the gallows more meritoriously than any criminal, perhaps, that was ever exalted to it.

Of the manufactures of the generality of CHAMPAIGNE and SOISSONS.

The pasturage is admirable, maintaining 16 or 17,000 sheep, which afford three or four millions of pounds of wool.

It is almost incredible, how much of the woollen manufacture there is in these two provinces. At Rheims, they make cloth after the fashion of Berry, etamines, razes, cordeliers, serges, &c. At Rhetal, the same as at Rheims, besides estaments and crapes.

At Chateau-Portien, at Mezieres, Donchery, Mouzon, Fismes, Sainte Manehould, Sommepy, Ville on Tartanois, Soissons, Chateau-Thierry, Charly,

Printed by H. Kent, and sold by Simon Virtue in Swithin's-Alley, near the Royal-Exchange, 1738. By a manufacturer of Northamptonshire.

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Charly, Orbaye, S. Martin Dublois, Bar sur Aube, Ferre en Tartanois, Neuilly, and S. Fond, they make only serges, etamines, and deseverfins. At Sedan, they make a quantity of cloth, very fine and very good, also a great number of cloth serges, and serges after the fashion of LONDON. At Bouts, Pertes, and Joinville, villages near Rheims, they make only white etamines, which they sell to Rheims. At Montcornet, ratines, reveches, cloth serge, and estametes. At Vervins, Fontaine, Plumiere, the like, also some common cloth. At Montmirel, Langres, St Just, Anglure, Sezanne, La Ferte Gouchier, and La Ferte Sous-Joüars, cloth ell wide, and above, to five quarters, all of Spanish wool only. In short, at Brienne, Chalons, Vitry, Joinville, Chaumont, Dionville, they make serge razes, serge after the fashion of LONDON, cloth serge, estametes, everfins, etamines after the fashion of Rheims, and druggets; besides, they make cloth at Chaumont. The wool, employed in these several manufactories, is partly foreign, partly French. The foreign is common Spanish wool, as de Castile, and les Segovianes, and the like. The French wool is de l'Auxois, de Berry, de Champaigne, du Soissonnois, and de Picardy. They reckon 1400 looms.

At Rethel, they use the wool of Champaigne, Picardy, and Soissonnois. The mixture, which the workmen make of common wool with fine, lowers considerably the price and quality of them.

The cloths made at Sedan, are some after the fashion of Holland, some after the fashion of England, and others after the fashion of Spain. The wool they make use of in the one and the other, are wool de Segovie, Segovianes, Albarazines, des Soris, and other of the better sorts.

The fabric of serges is also very considerable at Sedan. The wool they use is that of Berry, Ar-

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dennes,

dennes, Champagne, Brie, and common Spanish wool. They are sold in Holland, Poland, Germany, and within the kingdom.

At Donchery is made wide serge, cloth serge, serge DE LONDRES; the wool is that of Berry, Champagne, and Brie. At Moufon and Autrecott, cloth serges, serge DE LONDRES, &c. These are all made of wool of the country. In the manufactory of St Manehould they use only wool of the country, with which they make serge after the fashion of Chalons, cloth serges, estametes, and frizes. At Siuppe, or Suipe, the manufactory is considerable. All the stuffs are made of wool of the country, i. e. everfines, cloth serge, serge razes, and frizes. At Ville en Tartanois, wide serges, cloth serges, all of wool of the country. Routz, Perthes, and Sunville, are three villages near Rheims, where they make only white etamines of the wool of the country. At Montecomet, are made serges, ratines, estametes, reveches, cloth serges, on which they employ only the wool of the country. Vervins, Fontaine, and Plumiers, afford common cloths and serges, of the wool of the country. At Neville S. Front, are employed the wool of Brie, Champagne, and Soiffons, in making serges de Berry, and cloth serge $\frac{2}{3}$ wide. At Ferre en Tartanois, the manufactory is wide serge, cloth serge, and serge after the fashion of Mouy, the wool of the country only. At Charly, they make wide serges, cloth serges, &c. all of wool of the country. These, above, are in the department of Rheims (those that follow, are in the department of Troyes and Chalons) where they make near 84,000 pieces of stuff, employing for that purpose 740,000 pounds weight of wool of Champagne, Brie, Soiffons, and Bourgogne, besides above 530,000 pounds of Spanish wool, and above 50,000 of that of Berry. They

They keep there 14 or 15,000 sheep, which produce 3,000,000 7 or 800,000 pounds of wool.

At Chalons, they make a quantity of serge razes, serge of Rheims, estamines, everfines, cloth serges of the fashion of LONDON. Of these last, they make about 2500 pieces a year; of all the others about 2000. The wools they make use of for one and the other, are some of Champagne, Brie, Soiffonnois, and Bourgogne, and some Spanish wool. There are 325 master clothiers. Besides, there are 30 or 35 other looms for a manufactory, that some cloth merchants of Paris have got established by letters patents. They make also, in that manufactory, serge after the fashion of LONDON, ratines, pinchinas; and employ in the one and the other, according to their quality, wool, prime Segovia, fine Albarasin, and other Spanish wool, with that of Berry, l'Auxois, Champagne, and Brie. The product of this manufactory is in proportion as great as the others. They sell them throughout the kingdom, at Liege, and in Italy. Liege takes off a great number, they being well liked there. At Vitry, are made serge, razes, serge after the fashion of LONDON, cloth serges, druggets, and estametes. The wool they employ, are those of Champagne, Brie, and l'Auxois. At Chaumont, are made a quantity of cloths, serges croiffées, druggets; of the last one is of wool only, the other of wool and thread. They use only the wool of the country.

Of the trade for Spanish wool at BAYONNE.

It is computed, that the import of wool at Bayonne amounts to 15,000 bales, of all qualities, viz. segovies, leoneses, superfines, common segovies, sories, sogoviennes, burguletes, sories de caballeros, sories molines, grand albarazines, des cuencas,

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cuencas, des etremenas, belchittes, campos d'Aragon, fleuretons de Navarre, and all sorts of lamb's wool, fine and common, surge, and washed.

Many of the merchants of Bayonne give orders to have part of the wools bought en surge, and to have them washed upon the spot on their own account. Others have them from the Spaniards who are flock-masters, or from the merchants of that nation, who trade in it, and every year send or carry them to Bayonne, all washed, and sell them there themselves: so that the people of Bayonne have always their wools at the first hand, and can afford them cheaper than others. Besides, the best conveniencies for washing are nearer that city than any other, even nearer than to Bilboa. The wool that comes from Bayonne, is most profitable and best triaged of all that come from Spain.

They load commonly at Bayonne every year 30 or 40 vessels, which carry 200 or 350 bales of fine wool to Roan and Nantes, and 8 or 10 vessels to Holland: Languedoc also takes off much wool of sories segoviennes, and common sories, that are the most proper for Londrines seconds, which are best for the Levant trade.

Of the commerce of LIMOSIN, POICTOU, &c.

At St Jean de Angelis, they make cloths ell wide, and etamines: at Nerac, commonly 1900 pieces of cloth, and 1250 serges: at Angoulesme, serges and etamines: La Rouchefaucault, only serge: Limoge, reveches: Tulle, reveches, or petits razes: Brieve, reveches: St Leonard, strong and coarse cloths for soldiers and peasants.

The stuffs made at Poitiers are camblets, etamines, serges, and crapes. At Chastelleraud, they make serges and etamines, in which they employ only wool of the country. At Lusignan, they
make

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make two sorts of serges, razes, and cloth serge, both of wool of the country. At St Maixant, they make serge razes, which are esteemed for their fineness, although they use but the wool of the country, for which they chuse the finest; and of the rest make reveches, and other coarse goods. They make abundance of double caps and stockings with wool of the country, and of Limoges. The serge made at La Mothe St Gerave, for quality, fineness, and the wool employed there, are the same as at Maixant.

At Niort, they employ only the wools of the country; the several sorts of stuffs, there made, are druggets of wool only, others of wool and thread, serge razes, etamines buretes, and coarse cloth serges. At Fontenay le Comte, they make cloth yard wide, and etamines, both of wool of the country. At La Chateigneraye, are made cadiffes, sergettes, and cloth serge: this, with the wool of the country, the others with fleuretons de Navarre. At Cheuffois, the same as the former. At La Meilleroege, they make only tiretaines and narrow druggets. At Pouzanges the same. At St Memin the same.

At Bresvire, is one of the most considerable manufactories in the department of the inspector of Poitiers. The stuffs made there, are tiretaines, of thread and wool, serge razes and cloth serges, all of wool of the country only. At Moncontan, the stuffs are tiretaines of different fashions, of the refuse of wool, from Nicort, Bourdeaux, Xointes, and Senfa. At St Pierre, the stuffs are cadiffes, druggets, of fleureton de Navarre, and cloth serges ell wide, of the wool of the country. At Thouan, cloth serge, serge razes, and some etamines. The druggets made at Partenay are much esteemed, and have a great vent; some are of wool only, others of thread and wool. These last are
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made of wool of the country, the first only of Spanish wool. At Azais are made druggets, some called imperial, others common; the last of wool only, or wool and thread; the first of wool and silk: to make the imperial, they employ only the wool of Campo; for the common, wool of the country. At Vivoufne are made coarse serge, and some serge razes. At Chateau Larcher the same, and some reveches of a low price. Mesle, serge razes of the wool of the country. Cuiray, coarse serges. Gencay, some serges, some reveches, both of wool of the country. Coulognes, druggets, all of wool.

They grow, in the generality of Poictiers, about 250 milliers of wool, which they employ in the above-mentioned fabrics, and of stockings and hats. They consume besides a great quantity of Spanish wool, called wool de Campo, and fleuretons de Navarre; which they have by the way of Rochelle and de Nantes, to the amount of 2000 bales, every bale weighing 300 pounds. They make, in that generality, from 25 to 30,000 pieces of stuff every year.

Of the commerce of the generality of ORLEANS.

They make caps of Spanish wool, wool of Berry, and of the country, besides stockings. Their manufactories in cloth and other woollen stuffs, employ not only the wool of the country, but also a good quantity of the wool of Berry, Beasse, Brie, Soulogne. The principal manufactories of cloth, are those of St Genoux, Clamecy, Chatillon sur Loing, and Montargris. There are many more, of serges and other woollens, viz. at Orleans, serge tremieres, serges with two estains, frocs, and baguettes. At Baugency the same, and moreover, cloth serge. At Blois as at Baugency, also

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also crapes. At Vendome, and at Pierre Fitte, estamates, and serges of several sorts. White serges, called tourangelles, and white cloth serges, are made at Montoir, Salbry, Souefme, Nouan le Fuzilier, Vouzon, Jergeau, Chatres, St Fargean and Bron, There is at St Aignan a fabric of cordats, or cloth for the capuchins. The manufacture at Chateaufnef and Brinont, are cloth serges, baguettes, and tiretaines: at Gien, cloth tremiers, white and grey, white frisons and estamines. At Charite and Penthieres, cloth serges, and those called felins. At Pongoin, Chaudan, Razoches, and Illiers, only serge of two estains. At Anthoin, different sorts of grey and white etamines, of wool of the country, etamines of Spanish wool, called langres; etamines, musc colour, of wool of the country; and other etamines, whereof the warp is of the wool of Maine; whence they have it ready spun, and the wool of Spanish wool, or fine wool of Berry.

Romorantin is the most considerable manufactory of the whole generality; they make above 5500 pieces every year, viz. white cloths five quarters wide, other cloths less wide, of the same colour, white serge, white grey, and grey, and serge croiffée, partly of the wool of Berry, partly of the country. They have also settled there a fabric of white cloths, half of Spanish wool, half of fine wool of Berry, which cloths are fit to be dyed scarlet. The manufacturers of Romorantin having been used to employ the wool of Navarre and Barbary, they are forbid to do it, by an arret of council, April 1706, and again by the intendant of the generality, July 1716.

They consume in this generality 200 milliers of wool, for the most part of the country. They make 25,000 pieces of cloth, &c. Foreign pieces, to

to the amount of 14,000, are brought from neighbouring places and marked there.

Of the commerce of TOURAINE, ANJOU, MAINE, and PERCHE.

The commerce at Amboise for etamines and druggets made there, is much esteemed, and a good many hands are there employed in them. In Touraine, they make little else but etamines, ferges, razes, and druggets. The principal places where they are made, are Chinon, Richlieu, Loudun, Loches, Beauclieu, St Christophle, St Pater, and Laval, for etamines and ferges. At Beaumont, La Roue, and Roziers, besides these two sorts of stuffs, they make also razes and serge tremieres; and at Montrefor, Villeloin, and Orbigny, only serge half ell, of wool of the country.

The druggets and tirtaines of Amboise, are partly wool of Touraine, partly wool of Berry. At Beugnay, they use wool of Beauffe, instead of that of Berry. At Chateau, Renault, Neuville, Pontpierre, Maray, Neufay, and Loifant, the razes, serge tremieres, etamines, and druggets, are made of the same wool as at Beugnay. In the fabrics of Montrichard, which consists only of druggets and white serge, they employ but wool of the country.

At Angers, they make etamines of different prices, and serge tremieres, both of the wool of the country. At Chateau Gontiers, etamines, and druggets after the fashion of Lude, serge croiffées. At La Fleche, etamines, ferges, druggets, of the wool of the country. At Montreuil Bellay, the same. At Beaufort and Durtal, ferges, etamines, druggets, all of wool of the country.

They make etamines and serge tremieres at Mayette, Chateau de Loir, Ferte, Bernard, Beaumont le Vicomte, Mayenne, and Laval.

At

At Le Mans, are made double etamines and camblets, which are commonly dyed black, three parts of wool of the country, the rest of Poictou. At Manjette, strong serge tremieres. Chateau de Loir, serge tremieres, all of wool of the country. Ferte Bernard, all of wool, others of wool and silk, and druggets, thread and wool of the country.

At Bonnefable, the fabric is considerable; they make etamines like those of Mans, except that they are all of the wool of the country, and that in the others a third is wool of Poictou. At Beaumont le Vicomte, they make much the same as at Bonnefable. At Mayenne, ferges tremieres, and druggets with thread. At La Valle, etamines, serge tremieres, and druggets of thread and wool of the country.

In the whole generality of Tours, viz. the provinces of Touraine, Anjou, and Maine, are made about 18,000 pieces of stuff, and above 11,000 foreign pieces are marked there. The wool they employ in those fabrics, are almost all of the wool of the country, which is commonly sold for 60 to 75 livres the quintal.

At Nogent are made etamines.

Of the commerce of the generality of BERRY.

Sheep and wool are the chief commodities of this district. The wool is good enough, but they employ only the worst themselves, the best and finest being bought up by the merchants of Roan; which is the reason why the manufacturers of Berry make only coarse cloth, called cloth of Berry; they are excellent in their kind, but only fit for soldiers, servants, and common people. The other stuffs of wool of Berry, are coarse serge, druggets, tirtaines, and pinchinats.

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Bourges,

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Bourges, Issouden, Chateroux, Vierfon, Selles Aubigny, and Romorantin, are the places where the best manufactories are settled, among which that of Romorantin is most esteemed.

The other places of manufacture of wool of Berry, are Le Blanc, S. Amant, La Chastres, Chastillon, Mehun, Aubigny, Dun le Roi, S. Benoist du Sault, Buzancois, Leuroux, St Savin, Sancerre, Linieres, Leret, La Chapelle Danguillon, Aifne le Chateau, St Gautier, Ivry le Pre, Argenton, Newvy St Sepulchre, Argent, Valencay, Cinconet, Baugy, Sancergues, Les Aix, Blancfort, and Enrichemont.

Besides what has been said above, of the quantity of fine wool which the province of Berry furnishes for Roan, for the fabric of cloth in Normandy, the merchants of that city (Roan) buy up others of the common wools of Berry for their manufacture of tapestry. What remains, is used for making caps of all sorts, made in the province, especially at Bourges.

In this generality, of 34 places where cloth and other woollen stuffs are made, there are seven, viz. Bourges, Issoudan, Chateau Roux, Romorantin, Verfon, Selles, and Aubigny, where they commonly make from 3 to 4000 pieces each; six, viz. Le Blanc, Sancerre, Chateauneuf, Liniere, Ivoy le Prey, Concoins, where they make from 2 to 3000 pieces; and 21 others, where they do not make above 8 or 900 pieces each.

The stuffs at Moulins and thereabout, are serges, etamines, and crapes. At Montlucon, Herisson, Decize, the same. Cercy-la Toure, partly serges and partly etamines. Moulins Engilbert, cloths, and some other stuffs. The tapestry made in this generality amounts to 80,000 livres yearly.

In Auvergne, the manufacture of etamines,

worsted

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worsted camblets, burats, cadise, burailles, and other woollen manufacture, is very good.

Of the commerce of NORMANDY, as divided into three generalities, Rouen, Alençon, and Caen.

The principal commerce of the generality of Rouen consists of cloth, serges, tapestry, wherein are employed 1200 looms. In the good manufactory, they use but Spanish wool, or the best of France; those of Normandy, are for stuffs of an inferior kind. They import to Roan, communibus annis, 9000 bales, of which 5000 are Spanish, the rest of the kingdom.

The principal fabric of the city of Roan, and which employed the greatest number of hands, was the cloth of Uffeau, ell wide, but now those after the fashion of Elbeuf have taken their place. This last is good, and improving daily, nevertheless it is not yet come up to the true cloths of Elbeuf. As to the cloths of Uffeau, they keep them up yet, but make less of them since those after the fashion of Elbeuf have prevailed. The third sort of cloth made at Rouen, is according to the fashion of ENGLAND; but of this last, not so much as of the two former. Other woollens made there are, white druggets, commonly called espagniolettes; other druggets, of all colours, half-ell wide, and white ratines, five-quarters wide. They make also barracans of thread and wool, $\frac{2}{3}$ wide, very coarse, and berlucha's, or druggets, of a better sort. These two last fabrics employ about 60 looms, and the others near 200.

At Darnetal, the woollen manufactory is very ancient: their first statutes are in the reign of Henry III. (1587.) The different cloths there made are, after the fashion of ENGLAND and HOLLAND; cloths after the fashion of Elbœuf, Uffeau,

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druggets,

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druggets, or pinchinats. Their manufacture of blankets is the second branch of the trade of that town and it's valley.

At St Aubin la Riviere, the manufactory commenced in 1691, in virtue of letters patents of 1672, under the title of a ROYAL MANUFACTORY. They make cloths after the fashion of ENGLAND and HOLLAND, with success enough.

The manufactory of cloth at Elbœuf is an ancient establishment, and has always been in good credit for the sorts of cloth undertaken there at different times. Before the great regulation of 1669, they made there only white coarse cloths; but, all the manufactories of the kingdom having received encouragement from Lewis XIV, at the instance of Monsieur Colbert, those of Elbœuf were the first that reaped the fruits thereof, by two considerable establishments for fine cloths, after the fashion of ENGLAND and HOLLAND, and by means of the perfection to which they are arrived in other cloths.

At Orival they make only cloths after the fashion of Elbœuf.

At Louviers, there are two sorts of cloth made; the one after the fashion of England and Holland, the other after the fashion of Elbœuf. At Pont de l'Arche, the cloth manufactory is in great reputation; it was established in 1690: the drapery is after the fashion of ENGLAND and HOLLAND. At Gournay the manufacture is serge only, after the fashion of LONDON, well made.

Bolbec is one of the most considerable places in the country of Caux for manufacturing a sort of stuff called frocs, which are esteemed the best of the kind made in Normandy. They are of two sorts; the one $\frac{2}{3}$ wide, the other half-ell $\frac{1}{8}$. They are both of pure wool of the country. Gruchet, the same as at Bolbec.

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At Fescamp the manufacture is distinguished into old and new; the old are very strong serges, ell-wide, and frocs, the same as at Bolbec; the new are, fine cloths, after the fashion of ENGLAND and HOLLAND; the first all of wool of the country, the other partly of foreign wool, partly of the best wool of the kingdom. This manufactory met with difficulties in the beginning, by the fault of those intrusted with it by the undertaker. But the dexterity of three foreigners, who had afterwards the management of it, hath carried it to such perfection, that cloth hath been produced there as fine, and in all respects as good, as that of ENGLAND.

There are a great quantity of frocs and belinges made in several villages of the bailiwick of Caux, especially between Fescamp and Dieppe, but of an inferior sort to those of Bolbec, either for the making or the goodness of the wool.

Cloth, and other woollen stuffs, made at Caen, are cloths after the fashion of ENGLAND and HOLLAND, ratines, serges called lingettes, frocs and reveches. The cloths and ratines of one manufactory, established by Sieur Massieu, about the end of the seventeenth century, are only of Spanish wool. The other woollen stuffs made here employ near 700 looms.

St Lo is in reputation for the manufacture of strong serge, to which it has given it's name. They make also there finettes and razes, very much esteemed. These different fabrics employ about 2000 workmen, 90 looms, &c. These stuffs are excellent, especially if they employ only the wool of Coutantin.

At Vire are made common cloths, yard wide, also serges linguettes; also in many villages thereabouts, especially at Cōde, Caligni, Monsegre, Cartemont, Cerisy, and Frènes. These manufactures

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tures employ above 300 looms; they make commonly 12,000 pieces a year. At Valogne is made strong cloth, of wool of the country. At Cherborough, the same, but in greater quantity.

Coutance, is very fit for a wool manufactory, having all proper accommodations for that purpose. The wools grown there are excellent; the water good for dyeing, especially in scarlet. There are abundance of teazles. They were once famous; but, the war of the League having dispersed the chief manufacturers into other parts, they make only at present some pretty druggets, called belinges, and other slight stuffs, partly of thread, and partly of the wool of the country. The rest of the wool is sold to other fabrics of the province, especially at St Lo, where the ancient manufacture of serge of Coutance remains.

At Bayeux is made cloth, serges, and ratines: they are good of their kind. At Fresne and St Pierre d'Antremont they make partly serge, like that of Caen, partly slight stuffs of thread and wool, all of wool of the country.

There is a great quantity of wool grown in the generality of Caen, but of different qualities, according to the place; those that grow about the city of Caen are worst; those that grow from Bayeux as far as Cherborough, and all along the coast, are the best: these last are employed at St Lo, Vire, Valogne, and Cherborough.

The generality of Alençon is very considerable for the manufacture of cloth, and other drapery. They make there 50 or 52,000 pieces, and mark besides 16,000. Besides the wool of the country, they are supplied from neighbouring provinces.

At Alençon they make strong serge, $\frac{2}{3}$ wide, etamines, $\frac{1}{2}$ ell, crapes the same. At Leez, some slight drapery, viz. serges, etamines. Argentan the same. Falais; for the most part, serge sur estain,

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estain, ell wide; serge tremieres, $\frac{7}{8}$, &c. Lisieux, a quantity of woollen stuffs, called frocs. Vernevil, serge croiffée, all of wool; druggets, thread and wool. Dreux, cloth, strong serges, serges after the fashion of LONDON, estamates, and demi-estamates; these last are called linings, because they are employed to line cloth.

Aumale gives it's name to a manufacture of serge much esteemed; they reckon near 1200 looms at work there, and round about. They reckon the commerce there amounts to 2,000,000, when wool is at a reasonable price.

Nogent le Retrou is a town of the province of Perche, but of the department * of the manufactories of Alençon. The stuffs there made are of three sorts, etamines, of wool, others of wool and silk; druggets, thread and wool; above 400 looms are employed there. The yarn made use of in etamines comes for the most part from Mortagne, to the value of 200,000 livres per annum.

At Souence are made etamines, some all of wool, others of wool and silk. At Ecouchay, stronge serge, ell-wide, and serge tremieres, $\frac{7}{8}$. At Laigle, partly serges, partly etamines, and the like slight stuffs.

At Vitre, serges are made of thread and coarse wool of the country, from 12 to 20 sols the ell; there are also etamines, from 15 to 30 sols per ell.

In Bretagne are employed 800 looms, in making slight stuffs of wool, viz. etamines, druggets, serges, moletons, crapes, and narrow cloths, of
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* The kingdom of France, where is any woollen manufacture, is cantoned into several departments, or districts, called generalities, with an inspector to each, and superintendant-general of the whole: and thus we come by this more particular account of the woollen manufacture in France than of any other kingdom besides.

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the wool of the country. The principal places are Nantes, Rennes, Bourg, Dinan, St Brioux, Lamballe, Chateau-Briant, Nozay, Redon, Joffelin, Le Guay de Pletant, St Croix, Auvray, Vannes, Malestroit, Rochefort, Chateauneuf, Lengonna, and Raviliac.

Of the commerce of BOURGOGNE, and the generality.

As great numbers of sheep are depastured in Burgundy, so wool is a very considerable commodity there: one part whereof is employed by the manufacturers of the province, who are numerous; the other part, which is not fit for their use, is bought up by the merchants of the neighbouring provinces.

In the room of which, some is also bought from Rheims and Troie, more proper for certain manufactures, viz. for serge after the fashion of London and Seignelay, where they mix the wool of Troie and Rheims with those of Auxerrois, which are the best in Burgundy. Their principal manufactures are, cloths of Beaune, Vitaux, Semur, Saulies, Montbart, Rovray, Avalon, Auxerrois, Nultz, Pont le Vaux, Autun, Joigny, Sens, Villeneuve, l'Archeveque, Bigny, and Ancy la Franc.

The manufactures of serges of all sorts, especially cloth-serges, and serges after the fashion of London, are not less considerable; they make them at Dijon, Marcy, Auxerre, in the hospital, as well as in that of Beaune, at Seignelay, Amay le Duc, Auxonne, Chatillon upon Seine, and Chassignelles. Druggets, tiretaines, tolanches, are made at Samur, Montbart, Auxerre, Nultz, Beaune, Louhans, Clungy, Mâcon, and Montluet; also in some of those cities, and especially at Autun,
crapes

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crapes called frater and freilles, three quarters and half wide. The business of stockings, after the fashion of Havre and England, is carried on at Dijon.

Of the state of the woollen manufacture of DAUPHINY and PROVENCE.

Grenoble is the chief place of the fabrics round about, where they make cloth: at Virin, and five other parishes, are made druggets and coarse cloths: at Turin, and nine parishes, cloth only: St Marcellin, and four parishes, cloth only: at Roybon, and seven parishes, cloth, ratines, and serge. At Serre, and eight parishes, cloths only: at Beaurepaire, cloths, as also in three parishes belonging to it. At St Jean en Royans, and six parishes, stuffs, and above 1000 pieces of cloth. This place is very commodious for a manufactory, by reason of its water. At Romans, and in 12 parishes, the most considerable of the whole province (except Dienlefit) are made four sorts of drapery, viz. cordelats 2000 pieces, ratines 1000, estameux 14 or 1500, cloths 15 or 1600. At Pont en Royans, and 17 parishes, are made cloths only; at Crest, and 13 places, ratines and cordelats.

At Montelimat is the greatest manufactory; they reckon up 25 places where ratines and sergettes are made: Tolliman, and nine parishes, make sergettes: Dien de Fit, and 20 places, make sergettes only: Buis, and three places, sergettes and cordelats: Valence, cloth and ratines: Vienne, and 17 places, make druggets.

The wool of Provence is employed in different manufactures of stuffs and hats. Their woollen manufacture is, cloth made all of Spanish wool, and caps of the wool of the country.

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At Toulon are made two sorts of pinchinets; one all of Spanish wool, the other only of the wool of the country. The cadis and cordelats are made of the wool of Provence, viz. in Aix, Gordes, Apt, Ayquires, Auriol, Signe, Colmars, Digne, La Roque, Mauve, Soleres, Cuers, Pequant, Camouilles, Lue, Draguman, Lorgnes. They make also in Colmart and Digne, and thereabouts, cloths three quarters and a half wide, which are sold partly in the kingdom, and partly in Savoy.

In many places of the principality of Orange they make serge $\frac{3}{4}$ wide. At Arles, narrow raze; at Grignan fergettes; all of wool of the country.

Of the commerce of LANGUEDOC.

The manufactures of wool established in the two generalities of Languedoc are, cloth, cadis, burats, serges, ratines, cordelats, bays, crapes, razes, tiretaines, druggets; the greatest part for the Levant, as the matrons and Londrins; the others for the Swifs and Germans, &c.

The places where these are made are, Rieux, Granges des Pres, Lodeve, Carcassone, Limoux, Castres, Alby, Alet, St Colombe, Lauclanet, Leiffac, La Grace, Saptès, Chelabre, Mezanet, Ferriers, Caune, Bedarrieux, St Sivran, Quiffac, St Hypolyte, Bauzely, Vigan, Ganges, Saumennas, Anduze, Alais, St Gervais, Sommieres, Gardonnanque, Salle, Beziere, Aniane, and Beaucaire.

The wools employed in these manufactures are partly of the country, but the greatest part is brought from Marseilles, by the merchants of Montpellier, who buy them unwashed, and, after they have dressed them, sell them, at the fairs of Pezanes and Montagnac, to the manufacturers.

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At Alby in High Languedoc are but two sorts of manufactures, cordelats and bayettes, the former of the wool of the country.

At Carcassone the cloths are made of wool of Bezier, Narbonne, and Spain. At Saptès the manufacture of cloth is very considerable, the wool Spanish, from the merchants of Toulon, Bayonne, and Marseilles. Limoux and Alet, the cloths there made are of the wool of the country, and of Rouffillon. Saiffac, a manufactory of common cloth. La Grape, cloths; Montagne de Carcassone, cloths of different colours and breadths; Castres, bayettes, burets, and coronines; Meizant, and it's dependencies, cordelats, white and musc; Boiffason, cordelats; Varres, serge; Ferrieres, serge; Caune, coarse cloths; Bedarrieux, two sorts of manufacture, one of druggets, the other of cloths; St Ponts la Bashe, white cloths; St Chiman, white cloths, from 3 livres 10 sols, to 4 livres 10 sols per ell.

The manufacture of cloth at Lodeve is very considerable, and in great esteem; they make 45,000 pieces, white and grey.

At Montpellier, stuffs, blankets, hats, fustians; the blanket manufactory is very considerable. At Quiffac is a considerable manufacture of cadis; Sauve the same; St Hypolyte cadis, 75 looms; Bauzely ditto, 60 looms; Vigan cloths and cadis, a very considerable manufacture; Ganges, some cadis; Alais, serge, cadis, ratines, 90 looms; Ufez, serge, 60 or 70 looms; St Gignaix, cadis, 40 looms; Sommieres, cloth-serge, ratines, and cadis; St Jean de Gardonnengue, cadis; La Salle, cadis, 30 looms; Nismes, a considerable manufacture of cloth and stockings; Narbonne, knit stockings.

At Bezieres are different manufactures of wool, especially of fine cloth and druggets, like those

of Bedarieux, sold chiefly to Germany. The royal manufactory of fine cloths, established at Clermont, is very considerable: there are also private manufactures there. The manufacture of hats is also the most considerable in Languedoc. Aniane has a manufacture of cadis; Beaucaire, of cadis and stockings, and hats; St Andre de Val Borgne, cadis and hats; Marvaix, cadis and hats.

The Sieur de Varennes, having brought workmen from Holland, undertook to make cloths for the Levant trade. Saptés, near Carcassone, was the place where he first established it; and we may consider it as the model of all the others in the province of Languedoc. That of Clermont and Lodeve followed soon after, viz. in 1678. The states of Languedoc lent them 130,000 livres for many years, without interest, and gave them besides, by way of bounty, a pistole for every piece of fine cloth made there.

The third manufactory is that of Carcassonne, established and maintained by the Sieur Castenier, which has not succeeded less than that of Saptés, and Clermont Lodeve. The province gave him the same advantages as to the two other royal manufactories. The estates of Languedoc have since added two others, with the same encouragements, one at Rieux, under the conduct of the Sieur Gurse, a Dutchman; the other in the Castle de la Grange des Pres, near Penzenas, under the direction of the French manufacturers.

The last royal manufactory of Languedoc is that of Monf. Chamberlin, established also under the authority of the states.

It does not make for the Levant trade, but only woollen stuffs after the fashion of England, for the Spanish trade.

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The annual product and manufacture of LANGUEDOC in the following articles is,

	livres.
Sheep - - - - -	1,000,000
Fustians and basins - - - - -	90,000
Blankets - - - - -	230,000
Bergames and tapestry - - - - -	20,000
Woollen stuffs, fine and coarse - - - - -	4,100,000
Cloths, fine and others - - - - -	8,450,000
Woollen stockings - - - - -	40,000
Hats - - - - -	400,000
	Total 14,330,000

They import wool of Spain, Constantinople, Salle, Algier, and other parts of Barbary, 40,000 quintals.

Of the commerce of LOW NAVARRE and BEARN, FLANDERS, the AUSTRIAN LOW COUNTRIES, LORRAINE and BAR.

The wool of Navarre is good, and passes for Spanish wool; the finest sorts are brought by French traders of different provinces; of the others, they make some coarse stuffs for cloathing the common people.

The product of Flanders is corn, cattle, wool, &c. Their manufacture, cloth, serges, ratines, and other woollen goods, and stuffs mixed with silk and thread; camlets, damasks, tapestry, stockings and breeches, and other works of Bonneterie, knit and wove; burats, crapes, blankets, and the like; all these at Lisle.

At Roubais and Turcoing there are many looms for stuffs of wool, or silk and wool, made chiefly for

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for the Spanish trade, and other foreign countries; some are brought to France, and even to Paris. At Menin they make hats of wool; at Tournay stockings of wool, moquettes (a kind of plush) the stockings are for Spain and the West-Indies.

There are also a number of different manufactories; those of fine cloths, that were once so flourishing throughout this province (where it was said were 4000 looms) are now only at Ypres, Baiteul, and Poperingue. Their dyeing in scarlet is very fine in the first of those three cities; and they make also there, as well as at Hanscotte and some other places, serge, which is greatly esteemed.

At Bruges is the great magazine of Spanish and English wooll, &c. that serves to supply the manufactories of that important city. The stuffs made there, among others, are anacostes, lamparilles, and serges, fit for Spain and the Spanish Indies; also bays and camlets.

The woollen manufactures of Lorraine and Bar are only at St Nicholas and St Mary, and Aux Mines; the cloths are coarse.

Of the commerce of the three bishoprics, METZ, TOUL, and VERDUN, of ALSACE, ROUSSILLON.

The best manufactories of wool in the three bishoprics, are at Metz, and thereabouts; they are not very antient, especially some of them, but have arrived to such perfection, and the trade is so great, that the COUNCIL ROYAL OF THE COMMERCE OF FRANCE thought it necessary, in the beginning of the XVIIIth century, to establish an INSPECTOR of them. They make ratines of all sorts, different kinds of light serge for womens wear, cloth like pinchinats for the country people, and some druggets.

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Toul and Verdun are less considerable in their manufactures, they knit woollen stockings in all their cities and round about; those of Metz are most esteemed.

At Strasbourg, the capital of Alsace, the woollen manufacture is tapestry, narrow cloths, blankets, fustians.

The wool of Roussillon is fine, almost of the same quality with Spanish wool; therefore the manufacturers of France buy there every year, for considerable sums; and, though Roussillon has no considerable manufactory, yet they make blankets, and some kind of bures or coarse cloths.

Of other branches of the trade of FRANCE.

The principal produce of France is their wine and their brandy, and their vinegar. Besides the quantity they consume among themselves, they send abroad to foreign countries, according to a moderate computation that has been made, above 40,000 ton of wine annually from Bourdeaux, Rochelle, and Nantes, and the lesser ports thereabouts, and 25,000 ton of brandy and vinegar at least.

This extraordinary exportation of itself is enough to enrich a country. Next to these are the exportation of linnen from France, which has many years proved, and still continues so to do, a very capital article of the commerce of that kingdom, by the exportation thereof to foreign countries: and the flax being of their own growth, as well as the workmanship the labour of their own people, this enhances the estimation of this great manufacture.

Since the admirable improvement in the silk manufactures of this kingdom at Spitalfields, near the city of London, the importation of this manufacture

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facture from France into England has greatly declined.

Yet the wrought filks of France are still extremely profitable to that nation, and are used for cloathing the ladies in most of the courts and countries of Europe. They have a vast trade for them in Germany, to which their frontiers join a great way up the Rhine, and from whence they send great quantities of manufactures quite through Swabia, Franconia, Bavaria, and even into Austria, Hungary, and Poland.

Nor is their commerce less in proportion into the Lower Germany, particularly upon the Meuse and the Moselle, to the countries of Lorraine, Cologne, Munster, and throughout all the circles of the Lower Saxony, the Upper Saxony, Mentz, Triers, and Westphalia.

The Normandy window-glass of France is the same for kind, of which so great a quantity is now made in England, and which we call crown-glass. England formerly had it only from France, and imported annually large quantities of it; whereas they now make so much in England, that they not only supply themselves, but send it to other countries. The like is to be said of all sorts of plate-glass, for coaches, looking-glasses, &c. all which the English were formerly supplied with from France. However, the French have a very great trade for this glass still, as well for their own use, as to send to Germany, Swisserland, and even into Italy itself. Their fabric of glass, at St Gobin, is esteemed one of the finest in Europe. They are said to run plate-glass to great perfection, and of larger extent than in any part of Europe. In confirmation of which, it may not be improper to mention an instance of my own knowledge, which happened a few years ago. An eminent merchant, of St Petersburg in

Russia,

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Russia, sent over a commission to England for the purchase of a quantity of plate-glass, to be fixed in the manner of our wainscot pannels, in some public room in the empress's royal palace; the exact dimensions of which I do not recollect, but the commission would not have amounted to much less than 2000*l*. Accordingly I went to the glass-house at Vauxhall, belonging to Mess. Bowles and Dawson; and, talking with Mr Dawson upon the occasion, he told me, that they had not conveniencies ready built for the running of glass of such large dimensions; and that to erect proper conveniencies for that purpose would be so expensive, that it would not answer; orders of that nature being so very uncommon, and, perhaps, they might never have another of the like kind, and therefore it could not be executed in England.—But this commission, being sent to France, was there executed.

They have also no inconsiderable share in the fisheries of various kinds, which has greatly promoted their brood of seamen, and increased their maritime power.

Their scarcity of black cattle makes them scarce of leather; wherefore they drive a great trade to St Domingo for hides, and buy abundance also in Spain and Portugal; the Spaniards bringing them from Buenos Ayres, and the Portuguese from the Brasils; notwithstanding which, they have a pretty large quantity from England and Ireland, such as calve's leather and neat's leather.

Their salt is partly a monopoly in the hands of the government, and is sold out to the subjects in an arbitrary manner, and at an excessive price. What they send abroad, is bought of the officers of the crown, and at a more tolerable price: this is what we call bay-salt principally, because it is made at several places in the bay of Biscay.

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The colonies and plantations of France, like those of other European nations, are chiefly in America; and, next to those of the Spaniards, are the greatest according to French pretensions in that part of the world, as to their extent on the continent, and the number of the islands.

The French colony of Canada, is a very valuable and important settlement upon the river of Canada, and the great bay or gulph of St Lawrence, in which the French have extended themselves so far, as from within ten leagues of the English factory at Hudson's-Bay to within about two leagues of Hudson's river, which runs into the sea at New York, being from latitude $41\frac{1}{2}$, to latitude $51\frac{1}{2}$.

The grand product of this colony is corn and furs. This country chiefly supplies Cape Breton, and all the fishing vessels that resort thither, which are very numerous, with grain in general, the island of Gaspe not yielding any quantity of corn sufficient for them.—Canada also supplies the French island colonies with corn.

The other exportations are peltry, viz. furs and skins, of which the principal produce is the beaver. They have a great variety of skins of other wild creatures, which these countries produce in common with the rest of North America: but the beaver is the chief, both as it is the most profitable and most numerous.

So great is the multitude of beavers here, that the French in Canada are said to send over to France several hundred thousands of their skins every year; and yet they do not find the plenty of beavers to abate, but they are rather ready to over-run the whole country.

Besides beaver-skins, they take an immense quantity of other sorts of creatures, whose furs are valuable in Europe, and make a very large
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branch of commerce, considered as wrought up into divers general manufactures.—Such as the skins of otters, deer, bear, elk, buffaloe, mink, wild horse, wild cat, musquash, raccoon, fisher, martin, fox, white, ditto black, very valuable, bullock, &c.

At the mouth of the great river St Lawrence, the French carry on the great fishery, commonly known by the name of the white fishing, or cod-fishing of Newfoundland. For, though the island of Newfoundland is now wholly a colony of Great-Britain; yet the French employ more ships in this fishing than the English, and catch a much greater quantity; the reason whereof is, that the French carry the fish not into Spain and Italy only, but also to their own country, to Marseilles and Toulon, and to the ports of France in the ocean; the French themselves eating much fish, especially in Lent; whereas the English bring little or none from thence, but what they sell to the Spaniards and the Portuguese, or Italians.

Besides, the whole coast of Britain supplies so great a quantity of the same sort of fish, as well as of divers others, that they catch more by far at their own doors, than their home consumption calls for.

The French ships, employed in this trade, export all their goods custom-free, neither are they liable to any duties in Canada, except for Brasil tobacco, upon which there is about 20 s. sterling per hundred weight. The cargo of these vessels is much the same with what is sent to the French islands. Tobacco, sugar, and some other West-Indian commodities, make a part of those cargoes, the soil and climate of Canada not affording the like; and, for the same reason, there is a difference in the woollen goods exported thither, coarse cloths being sent to Canada, and thin and light
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stuffs

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stuffs to the French island colonies in America. The profits upon these goods are seldom less than 50 per cent. and those that go off best are of least use, such as ribbands, laces, snuff-boxes, watches, rings, necklaces, &c.

It seldom happens that these ships return full laden into France, the colony not producing roomy goods; and, therefore, that their voyages may turn to the better account, they generally run down to Cape Breton, and there take in a large quantity of coal for the French sugar islands.

At Cape Breton, or the Isle Royal, as the French have christened it.—This produces horses, horned cattle, hogs, sheep, goats, and poultry. What is got by hunting, shooting, and fishing, is able to maintain the inhabitants a good part of the year. This island abounds in coal-pits. There is no part of the world where more cod-fish are caught, nor where there is so good conveniency for drying it. The fishery also of sea-pike, porpusses, &c. is in great abundance here, and carried on with great ease.

The harbour of Louisbourg, is not above a league from the bay of Gaborie, and is, perhaps, one of the finest in America.

The cod-fishing here is very abundant; they fish there from the beginning of April to the end of December, which employs many hundred sail of French shipping, and is a grand nursery for their seamen.

Of the FRENCH ISLANDS in AMERICA.

To begin with Granada.—This Isle has several good bays and harbours, some of which are fortified. It is esteemed a fruitful soil, and well watered; producing sugar, and such other plants as are found in the rest of the Caribbee-Islands; there are abundance of very small islands that lie at
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the north end of Granada, which are called the Granadillas. Martinico has several commodious bays and harbours on the coast, some of them so well fortified, that they bid defiance to the English, when they made a descent there with several thousand men in the last war. The produce of this island is the same with the English island of Barbadoes, and has been the great instrument, in conjunction with Guardaloupe, of enabling the French to rival us in the sugar trade at foreign markets.

Marigolante, abounds with tobacco.

The island is covered with trees, among which is the cinnamon-tree, that is always verdant, and its other products are the same with the rest of the Caribbees.

Guardaloupe is one of the Caribbee Islands. Like Martinico, a large Caribbee, it abounds in sugar, cotton, indigo, ginger, &c. and is in a very flourishing condition, and, according to the consequence it is of to the French, they have taken care to fortify it with several regular forts and redoubts. This island makes more sugar now than any of the British islands, except Jamaica.

St Domingo belongs partly to the Spaniards and partly to the French. It is the most fruitful, and by much the pleasanter in the West-Indies; having vast forests of palms, elms, oaks, pines, the juniper, caramite, acajou, &c.—In the meadows, there are innumerable herds of black cattle; horses enough in the western part, which belongs to the French, to supply all their neighbouring colonies. There is scarce a country in the world better watered by navigable rivers full of fish, as the coast also is of crocodiles and tortoises.

It has many mines of gold, silver, and copper, which, though wrought formerly to great profit, the Spaniards at present find themselves too weak

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to carry them on for their own advantage, and take care to conceal them from the French.—The chief commodities of this island are hides, sugar, indigo, cotton, cocoa, coffee, ginger, tobacco, salt, wax, honey, ambergrease, and various kinds of drugs and dyer's wood.—The French here are said to out-number the Spaniards, though both together are short of what the extent and fertility of the island is capable of maintaining.

Some think their sugar is the best that is made in the West-Indies, and generally it yields 3 or 4s. per hundred more than that of any of their other islands. It was computed in 1726, that there were then 200 sugar works in this island; that, one year with another, they made 400 hogsheds of sugar, each of 500 weight, and that it brought in 200,000 l. sterling per ann. to the French, and the indigo is reckoned to produce half as much. This French colony is allowed to be the most considerable and important that they have in these parts, and would be much more so, could they get a cession of the other part from the Spaniards, which they have extremely at heart, but 'tis hoped will never obtain, they being already possessed of so many noble harbours and forts, as give them too great an opportunity of disturbing and ruining the commerce of any nations which they happen to be at war with.

They also cultivate cacao to great advantage, and draw considerable profit from the ginger, cassia, and piemento, or what we call Jamaica pepper, or all-spice, of which they export considerable quantities.—They likewise manufacture rocou, for the use of the dyers, and send home variety of medicinal gums, and wet sweet-meats of divers kinds.—These islands produce two several sorts of valuable woods, which are used for dyeing, inlaying, and cabinet-work; such as rose-wood, which,

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which, when wrought and polished, has a very beautiful appearance, as well as a fine smell.—The Indian wood is also of the same nature, and the iron-wood, so called from it's excessive hardness, is esteemed preferable either to cedar or cypress; Brasil wood they have in great quantities, and braziletto, yellow wood, or fustic, and green ebony, which is used both by the cabinet-makers and dyers. We may add, to these commodities, raw hides and tortoise-shell, and then the reader will have a tolerable comprehension of the riches of the French in the West-Indies; which added to their fisheries at Newfoundland and Cape Breton, their peltry trade in Canada, and all their commerce with the Indian nations in their immense territory of Louisiana, must give us an extraordinary idea of the state of their commercial interests in America.

Though these islands produce so many rich and estimable commodities, yet they stand in need of very large supplies of various kinds of necessaries, without which they could not subsist; such as horses, and cattle of all kinds; corn, roots, dry fish, and all sorts of lumber, of which they receive considerable quantities, from Canada, and the rest from our northern colonies, in exchange for sugar, tobacco, indigo, and other goods, which are sent to Canada, and for melasses to our colonies, where it is distilled into rum.

The inhabitants of these islands stand always in want of negroes, with which they were formerly supplied by their own African and Senegal companies, which have been long ago united to the French East-India company, by whom this slave-trade is now carried on with great regularity, and extraordinary advantage.—The negroes are sent to Martinico, where they are purchased by the planters of the other islands, at a settled price of so many

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many hogheads of sugar a head, as in the Spanish ports they are bought for so many pieces of eight.

The quantities of sugar, together with their other productions, that are raised in the French sugar islands in America, employ in this trade near 700 ships, from the burden of 100 to 300 tons.

The vessels from Rochelle and Bourdeaux are, generally speaking, laden with salt beef and pork, flour, brandy, all sorts of wine of the growth of that part of France, and also Madeira, which they take in that island; dried cod, pickled herrings, oil, cheese, butter, tallow, iron, linnen, and most sorts of mercery goods. The ships from Roan seldom carry provisions, but are freighted with woollen and linnen goods, silk, ribbons, shoes, stockings of all sorts, hats, tin, copper, and brass ware, small arms, and sword-blades, pewter, pins, needles, paper, pens, cards, and an infinite number of other things of the same kind. The ships from Marseilles and Toulon are freighted with oil, dried fruit, wines, and several kinds of light stuffs, that are manufactured in Provence. Thus we see what prodigious advantages these settlements bring to France, by encouraging industry, employing a large number of ships, and, consequently, raising and maintaining great numbers of seamen. It is no wonder, therefore, that the French government pay so much attention to this important branch of their traffic, and are so careful in taking every possible method to encourage these colonies, and to protect their trade; which, suffered considerably in the wars of king William and queen Anne, and still more considerably at the beginning of the late war. And this ought to convince us, that the commerce of the sugar-colonies of France is far greater than we ever imagined.

Before

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Before we quit this subject, it is necessary to observe, that, on the south side of the French part of St Domingo, there lies a little island, called Avache, at the distance of about 12 leagues from the continent; which is about nine leagues in compass, the soil very good, and there are two or three tolerable ports, one of which is capable of receiving ships of 300 tons. This island lies very convenient for carrying on a trade with the Spanish colonies on the continent of America; and, sooner or later, the French will, in that respect, make it turn to good account.—It is also very commodious for maintaining an intercourse with the only settlement they have on the coast of South America, the island of Cayenne.

The colony is partly subsisted by provisions brought from France in merchant ships, by way of trade, which commonly are wine, brandy, meal, and powdered or salt-meat, for beef is very scarce there; besides that, they are not allowed to kill any, nor calves neither, without leave of the governor, that cattle may multiply in the island. All sorts of linnen cloathing, stuffs, silks, shoes, and other wearing apparel, are also carried thither from France, for the use of men, women, and children; and all sorts of tools and small wares, either for the service of the colony, or for the Amazons and Indian trade, are bartered for sugar, rocou, indigo, tortoise-shell, tyger-skins, and other considerable curiosities of the country, which turn to no inconsiderable profit to the traders there.

The chief trade carried on here is an underhand trade with the Dutch and the Portugueze, and chiefly by the Jews who reside here; and what quantity of gold and silver they have is in their hands.

I

It

It was under the reign of Henry IV. of France that this nation first attempted to share in the commerce of the Indies, which met with but bad success, 'till Mons. Colbert undertook the business. This intelligent minister conceived the design of reviving the French East-India company, notwithstanding all the misfortunes that company had met with, and which had disappointed the skill and care of all his predecessors. For the Progress of this company, see the Dictionary.

The first seat of government of this company in the Indies was at Madagascar; but, after the first Dutch war, they removed to Surat, and, after that, to Pondicherry.—This place was immediately well fortified, by order of the court; so that, in the year 1710, this place was become one of the most considerable in the Indies.

There cannot be a place better seated for trade than this, being in the midst of the European settlements on the coast of Coromandel, and having all the bay of Bengal open before them; so that here the company's magazines are full of all the commodities and manufactures, not only of the coast of Coromandel, but of other parts of the Indies, such as Bengal, Surat, and the coast of Malabar, as also of such as are imported from Persia, and the coast of the Red Sea.—Here likewise are their warehouses for all sorts of European commodities, which are conveniently transported from thence, as occasion requires, to all the markets in the Indies.

'Till the year 1737, the affairs of this company had been in a very precarious situation for 14 years. But by the management of that able minister Mons. Orry, then at the head of the finances of France, we find the public sale in the year 1742, produced near a million sterling: besides which, they reserved in their magazines, goods, to the value

value of 4,000,000 of livres more; and the first ships that arrived in 1743, brought home still a richer, and more valuable cargo.—This extraordinary change in the company's affairs alarmed all Europe, but more especially the maritime powers, who saw, with unspeakable concern, a company, that but a few years before was looked upon as annihilated, with respect to it's commerce, now rising into as high credit as any in Europe; which has since animated the northern powers to prosecute schemes of falling into the East-India trade likewise.—But what was still more extraordinary than all the rest, upon the first breaking out of the last war, the company did not seem to be affected so much as might have been expected, their dividends being regularly paid; which kept up their credit to such a degree, that at Christmas, 1744, their actions were at 2000.

Certain it is, from the history given at large in my Dictionary, that the French have spared no expence, nor left untried any point of policy, to uphold their company of the Indies; and, notwithstanding what it suffered in the late war, we find they are still in a flourishing condition. Nor can it be otherwise; for this company is established on so broad a bottom, that, if one branch of trade proves temporarily bad, their other branches generally make them compensation: and as the interest of this corporation is so intimately interwoven with that of the state, we find, upon all critical emergencies, it stands in need of no aids which the state can afford it.

One of the greatest advantages that the French East-India company has received, seems to be the encouragement which has been given, by means thereof, to the French sugar-islands and colonies in America; for the French Senegal company (which was the African company of that nation)

being united to this India company; and this company having granted them such bounties, exemptions, privileges, and encouragements, as amount to above 40,000l. sterling per ann. in order to enable them to carry on their African commerce to the greater advantage of the company, as well as of their sugar-colonies; 'tis not to be admired, that the French should make so rapid a progress in the trade of America, as we experienced they had done in the late war.

But what gives the French still a greater weight of interest in Africa than the benefit of these encouragements, is the company's sole privilege of this trade, exclusive of all the other subjects of France. For, by virtue of these powers and immunities, the French have supplied their colonies with 10,000 of the choicest and most robust negroes from Anamaboe on the coast of Africa, to 1000 that have been carried by all the British traders to our own plantations. They have also incroached on our trade at Whydah, from whence they have many years carried considerable numbers of negroes no way inferior to those brought from Anamaboe; nay, they have absolutely excluded us from the whole trade of the Gum Coast, which extends between 4 and 500 miles, from Cape Blanco to the north of the river Gambia.

Before the French got possession of the forts in the river Senegal, and on the islands of Arguin and Goree on the north coast, the English traded freely and openly to all places on that coast, without any molestation whatever: since the French have been in possession of these forts, they have assumed the right and authority to EXCLUDE the British nation from these ports, and have actually taken and confiscated such British ships and vessels as ventured to go thither.—Nay, by the authority of two forts, the one in the river Senegal, and the other

other in the island of Goree, they not only claim the exclusive right of trade, as before observed, but carry on a considerable commerce in the river Gambia, within sight of the British fort there and also to Anamaboe, within sight of Cape Coast Castle, the principal British fort on the Gold Coast. How beneficial this uncontrollable right to the whole African trade, as it were, which the French have many years usurped, has really proved to the French sugar-colonies in America, will appear under the article FRENCH AMERICA, where I have descended to particulars. And, if they gain their point, with regard to the islands of St Lucia, Dominico, St Vincent, and Tabago, the fate of the British sugar-colonies must be deplorable.

From the plain narrative which we have given of the trade of France (and which we have here crowded into as few sheets as possible) the following observations will naturally occur.

That for many years before, as well as since the treaty of Utrecht, the steady system of the French court, under all administrations, has been the advancement of their commerce and navigation in general.—This is indubitably true, from the series of facts we have laid before the reader, and more especially with regard to the great point of the WOOLLEN MANUFACTORIES of this nation: which, as they have met with such unparalleled encouragement from the state in their first establishment; so their progress has been equally admirable, and the great perfection to which they have arose in their fabrics, is no less extraordinary.

We have seen likewise, that the kingdom of France in Europe is very happily situated for commerce and navigation; and, in order to lessen the price of carriage of all merchandizes throughout their dominions, they have spared no expence to add artificial to their natural navigable rivers.

In

In order also to keep down the price of labour among their manufacturers, to the end that their merchandize may be afforded cheaper to foreign countries than those of other nations, they buy up plenty of grain, when cheap, to sell to the poor, when dear, at the ordinary prices.

From variety of instances throughout my labours, it further appears, that they have grudged no expence, nor left unpractised any measures, to obtain the most ingenious workmen and manufacturers from all countries, whence they could allure them, in order effectually to establish the credit and reputation of their own manufactories.—They have, in particular, highly encouraged the imitation of the woollen fabrics of every kind in this nation, and have also invented no little variety of their own; which they have wisely adapted to the taste and climate of other nations, to encourage their exportation.—By the former, and the use of the counterfeit arts of practising the manner and customs of the English manufacturers; by these and other artifices before intimated, they at first deluded foreign nations into the purchase of their fabrics; and, by the quality and cheapness of them since, have supplanted this kingdom at foreign markets far more, I am afraid, than we are yet thoroughly sensible of.

'Tis observable, throughout the regulations of the commerce of France, that the meanest trade, to the highest, is under some proper and rational rules for it's good government, even from the BIRD-CATCHER to the supreme manufacturer and artist: this is evident from manifold instances throughout our undertaking: and these regulations are so calculated, as to put these artists and manufacturers under the necessity of excelling in their respective employments; the state well knowing, that their ingenuity is the soul of all their

their commerce and navigation; for that nation, which can beat all others in the quality, as well as the price of their commodities, will carry away the trade from the rest.

Lewis Morrieri, in his Historical Dictionary, of the impression 1718, says in regard to the progress of the French trade, that ' Under the government ' of the first line of French kings, who reigned ' from the year 418 down to 751, it is not known ' what the state of trade was, because those princes, ' regarding only conquests, were more attentive ' to the profession of arms, than to enrich the ' kingdom by traffic and commerce with for- ' eigners. Charles the Great, the second prince ' of the second line, desirous of having commerce ' flourish, created an office of king of the mer- ' chants, with an inspection and superintendency ' over all persons of that denomination, whose ' jurisdiction was exercised by deputies in every ' province and city of note.

' The great chamberlain, an officer of the ' crown, and who had already the jurisdiction of ' arts and manufactories, was appointed in lieu of ' king of the merchants by Francis I. in 1544. ' This father of arts and letters was the first of ' our kings, that projected the introduction of ' trade into France by distant voyages into the ' remote parts of the world.

' By the orders he gave to admiral Chabot, ' Cape Breton was discovered, as far as Florida ' and Virginia, as also the Marannan, and Canada ' in America.

' He resolved to fit out ships for the East- ' Indies, but his wars with the emperor Charles ' V. prevented it.

' In 1545, the employment of grand cham- ' berlain of France was vacant by the death of ' Charles duke of Orleans, and his father king ' Francis

' Francis I. annihilated the office, and revived
 ' that of king of the merchants, which continued
 ' till Henry the Great put an end to it, in 1587,
 ' and took upon himself the charge of commerce,
 ' and was very zealous in it, setting up a fabric
 ' of tapestry at the Gobelines, in the suburbs of
 ' St Marcel at Paris, and another of gilt leather-
 ' hangings in the suburbs of St Honoré and
 ' Jacques; the mills of Estampe to split and cut
 ' iron; a manufacture of gold and silver stuffs in
 ' the royal palace; those of gawse, &c. in Mante;
 ' of glass at Paris and at Nevers, in imitation of
 ' those at Venice, and several other useful manu-
 ' factures.

' He formed also a council of commerce made
 ' up of ministers out of several tribunals, in which
 ' was debated and decided every thing relating to
 ' trade.

' In 1607, he appointed a new officer of master-
 ' visitor and reformer-general, to inspect all the
 ' manufactories, which made up the principal
 ' branches of commerce.

' Lewis XIV, has added, to his conquests,
 ' plenty and riches in the kingdom, making the
 ' commerce of the French flourish in all the four
 ' quarters of the world. The vigilance of Mons.
 ' Colbert contributed very much to this grand
 ' point.'

Of some of the measures taken in FRANCE for
 the promotion of COMMERCE, extracted from
 the royal edicts of 1664.

' But finding that the abatements [of taxes]
 ' made at this time would only lessen the present
 ' miseries, and give our people the opportunity
 ' to live with more ease, but did not tend to
 ' bring in wealth from abroad, and that trade
 ' alone

' alone is capable of bringing this to pass: for
 ' this purpose we have, therefore, from the begin-
 ' ning applied to the proper means to support,
 ' encourage, and increase the same, and to give
 ' all possible ease to our subjects therein: and, in
 ' order thereunto, have caused a general inquisi-
 ' tion to be made into all the tolls which are raised
 ' upon all the rivers in our kingdom, which any
 ' way hinder the commerce, or the transporting
 ' goods and merchandizes from place to place;
 ' and, having inquired into all the pretences
 ' every-where made for the raising and levying
 ' the said tolls, we have suppressed so many of
 ' them, that the navigation of our rivers is there-
 ' by made extraordinary easy.

' At the same time we have established com-
 ' missaries in all our provinces, to examine the
 ' dues of all our communities or corporations;
 ' upon which we have made such regulations as
 ' would reduce the same for the present, and
 ' afterwards intirely discharge them: and, in the
 ' mean time, we have given a general liberty of
 ' trade to all people, which they have been de-
 ' prived of by the violences aforesaid.—After this,
 ' we have endeavoured to cause all our bridges,
 ' causeways, moles, banks, piers, and other public
 ' buildings, to be repaired; the bad condition
 ' whereof have been a great hindrance to trade,
 ' and to the carrying of merchandize from place
 ' to place. Also we have powerfully established
 ' the safety and liberty of the highways, appoint-
 ' ing several punishments to highwaymen, and
 ' obliging the provosts of our counsins, the mar-
 ' shals of France, to a careful discharge of their
 ' office.

' And, after having thus done every thing
 ' that was in our power to restore trade within
 ' the kingdom, we have applied the greatest of
 ' our

our care for the encouraging of navigation and
 commerce also without, as the only means to
 enrich our subjects. To this end, having found
 by experience that foreigners had made them-
 selves masters of all the trade by sea, nay even
 of the coasting trade from port to port, of our
 kingdom; and yet the small number of ships
 which remained in the possession of our subjects,
 were every day taken just at our own doors, as
 well in the Levant Seas as in the Western
 Ocean; we have established the imposition of
 50 sols per ton on the freight of all foreign
 ships, at the same time discharging those of our
 subjects; encouraging them thereby to build and
 fit out sufficient numbers of ships for their
 coasting-trade. At the same time we have put
 to sea so considerable a fleet both of ships and
 gallies, as should oblige the coasters of Barbary
 to keep their ports and places of retreat. And,
 the better to suppress all manner of piracy, we
 have resolved to attack them in their own coun-
 try; to the end that, having fortified some con-
 siderable ports, we might be able to keep the
 same in possession.

At the same time, we have secured the navi-
 gation of our subjects against all other pirates,
 by allowing them convoys of our men of war.
 We have fortified and augmented the French
 colonies settled in Canada, and the islands of
 America *, by having sent our ships thither,
 making them acknowledge our authority, by
 settling of courts of justice among them. Also
 we have laid the foundation for the settlement of
 our East-India and West-India companies,
 which are now set up in our kingdom, to our
 intire satisfaction.

* This was the first effectual establishment of the French
 colonies in America.

But,

But, although all these great things are very
 much to our satisfaction, yet the said love which
 we have for our people, as it is every day stir-
 ring us up to forget what is passed, and to look
 forward to what may be further done, to the in-
 crease of their happiness, we have resolved to
 erect a COUNCIL OF TRADE, to meet in our
 presence, and to employ to that end one of the
 councils of the finances, which, for that pur-
 pose, we shall dissolve: in which council of
 trade shall be considered all the means possible
 for the increase and encouragement of trade,
 both within and without our kingdom, and also
 of manufactures; which having been happily
 performed in the first day of their meeting, we
 have made known to all our companies, as well
 sovereign as inferior, to all governors of pro-
 vinces, and their intendants, how tender a re-
 gard we have to the prosperity of the said com-
 merce, with orders to them to employ all that
 authority which we have committed to them,
 for the protection of the merchants, and to do
 justice to them, even with preference to others,
 that they may not be injured or cheated, or any
 way discouraged in their business. And we
 have, by circular letters, invited the merchants
 to address themselves directly to us, upon all
 occasions; and to depute some of their body
 near our person, to present to us their memo-
 rials and petitions; and, in case of difficulty,
 we have appointed a person to receive all their
 petitions, and solicit for them at our expence.
 And we have ordained there shall always be a
 house appointed for that purpose. We have al-
 so resolved to employ a million of livres yearly
 for the settling of manufactures, and the increase
 of navigation. But, as the most effectual means
 for the restoring of trade, is the lessening and
 regulating

‘ regulating the duties upon goods and merchandize coming in and going out of the kingdom, we have appointed our trusty and well-beloved the Sieur Colbert, counsellor in our royal council, and intendant in our finances, &c.’

To encourage the woollen manufactures of Languedoc, and facilitate their vent in the east, his most Christian majesty, by an arret of October 3, 1712, granted the manufacturers and merchants of that province an exemption from the duty upon cocheneal imported, as far as 210 quintals annually, under certain restrictions.

Sensible of the bad quality of the silk brought to France from the East-Indies and China, and that the commodities made of it were very defective, and brought under disreputation such as were made in the kingdom of good French, Spanish, or Italian silk, the importation of silk from China or the Indies, as well as the silks from those parts, was prohibited by an arret of March 13, 1714.

His most Christian majesty, desirous that the province of Languedoc be well supplied with wool for their manufactories, by an arret of April 7, 1714, prohibited the buying up the wool in the said province, to send abroad, under pain of confiscation, and a fine of 250 l. sterling.

His majesty, in consideration there was great quantity of grain in Languedoc the last harvest, and a favourable prospect of fine crops the next season, by an arret of August 1703, permitted them to export grain to foreign countries free of all duty.

By an arret of September 9, 1713, his most Christian majesty granted an exemption from the duties of imports, for 10 years, upon bacalao, and oils that should proceed from the fishery of his own subjects, in L’Isle Royal, before called Cape Breton,

Breton, in order to encourage the trade and fishery, but under certain restrictions.

And, by another arret of December 30, 1713, his most Christian majesty permitted such of his own subjects as were engaged in the fishery of bacalao, to export, free of duty, the stores, arms, ammunition, utensils, wine and provisions, that should be shipped on board the vessels employed in the said fishery, as also the salt necessary to cure their fish.

‘ Lewis XIV observing that the indulgences allowed to the people on pretence of fairs, to facilitate buying and selling, or the barter of the fruits and commodities of their own country, were abused and converted to the advantage of foreigners, and a great injury to the trade of his own subjects, he reformed also this disorder, by several regulations and wise provisions.

‘ In every province he appointed commissioners, to examine into the debts and charges upon every trading company; the condition, management, and disposal of their revenues, and what charges and expences might be remitted. Thus, by a thorough acquaintance with the situation, he formed general and particular rules, to prevent disorders, ease their charge and expence, pay off their debts, and settle regular payments for the future, appointing officers of zeal and abilities to do it annually; by which provisions and relief, the people found themselves in a condition to improve their commerce.

‘ He ordered the repair of bridges, causeways, pavements, and other public works, that were in so wretched a condition as to render travelling difficult, and the carriage of merchandize expensive.

‘ He ordered his ports to be repaired, enlarged, and protected in both seas, and new ones to be made,

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‘ made, and executed his schemes with all the success and perfection the event manifests.

‘ He instituted several academies, under the direction of able engineers, to instruct youth in cosmography, the art of navigation, fortification, and the other branches of mathematics which have a reference to war, either by sea or land, not omitting the architecture, or buildings of ships.

‘ He caused to be drawn up very precise and well-adjusted ordinances, for the service, discipline, polity, pay and fitting out of his fleet, the building of his ships, the government and preservation of the ports, and for the establishment and direction of the arsenals, docks, and magazines.

‘ He gave also stated rules for the navigation, freights, contracts, polity, fitting out, and other concerns of merchant-men, and the form of traffic in them, and deciding all their causes and disputes in these and any other points, by a short process.

‘ He made some rivers navigable, and opened several canals, with the design of conveying, at the least expence, both outwards and inwards, the merchandize and fruits of his several provinces, that they might mutually supply each other, without the heavy charge in transporting them from place to place by horses and carriages; and, lastly, proved the greatness of his soul, as well as power, in uniting the two seas by means of long and expensive canals.

‘ He invited and encouraged the nobles, either single or in partnership, to embark in trade as merchants, by sea and land, declaring that it should never be any imputation upon their honour.

‘ He

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‘ He ordered these provisions and maxims, suitable to his royal pleasure, to be communicated to the tribunals, both in the capital and out of it, as also to the governors-general of the provinces, to the intendants, and trading companies of these principal cities and towns, shewing them the particular attention his majesty gave to this great affair, and strictly enjoining them to exert the authority he had invested in them, for the encouragement and protection of all traders and merchants, by administering justice to them in a brief manner, in preference to all others, that they might not be drawn away from their business by the chicanery and tricks of the law.

‘ He banished idleness, by employing the poor and vagabonds to advantage, and made several other ordinances and provisions, that rendered his reign happy and glorious; but these I have not thought proper to mention here, as I confine myself to such as relate to the point in hand.

‘ But, what gave life and spirit to all these provisions, was the reputation of the government, and the good faith he established and maintained by a certain and punctual execution of his proposals and resolutions, and a sacred observance of all contracts and agreements made with the trading companies, men of business, and others. And it was also a great encouragement, that his majesty's whole life was a continued and vigilant protection of commerce and navigation, and imitated by the ministers he had chosen for this important direction, and whom he also encouraged not only with repeated favours, but also supported against the struggles of envy and emulation; and, without such a powerful support, all his establishments, though solid, prudent, and interesting,

interesting, as the happy effects manifested, would have been defeated.

I shall not dwell longer upon representing all the measures that this kingdom has uniformly and uninterruptedly taken for above this century past, in order to raise their trade and navigation to the height it is at present arrived: these few sheets will not admit of it. I shall only observe,

1. That from the extent of the French dominions in Europe, Asia, Africa, and America, and their having above double the number of people that belong to our British territories in these parts of the world; it is apparent that they cannot want people, to carry their commerce to a pitch equal, if not superior to that of Great Britain.

2. That from the extent of their produce and manufactures, and the cheapness of their labour, they have laid so solid a foundation for the increase of their trade, that they cannot fail raising the same to a degree equal, if not superior to that of Great Britain.

3. That nothing can be better adapted than the system of commercial policy, they have adopted for the encouragement of every branch of trade, that will increase their wealth, and their mercantile shipping, and consequently their royal maritime power, to an equality with those of Great Britain.

4. That, in consequence of their commercial system, it is certain that they have increased their trade and navigation in all parts of the world, since the peace of Utrecht, to a much greater degree than Great Britain has done her's.

5. That their own coasting trade, and river navigation in Europe, which is far greater than that of England, breeds as great a number of people to the water service, as the coasting, and river navigation of England does; and that their register for

for seamen proves, that they cannot be in want of a number of hands, who have been bred to the water service, and are easily made good seamen, and who have been in their merchants service, and occasionally exercised in their fisheries, and their royal navies, of good and able seamen to man a fleet, no way inferior to that of Great Britain.

6. That it is well known, the French in general fail in their merchants service with one third more hands than the English do; and, consequently, if their foreign trade was even one third less than ours (which I am confident is far from being the case, for it is near equal to ours), yet they could not want a number of good and able seamen to man a fleet equal to that of England.

7. It appears from an authentic account taken of the seafaring people in France, according to a review made of them by the French commissaries appointed for that purpose, in the month of January 1713, that they amounted then to 92,450 men, viz.

Sea officers.	{	Captains, masters - - -	5585	}	16,610
		For working the ship - - -	3225		
		For the steerage - - -	1577		
		For the gunnery - - -	3329		
		For the carpentry - - -	1643		
		For the caulking - - -	721		
		For the sails - - -	530		
Sailors.	{	At 15 livres per month	8253	}	41,278
		At 13 livres 10 sols - - -	7153		
		At 12 livres - - -	7247		
		At 11 livres - - -	5861		
		At 10 livres - - -	12,764		
The unexperienced seamen in all the districts	- - - -	- - - -	- - - -	}	11,276

L Ship-boys,

Ship-boys, ditto	-	-	-	-	10,920
Invalids, ditto	-	-	-	-	12,366
Total of all the seafaring people in all the districts of the kingdom	}				92,450

The major officers, such as lieutenants-general of naval armies, commodores, lieutenants, ensigns, &c. of ships, are not included in the above account: thus France had at this time more than 100,000 seamen, without reckoning the common marines, and the gardes marines, who are gentlemen distributed through the several sea-ports, to be instructed, at the king's expence, in the knowlege of navigation, and whatever belongs to it, and who serve as voluntiers. Out of this body sea-officers are generally chosen.

8. That, as the foreign trade, and coasting trade, and river navigation of France is allowed on all hands to have very greatly increased since the treaty of Utrecht, their number of seafaring people must necessarily have increased in the like proportion.

9. The navy of France in the year 1681, when the foreign trade of France was not to be compared with it's extent at present, consisted as follows, viz.

Rate of the ships.	No.	Guns.	Major officers	Marine officers.	Sailors.	Soldiers.	The whole crews.
1st Rate	12	1080	108	1232	4132	2486	7800
2d Rate	21	1518	189	1719	4470	2661	8830
3d Rate	36	1928	251	2300	6142	3008	11500
4th Rate	26	1088	156	1167	2713	1570	5400
5th Rate	20	608	119	681	1427	682	2790
Totals	115	6222	823	7149	18884	10407	36440
Small frigates	14	400	125	446	937	497	1880
Fire-ships	8	74	16	80	160		240
Barca longas	10	43	20	90	190		280
Pinks	22	341	44	190	447		637
Gallies	179	7080				10904	39477
	30					3010	3010
							42987

10. That

10. That if the whole naval power of France is not at present absolutely able to face that of Great Britain; yet if they go on advancing their foreign commerce, to the degree they have done since the Peace of Utrecht, without any remarkable obstruction, they cannot fail soon to become equal in maritime strength to Great Britain.

11. Certain it is, that the weight of the metal which the French carry in their royal navies is, in the general, rather superior than inferior to ours: and our own most experienced officers will allow that they do not fight their ships, in the general, with less dexterity and bravery than we do ours, when they are near upon an equality.

12. That the sea-coasts and ports of France, in Europe, and their dominions in other parts of the world, are as advantageously situated for trade and navigation, as those belonging to Great Britain; and that there has been, for some years past, a spirit raised in the French nation to increase their marine to the utmost pitch, is not less certain.

13. If it should so fall out, that the naval power of Spain should be united to that of France, and both act in concert against us, with the full exertion of their whole maritime strength, and Great Britain should have no foreign naval power to join her's, the combat by sea may at least be precarious, if such united Fleets might not prove an invincible armada.

14. That, therefore, we ought, by all means possible, to prevent the Dutch from adhering to a neutrality, and influence them, some how, to exert their whole maritime strength, in concert with Great Britain, against France, whether Spain joins with that power or not, in case of a declared war.

15. That it is most humbly conceived to be more in the power of Great Britain to make it for the interest of the Dutch to unite their whole

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maritime and military strength, which they are able to exert, with those of England, in order to reduce France within due bounds, than it is in the power of France to induce them to acquiesce in a neutrality, or to act any other part, which may prove detrimental to these kingdoms.

That the grand system of policy in France, has been for a long time to increase her commerce, and raise her maritime power, even beyond those of England and Holland, appears from the concurring sentiments of all their ablest French writers, upon these topics.—Volume upon volume might be cited on this occasion.—I have room to take notice of a few scraps of one only, who has lately had the greatest weight.—I mean Monsieur Deslandes, who says, in his address to his late Excellency the count de Maurepas, secretary of state, and of the marine in France, ‘ I cannot help telling you, Sir, that maritime power is the pillar, the support of the state; and that when it shall be numerous, and under a proper regulation, it will be able to give law to all the maritime powers in Europe, and the state itself will be secure, and have nothing to fear.’—And, in another place, he says, ‘ All the nations of antiquity, that were desirous of raising an universal reputation, and to distinguish themselves above others, have cultivated a maritime force; and, the more they have cultivated it, the greater power and authority they acquired. Amongst the Greeks, Themistocles, and Pompey amongst the Romans, said loudly, that whoever would command on the Continent, must begin by gaining the command on the Sea.’ And again he observes, in another place,

‘ That, from the beginning of this monarchy, we have always understood, in France, the utility of a maritime power, not only under the

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‘ more politic reigns, but even in the midst of those revolutions, with which it has been sometimes shaken, that our greatest kings have sought to establish it, and that the most judicious of our ministers have likewise bent all their study, all their industry that way; but divers obstacles have, from time to time, risen and prevented their councils taking effect. The honour of establishing a maritime power seems to have been due to Cardinal Richlieu, as the perfecting of it was to Lewis XIV. seconded by the great Colbert, whom sciences, arts, genius, and manufactures acknowledge for their creator.’

To keep up the spirit of commerce and maritime power, this author further urges, ‘ That, of all the kingdoms of Europe, France is that which has the greatest resources, and possesses more advantages than any other, for rendering a maritime power flourishing; and that it is likewise that kingdom, which, of all the rest, stands most in need of such a force, on account of the large extent of its coasts, and its many ports and havens.’ ‘ It is one of my old griefs, says the great Cardinal d’Ossat, and one of the most notorious and shameful failings in the first kingdom of Christendom, flanked by two seas, and seated, by nature, in the fairest and most advantageous part of Europe, for executing, assisting, or thwarting all great enterprizes, either by sea or land; it is, I say, one of my old griefs, to see that this kingdom is wanting to herself.’

‘ The last of this gentleman’s propositions is, that maritime power, supported by the royal authority, should serve to protect commerce, to extend it, to gain it, every day, fresh acquisitions, and that commerce should serve to introduce abundance, and, by spreading riches through

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‘ the whole kingdom, render it as powerful as it
‘ is possible it should be.’

‘ As to the advantages, says this author else-
‘ where, which regard the marine, and which
‘ France may find in her own proper bosom, they
‘ may be reduced to four; of which, the first,
‘ without contradiction, is her situation, the most
‘ commodious, and the most advantageous, that
‘ can be in the world, as well for attacking as de-
‘ fending, for disturbing the commerce of others,
‘ as for cultivating her own, sending to all places,
‘ and receiving trading vessels from all parts of
‘ the earth. Hence it was said to the late Czar,
‘ Peter I. whose head was always full of vast
‘ projects, and to the king of Sweden, Charles
‘ XII. that, if any kingdom could aspire to be
‘ the mistress of all her neighbours, it must be
‘ France. In effect, she is placed in the middle
‘ of Europe, nothing can impede, nothing can
‘ prove an obstacle to her. She commands, on
‘ one side, over the ocean, and it seems, by the
‘ vast extent of her coasts, by their turnings and
‘ windings, that the seas of Spain, Germany, and
‘ Flanders, struggle to pay her homage*; on the
‘ other, she is bounded by the Mediterranean,
‘ looking full upon Barbary, having, on her right
‘ hand, Spain; at her left, Nice, Genoa, the do-
‘ minions of the Grand Duke, and all the rest of
‘ Italy. What a situation is this, if we knew
‘ but how to make use of it, and of opening
‘ our eyes to our interest, we no longer languish
‘ in soft effeminate idleness?

‘ The English and the Dutch are forced to strike
‘ out far, for whatever is necessary to them, and
‘ are constrained to put out to sea, in order to re-
‘ connoitre and attack their enemies; whereas

* Hear Britons! are not these alarming sentiments?

‘ France

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‘ France is able to attack them, as it were, hand
‘ in hand, to combat with advantage, and to retire
‘ with ease, which are advantages of no small
‘ consequence at sea, where dangers are so fre-
‘ quent and so sudden. But what is still more,
‘ foreign vessels, that return from long voyages,
‘ worn and beaten by the winds, and by the tem-
‘ pests, foul in themselves, and weakly manned,
‘ pass, as it were, under our eyes, before, in the
‘ view, and at the mercy of France, as Cardinal
‘ d’Ossat observes, and, in spite of themselves,
‘ must approach our coasts. One may easily
‘ judge what a facility this gives, of carrying
‘ them off, or, at least, disturbing their navigation,
‘ which must turn, says the same cardinal, to the
‘ profit and commodity, to the safety, grandeur,
‘ and reputation of the crown.

‘ A wise prince, continues he, and one who has
‘ regard to his interest, ought to watch attentively
‘ over every thing that may contribute to the ser-
‘ vice, or prejudice of his crown. He ought,
‘ with the same vigilance, to weigh daily the
‘ present situation of his own kingdom, and of
‘ the other kingdoms that surround him. While
‘ the ballance continues even, an easy and pleasant
‘ union will certainly reign; but, as soon as this
‘ fails, quarrels, animosities, and dissentions will
‘ arise, and will increase. France is too clear-
‘ sighted ever to be ignorant of the extent of her
‘ power, and nothing can enrage her more sen-
‘ sibly, than to suspect her being ignorant of it.

‘ The second advantage, in which we ought to
‘ think ourselves happy, is the security of our
‘ coasts, which, in a manner, defend themselves,
‘ and which have hitherto defeated all the descents
‘ that ever were attempted on them. Witness
‘ those that admiral Tromp would have made in
‘ 1674, not only at the mouths of the Loire, and

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of the Groyne, but along the coasts of Bretagne, Poitou, Saintongue, and Guienne. He found that all was so well guarded, and that everywhere so good orders were given, that he durst attempt nothing considerable. Witness, again, the descent attempted by lord Berkeley, in 1694, at Camaret, in which the English lost upwards of 1200 men, with General Talmash, who commanded the troops that were debarked. The French, however, opposed him, with no more than two independent companies of marines, and the militia appointed for the defence of the coast. Piqued at this unfortunate expedition, lord Berkeley attempted several other descents on Normandy and Flanders, none of which, however, were attended with any better success.—So much for the self-security of the French. These writers seem to think, that they have nought to do with the defensive; their policy is only to act offensively, and to bring other nations under their subjection! These are the sentiments of those able French writers, within these few years; the one even since the late war, the other a few years only before it.

A man of genius, and one well acquainted with the intrigues of Lewis XIII, assures us, that the cardinal minister received, with the best grace in the world, whatever propositions were made him on the subject of commerce; that he excited the principal merchants in the kingdom to travel into foreign countries, in order to examine, there, the most curious manufactures, and to penetrate the secrets of particular traders; that, besides this, he brought, at his own expence, several rich traders into France, such as Nicholas Witte, of Alcaer in Holland; Francis Billoty, of Bruffels; John de Meurier, lord of St Remi de Redon, in Bretagne; with whom he was wont to retire, and

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to spend several hours together in a free conversation.—There he weighed all the forces of the kingdom, entered into the most perplexed calculations, and the most laborious enquiries; the principal design of which was, to bring over foreign manufacturers, and naturalize them in France.—These are the measures, by which France has arose to that greatness of commerce and maritime power, we now see, with astonishment, it possesses.

The English and Dutch are most frequently called the maritime powers; but I think it a jest, now, to appropriate the name of maritime power to these states, exclusive of France; when we consider what a figure that nation made at sea before the battle of La Hogue, in 1692, and what a figure they must, in very few years, be able to make, from the increase of their trade since the peace of Utrecht. To re-capitulate the whole in few words.

The particular branches of trade wherein France has rivalled us since that period, are (1.) In the fisheries. They are now become so much our competitors in this trade, and are increased therein to such a prodigious degree, that they do not employ herein, yearly, so few as 600 sail of shipping from St Malo, Granville, Rochelle, St Martins, Isle of Rhea, Bayonne, St Jean de Luze, Sibour, &c. to carry on their fisheries on the banks of Newfoundland, and on the coast of that island, and at Cape Breton, in their wet and dry fish: nor do they now only supply themselves with the fish they formerly had from us, but furnish many parts of Spain and Italy therewith, to our very great loss, and their gain.—They are so sensible of the prodigious advantage of this fishery, and so very intent upon pursuing it, that, from their first attempts to make themselves considerable at sea, they have had it perpetually in view.—In the

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herring-fishery also, they have greatly rivalled us.—When the French king was, in queen Anne's wars, moved to admit the Dutch and English fishing vessels into Dieppe, Dunkirk, St Vallory, and other ports with their herrings, the king answered, no! by no means; if my people will have herrings, why do they not catch them, as the English and Dutch do? Upon which the merchants of those parts immediately fitted out vessels, and took herrings sufficient for all the country. From this time the French have had many hundreds of their buffes upon our own coast, fishing for herrings in the season.—They have likewise increased in their whale-fishery considerably. The French fishermen of St John de Luze, Bayonne, and other ports in that part of the bay of Biscay, are become the most expert harpooners in the world, without excepting the Dutch and the Hamburgers.—Since this increase in their fisheries, the French have grown more formidable at sea; their royal navy having necessarily augmented in power, in proportion to the number of ships employed in their fisheries.

(2.) In the year 1701, the French, according to the account laid before the royal council, by their deputies of commerce, had not above 100 sail of shipping employed in the trade of their sugar islands: but they have at present employed therein more than 700 sail.

(3.) Before the French sugar colonies flourished, as they have done since the peace of Utrecht, England supplied France with a considerable part of the sugars for their home consumption.—From 1713, the French have not only supplied themselves with sugars, but have greatly supplanted the English, in the sale thereof, at most foreign markets.

The trade of the French sugar colonies is, in all it's consequences, grown very extensive, since the peace

peace of Utrecht, in the following particulars. (1.) The trade carried on from Old France to Africa, by means of the French East-India company. (2.) From Africa to the West-Indies, to supply their sugar isles with negroes. (3.) From the West-Indies to Old France, to supply their home consumption for sugars. (4.) From the French sugar-islands, to and from their colonies on the continent of America. (5.) From the French sugar-islands, to and from divers parts of Europe, which they, in a great measure, supply with sugars. From these various dependent branches of trade, the French have increased their mercantile shipping, and their seamen, beyond imagination: and the produce and trade of their sugar-islands, daily increasing in other productions besides sugars; such as indico, cocoa, cotton, and other estimable productions, must daily strengthen the maritime power of this kingdom.

(4.) The African trade of France has greatly contributed to promote their West-India trade; and this branch they have extraordinarily increased likewise. Before the French were possessed of their forts in the river Senegal, and those on the island of Arguin and Gorée, the English traded uninterruptedly to all places on the said coast: since the French have possessed the before-mentioned forts, they have not only, in times of profound tranquillity, taken upon them to exclude the British nation from those parts, and taken and confiscated such British ships as have ventured thither, but they have come without molestation, to traffic within the British rights and privileges, and have daringly traded under the nose of the British forts and castles in Africa.

That part of the coast from whence the French have absolutely excluded the British nation from trading,

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trading, is called the Gum Coast, which extends from Cape Blanco to the river Gambia, which is above 500 miles.—So beneficial is the gum trade of this coast, that I could give a recent instance of above 8000l. sterling being made of a cargo not amounting to so much as 1000l.—The gum which the French have thus monopolized on this coast, is a most useful material in divers of the capital manufactures of France; such as their silk and hat fabrics, and others that require a glossy beauty and lustre to recommend them to foreign nations.

Other places on the African coast, from whence the French have, 'till very lately, encroached on the British rights of trade, are at Anamaboe, situate on the Gold Coast, within sight of Cape Coast Castle. From hence they have carried prodigious numbers of the choicest negroes to improve their sugar-colonies.—They have also encroached on our rights of trade at Whydah, to their great emolument and our loss.

In the river Sierraleon, the French have lately pretended to a right of trade, where they have no fort, and we have Bence Island. To such a degree have they carried their encroachments here, that they have fired upon our British ships that have the sole right of trade here, and have endeavoured to exclude this nation as much from the commerce of this river, as they have done from that of the Gum Coast.

The French have lately attempted to settle themselves in the river Sherbro', on the coast of Africa, where they have no right, and the English have, even since the days of queen Elizabeth. The motive to settle themselves in this river is, by reason that slaves, gold, ivory, bees-wax, and divers excellent woods for dyeing, are here to be had cheaply and plentifully. Here is also a good
river,

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river, a secure harbour for shipping, and plenty of good provisions. To secure this river effectually, the French have lately attempted to settle at the Bannanas Islands, near the mouth of the river, which being a wholesome situation, is well judged to answer their purpose.

Nor do the projected encroachments of the French, in this part of the world, end here. They have lately attempted even to settle themselves at the Cape Verd Islands, though belonging to the Portugueze: and the Portugueze, just before the unhappy catastrophe at Lisbon, sent a ship of force to dislodge them, but I do not know they have. An attempt of this kind now, is hardly to give umbrage to the Portugueze; it is done with a view to have it more in their power to annoy the English, their men of war and India-ships constantly touching at these islands for water, &c.

By virtue of James Fort, in the river Gambia, the English have long possessed the sole and uninterrupted right to the trade thereof: within these few years the French have so intruded on our rights of trade here, that by means of their fort Albreda, erected towards the north side of the river, they share a great part of the trade of this river with us. And, as a branch of the Senegal river comes into the Gambia, the French, by means of this communication, and their fort Joseph, have cut off all the English trade from up the river Gambia, and thereby rendered the English settlement of James Fort proportionably useless.

From what has been observed, we see it is not only in America that the French have many years been making unjustifiable attempts to raise their trade and navigation, in that part of the world, upon the ruins of ours, but in Africa likewise:
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on the preservation of which branch of commerce, the prosperity, and very being of our sugar-colonies, and our whole West-India trade absolutely depends; which is not of less consequence to Great-Britain, than the trade and navigation of North America. Can we doubt, therefore, a moment, but those encroachments upon our African rights and privileges of trade, are calculated, so to increase their American trade, and destroy ours, that their mercantile shipping may one day gain the ascendant over that of Great-Britain? And when this comes to be the case, can we suppose that their whole royal maritime strength, will not be equal to ours? We well know the attempts they have made to ruin our trade in Asia, as well as in Europe; and if they gain a superiority in trade, what can prevent the like in maritime power?

The limits to which I am restrained, in these few sheets, will not admit me to exhaust this important subject, though I have used all brevity. I must, therefore, refer the reader to my Dictionary of Commerce for the rest: and although that work contains much matter, in relation to the great foundation which the French have laid for the universal increase of their trade and navigation; yet it is far short of what might be represented upon this topic.—Judging, however, what little has been here said, may be of some public use, even whether there should be peace or war, it is humbly submitted.

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