

THE  
ENCOURAGEMENT  
AND  
INCREASE  
OF  
SEAMEN  
CONSIDER'D.

In a LETTER  
TO A  
MEMBER of PARLIAMENT,

---

—— *Miseris succurrere disco.* Virg.

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By PHILANTHROPUS.

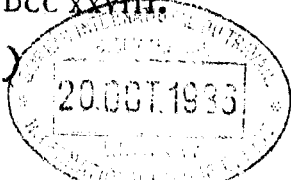
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*The Encouragement and In-  
crease of SEAMEN  
consider'd.*

S I R,



WHEN I consider the happy Situation of our Island; the Advantage which we have over our Neighbours by our Naval Power; that we are in no want of Materials to improve it; that we have brave and gallant Sailors to Man our Ships; that we have navigable Rivers and safe Harbours for their Security, and that We are every Way qualified to defend Our Selves, and annoy our Enemies, it seems as if we were peculiarly bless'd by Heaven, as well in these Things as in a happy

Government, and in a Prince now reigning, whose chief Aim certainly is to make Us a flourishing and great People. How graciously does his Majesty express himself to that honourable House of which you are a Member ?

“ I think Myself obliged to recommend  
 “ to you a Consideration of the greatest  
 “ Importance ; and I shou’d look upon  
 “ it as a great Happiness, if, at the beginning of my Reign, I cou’d see the  
 “ Foundation of so great and necessary a  
 “ Work, as the Increase and Encouragement of our Seamen in general, that  
 “ they may be invited, rather than compell’d by Force and Violence, to enter  
 “ into the Service of their Country, as  
 “ often as Occasion shall require it : A  
 “ Consideration worthy the Representatives of a People great and flourishing  
 “ in Trade and Navigation.”

Here we read the generous Concern of his Majesty for the Welfare of his Subjects, and particularly that Part of them which the Kingdom cannot be in Safety without, whom *He would rather have invited than compell’d to serve their Country :* Hereby the dejected Spirits of the Sailors are raised, as hoping soon to have the Grievances they have labour’d under redress’d,  
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which will infallibly invigorate and strengthen the State, by increasing their Number; Hence we may be assured, that if any part of the Community is afflicted, either by want of Liberty or otherwise, the Hardships it suffers shall be no sooner laid open than suitable Relief will be administered. When a gracious Ear is lent to the Distress'd; when Right prevails, and Justice bears the Ballance, then He who reigns may be truly said to be the Vice-Gerent of God upon Earth, by the benevolent Power which He exercises. This is our Case, and long, very long may We be thus happy. The Glory so acquir'd by obliging the Publick, is the only solid Glory which none can cavil at, because every One partakes of it: Hereby the Honour of the Prince will be the Felicity of the State. --- But whither will this delightful Subject carry me?

The Commands, most Worthy Sir, which you have been pleas'd to honour me with, I gladly obey, and shall here point out to you such Discouragements as our poor Seamen have long labour'd under, particularly such as have fallen under my own Observation; and though I have little Opinion of my Capacity, yet I hope I shall be able to produce such Facts as will deserve your Attention, and not be altogether unworthy the Perusal of every Member in your august

gust Assembly, who seem determin'd to raise our Naval Glory to the highest Pitch which it is capable of: It is for this Reason, that I address you in this manner, which I had not done but from a full Assurance, that you believe nothing can be too publick which is calculated for Publick Good

The Condition of the Royal Navy at present is so flourishing, that it sufficiently proves the Gentlemen at the Head of it consider it as the *Bulwark of our Country*; And as by their extraordinary Care and Vigilance We are in no want of good Shipping, it were to be wish'd, that We were also in no want of Sailors to Man them on any Emergency, as was our Case too often in the late War with *France*. Could Matters be so regulated, that We might not be sensible of the same again, happy should we be, since We then might not only infallibly reign Masters of the Seas at home, but also of those far distant, particularly of the *Mediterranean*, which we shall always command whilst we keep *Gibraltar* and *Port Mahon*, (which we owe to our Seamen) and our Fleet in the good Condition it now is: And by a parity of Reason may we rule in the *West-Indies*, since the apt Situation of *Jamaica*, and our Settlements that way, enable us to be the Sovereigns there; In a Word, what is our Navy not capable of doing?

doing? By it (though under Discouragements) We have hitherto defended ourselves against the Attacks, and reveng'd the Insults of our neighbouring Enemies; and at the same Time that we have awed them, and upheld tottering States, We have spread Terror far and wide, and render'd Ourselves so considerable, that our Friendship has been often courted by the most powerful States; How much then does it behove Us to value and encourage our Seamen (the Soul which animates the Body of the Fleet, and) who, from a familiarity with Danger, seem to be grown fearless and undaunted.

'Tis generally allow'd, that one of the chief Grievances in Sea Affairs, is that of Impressing Men, which barbarous Method hath certainly been as far from answering the End propos'd thereby, as it is arbitrary and inconsistent with that Liberty on which We so much value Ourselves: By this We make a Prison of his Majesty's Ships to Some, who, under better Management, might chearfully serve on board them. The Desire of Liberty is interwoven in the very Nature of Man, and He therefore cannot bear to be forced to any thing; and where this is the Case, He will, even to the hazard of his Life, attempt to free himself from that Service where he is involuntarily detain'd: Of this I am so certain, that I will presume to say, several brave Men  
have

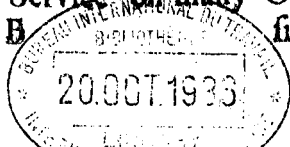
have lost their Lives on this Occasion. But let us consider this Discouragement more closely.

Suppose a Person to have been abroad two or three Years in the Merchant's Service, and that on his return home He shou'd be forcibly taken out of his Ship and carried on board a Man of War, and be not only denied the Liberty of setting his Foot ashore in his own Country to see his Wife or Children, or any Friend after so long an Absence from them, but intimidated therefrom by Centinels with drawn Cutlasses and loaded Musquets untill the Ship sails, which perhaps keeps him abroad as long as he was before. Is not this putting him, in some measure, upon the foot of a common Felon, who is to be transported for his Crimes, and who is not always denied the reasonable Request of bidding Adieu to any near or dear Relation? Is this Treatment fit for a faithful and honest Subject, who may be so grieved thereby, that he may die abroad, and perhaps have his Family fall to the Parish, which he might otherwise have maintain'd creditably.

This is yet more grievous if we consider the many Disorders committed by Press-Gangs, who as frequently stretch their Power to the utmost as they are fond of shewing it. Add to this the Fright which  
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lower Rank of People are put into upon the issuing out of Press-Warrants, at which the Working Men in Sea Ports, and their Neighbourhood, are so terrified, that many of them frequently forsake their Families or Abodes for a Time, rather than be hurried and torne away from them for Years, or probably for ever; which is no inconsiderable Discouragement to Trade, on account of the many Hands which are unemploy'd for a Time on this Occasion. Besides all this, the Merchant is sometimes put to an extraordinary Charge to get Men to bring his Ship up the River, since His own Company often forsake it, in time of War, at the first Port they come to, in order to skreen themselves from the Press; Then Wages run high, Seamen are scarce, and the Ship on that account may be detain'd so long there, that those concern'd in her may suffer by not having her Cargoe brought sooner to Market.

These are but some of the Grievances arising from this Method of manning the King's Ships. Now as it is so uneasy to the Subject, and is attended with so many Inconveniencies on one Side, and no real Advantage flows from it on the other, it certainly ought to be decri'd by every Patriot and Well-wisher to his Country, as a Practice highly injurious to His Majesty's Service on many Occasions.





sions. But as this Affair is now before your Honourable House, it is not doubted but the utmost Care will be taken to stop the many and loud Complaints which have been justly made on this Occasion.

The most certain Expedient to *increase our Seamen* will be to *encourage them*. Some think the advancing their Pay will be a weighty Article to this End. Others are not for putting the Crown to any extraordinary Charge on this Account, because the Wages which our Seamen have at present are as preferable to those commonly paid by other Maritime Powers, as is the Method of our Victualling them: They farther argue, *that to pay these Wages well will be the Life of the Cause*; that if Sailors are constantly paid at the End of a Voyage, or once in a Twelvemonth, and cease to be terrify'd with Press-Warrants, &c. that you will then find them crowd into the Navy, and will be able to Man your Fleet without forcing them to serve in it; from whence will naturally flow the following Advantages to the Publick, whereby We may be enabled to add to their Wages if it shall be found absolutely necessary, (yet even then, if the Payments are not constant and regular, We are but where we was,) *viz.*

I. The Government will save a considerable Sum of Money by having little or no Occasion

Occasion for a Train of Tenders on the Men of War, Press-Smacks, Ketches, &c.

II. Imprest Money, and the Disbursements charg'd by Officers whilst employ'd in manning the Ships, will be also saved, which, with the foregoing Article, may amount to several thousands of Pounds *per Ann.* in War time, when We ought to be very frugal.

III. By constant and frequent Payments, the languishing Credit of the poor Sailors will so rise as at once to ruin the pernicious Trade of those Extortioners and *Ticket-Mongers*, who have so long prey'd upon the Wages of their hard Labour.

IV. By this Means the Government, in all probability, may be assured of having a sufficient Number of Seamen ready on any Emergency, and may therefore not be obliged to keep large Ships in full Pay all the Winter, chiefly to have Men to answer for the Summer's Service, as may have been heretofore done.

Such Sums may be saved in War Time by this last Article, as will vastly over-balance any thing that can be brought from the other Side of the Question. But notwithstanding what I have here advanc'd against

Impressing, yet still it does appear reasonable to me, that there should remain such a Power upon the most extraordinary Occasions, and where the Service cannot be carried on without it; and this, because it may prove of Advantage, since when the Sailors know they may be press'd, they will certainly prefer going with such Encouragement, as may be offer'd in this Case, to their being obliged to serve without any at all, and more especially when they are assured of their Pay in a certain Time.

The next Discouragement to our Seamen, after that of Impressing, is their being turn'd over from Ship to Ship: And although the Service may often make this necessary, yet several Inconveniencies flow from hence. During the last War with *France*, there were, I believe, some Men who were turn'd over 3 or 4 times in the Course of a few Months: By these Means their Wages were divided into so many Payments, and those Payments probably made at so many different Ports, which must be very troublesome and vexatious, more especially should it happen, that two of the Ships are on Pay at one and the same time.

Again, If a Sailor has been abroad for 2 or 3 Years, and the Ship He is in is order'd home, and there be Others that are

to stay out who want Men, is it not a Grievance, that He shall be turn'd into one of those, and be forced to continue abroad some Years longer, not only to the prejudice of his Health, by so long eating of Salt Provisions, but to the great disquiet of Himself, His Family, His Friends and Relations? I have already observ'd, that his Majesty's Service may often require the turning over of Men, and therefore all that can be done here is, to make those so removed as easy as possible; and this may be by immediately paying them the Money due to them in the Ships they are discharg'd from, whereby they will have a Sufficiency to equip themselves, and not be devoured by Extortioners, and begin a new Voyage naked. How far this is, at present, practis'd in the Navy I cannot say.

The State and Condition of our Sick and Wounded Seamen on board, for want of fresh Provisions whilst at Sea, is such as merits regard. There is indeed a good and fit Allowance from the Government of Sugar, Fruit, Spices, &c. proper for them when attended with Fevers, or other Diseases, where a spare Diet is absolutely necessary; But when they begin to recover, and their Appetites require something of more substantial Nourishment than Water-Gruel or Rice, then it is that fresh Meat and Broth is wanted to restore to them  
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their decay'd Strength, and confirm them in a State of Health, without running the risque of relapsing, or falling into a Scorbutical State, which is the common Fate of such who immediatly fall to the eating of Salt Provisions after a long Fit of Sickness. I believe One may safely affirm, that in the last War We lost as many more Seamen by Relapses and the Scurvy, for want of fresh Provisions, whilst Sick on board, as were destroy'd by the Enemy.

As to those who had the Misfortune to be wounded, not a few have felt the want of fresh Provisions when they have lain on board some time with the loss of a Limb, or any other Wound, and had no other Sustenance than Water-Gruel, (insufficient to support their Spirits,) or Salt Meat, which created bad Blood, and so retarded the Cure, if it did not bring on a languishing Death. A good Diet is certainly every way as necessary towards the Recovery of our Sick and Wounded Seamen as a skilful Physician or Surgeon, without which they will find all their Art, and the Efficacy of their best Medicines baffled.

Now I shou'd think such Objects as these, who call so loudly for Support, might be reliev'd with very little Expence to the Government; for what if the Doctor or Surgeon was to have Money advanc'd to Him to answer this Purpose, so that He might  
always

always have something fresh on board for his Patients, untill such time as they cou'd be put on Shore to the Hospitals.

Having said so much of the Sick on board, let Us now see how it fares with them who are sent ashore to the Hospitals, or to Sick Quarters, from the Ships; and here We shall also find Matter to complain of; for it often happens, that the Ship may sail before He, who is so put on Shore, recovers, or the Time is out which is allow'd for his Return on board: Nay, his Sickness may continue so long, that He cannot possibly get on board any Ship for some Weeks or Months. In this Case He is either *Run* on the Ships Books, or Discharg'd Sick with a *Query*, which Q. is every way as bad as the R, for they both stop the Pay till good Reasons are given for their Removal, and have been both found equally difficult to be got off.

This is really a Grievance, in that it has been the Means of Loss to many an honest Seamen; for let us suppose, that a Man has two Years Pay due in the Ship from whence He is put Sick ashore, and that His Ship sailes before his Return on board, so that He has a Q or R set on Him: Let Us further suppose, that, to save his Pay there, He repairs on board another assoon as He is able, where he dies. Now his Relations, or those entitled to his Pay, cannot

cannot receive it because of the Q or R; and as they may be intirely unacquainted with the troublesome Method how to proceed in such a Case, they may, after encountering Difficulties, drop it, and look no further after what they have a just Title to. Nay, it may so happen, that He may have no Relation or Friend to appear at the Pay Table, and then who knows but some vile Sharper, that understands the Q's and R's, and knows how to forge Powers, may impose both on the Government, and those who have a just claim to the Wages of the Deceas'd?

To carry this yet farther, Let us suppose the Person so Q'd or R'd to live, and even here We shall find He may suffer, since it is not very improbable that He may continue abroad long after the first Ship He was in is paid off. His Attorney cannot receive his Pay there for the Reasons already given; and before his Return home the Recalls may be over, and the Books closed; so that if He does get the Q or R off himself, He will only then have a Lift Ticket, which He may never live to see paid; for they are so much in Arrear, that they cannot be disposed of but at a surprizing Discount. The only Way to remedy this, is, That the Captain, on board whose Ship He repairs when he leaves the Hospital, should immediately certify, that such a Person, put a-  
shore

shore Sick from such a Ship, is actually on board of Him: This should be sent to the Navy Office, and noted on that Ship's Book to save the poor Man's Pay; as should the Surgeon's Certificate of the Hospital, in like manner, if He lies long Sick or Dies there; And in this Case it would be well if the Executors of the Deceased, or of those who are kill'd in the Service, were immediatly paid the Demand which they have on the Treasurer or Paymaster of the Navy on their Account. I offer this, because I can produce an Instance, and no doubt but there are many more, of a Person kill'd in the Service in the Year 1718, whose Executors not knowing the Methods of Pay in the Navy, lost every Call of the Ship; and the Books being closed, they have now got a List Ticket for the Wages of the Deceased, which I believe they may wait longer for than they have.

Before We part with those *killing Letters* to Seamen, the Q's and R's, We shall touch on the Article of Leave, wherein the latter is much concern'd. Sometimes it happens, that a Sailor may exceed the Liberty given Him to be absent from his Ship, and so may be left behind: Though this indeed deserves Punishment, yet it does not require a total Loss of Pay; and yet this is too often the Consequence, by making Him Run from the Ship, even when He is actually enter'd on

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board



board another, and when this Desertion of the Ship may probably arise from the fear of being whip'd and pickled for not returning in due Time; which Method of Punishment sinks and debases the Spirits of our Seamen; and as it is inconsistent with that good Nature, by which *Englishmen* are ambitious to be distinguish'd, it may justly be wonder'd how it came first to be introduced, and still continue in the Navy. But as We shall hereafter have occasion to speak more particularly of Punishments, let Us further consider the Case of the poor Sailor, probably, thus frighten'd from His own to another Ship.

If He has not much Pay due, 'tis likely He may not concern Himself about getting the R off to save it; If He does, He will meet with much difficulty, and perhaps no Success therein. To put an End to this Discouragement then, it is proposed, That the Captain, on board which Ship He enters, certify the same, and immediately transmit the said Certificate to the Commissioners of the Navy, where, on comparing His Entry in one Ship with his being made Run from the other, it will soon appear whether He had any Design to desert the Service: If it appears that He had not, let Care be taken to save his Pay due there; and let Him be punished for his Neglect. How far what is here proposed, in respect to Q's and R's, is at present practiced in the

the Navy, I know not; but if what I offer will in any wise help to stop the Inconveniences and Discouragements flowing therefrom to Seamen, it will be Satisfaction enough to me.

The common Method of paying our Men of War, just as they are going to Sea, is another Discouragement to Seamen, and also to their Families and Creditors, as well as a Disadvantage to the Community.

I. Because great Sums are by this means carried out of the Country, which rarely or never find the way home again.

II. Because several of their Families suffer hereby; for some of them are so wicked, that their Wives and Children are the least of their Care, and they thoughtlessly squander that away, when absent from home, which should be for their Support; whereby the Parishes are loaded with Poor, or the Number of Thieves increas'd, since Necessity too often pushes some to unlawful Courses.

III. Such Payments are a Detriment to their Creditors, who must of course suffer as well as the Families of the Seamen; for if they neglect one, it is not to be supposed that they will much regard the other. As the Case stands, if the Creditors get any  
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thing, they must sometimes be at the Charge of a Journey to *Portsmouth* or *Plymouth* for it.

All that can be said for thus paying the Ships when they are upon sailing, or just ready for their Voyage, is, that the Men are hereby kept together, who wou'd otherwise be dispers'd, in regard whilst they are possess'd of Money and Liberty, they will not appear on board according to their Duty. But this Reason, for so doing, will fall of Course, as soon as the necessary Encouragement of our Seamen takes place.

*Pay well and Punish well*, is a Maxim that ought to be observ'd in the Navy: When an Offender is punish'd, He should be convinc'd, that He deserves it, and that it is not merely to gratify the Revenge or Passion of any Officer: Hereby the Guilty may suffer without murmuring, and nothing of Mutiny or Discontent will appear. Almost all Persons, but especially those of an ingenuous Temper, will do more with good than bad Usage; and this is certain, that they who are kindly treated by their Officers will rush on to Death at their Command, when, on the contrary, those who use them ill will often perceive a backwardness in them to engage, and that perhaps for no other Reason but because they have been abused by them, and want an Opportunity

tunity to revenge themselves: I will not say, that Cowardice has not been charg'd on some Gentlemen for no other Reason but the ill Treatment of those under their Command. It is no Sign of Courage, nor indeed of any Virtue, to be forward to strike a Man for every trivial Offence, especially when He dares not lift up his Hand, nor make the least Resistance to his angry Officer.

To regulate what may be amiss in the Naval Punishments, and that they may be adequate to the Crime; it is proposed,

That petty Offences, as well as capital Crimes, be tried by Courts-Martial; and as the latter is compos'd of Commanders, under Oath to do Justice, let the former consist of some of the Officers of the Ship, without taking any, like the Regimental Courts in the Army. Let these hear and determine any Matter brought before them, and affix such Punishment to the Crime as they shall think most reasonable. By this Method no Man will be punish'd in Passion, and receive more Stripes than his Offence deserves: And I much question, whether the Solemnity of the Process would not have such Weight on the Ship's Company, as to deter them from any thing vicious, and make Criminals easier under the Punishment inflicted.

The Miseries of those taken in War ought also to be consider'd, as well to prevent their Death in Confinement abroad, as their being forc'd, by cruel Usage and for the sake of Liberty, to enter into foreign Service. Should they hold out through sharp Hunger and Necessity untill their Release, let not the gallant *Englishman*, in his tatter'd Garb, loaded with Vermin, be forc'd to beg his Way home; but let such Care be taken of Him as his Bravery deserves, and let Him not be forc'd to Sea again, destitute, friendless, and in that dismal Plight wherein He leaves a Prison. For an Encouragement in this Case, where a King's Ship is dearly bought by the Enemy, what if the Company's Pay was to run on, and be paid on their Return home? Methinks the Charge would not be great, since 'tis what may seldom happen, and hereby we might prevent some of our Men from entering into the Enemy's Service.

There is another great Discouragement, which few have taken Notice of, and that is the building Ships for Sale to other Maritime Powers, and manning them to their Ports with our Men. This is a sort of Robbery committed on the Publick, in that it plunders the State of many useful Hands: The Men so shipp'd know not the Ship is to be sold at *Cadiz*, or any other Place, but by plausible Stories are  
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inveigled to enter on board her, hoping to make a good Voyage. But how soon are they disappointed, and all their promising Hopes destroy'd? For perhaps the Ship is sold at the very first Port she comes to, where being destitute of Necessaries, and much encouraged by Foreigners, they enter into their Service, where some marry and settle, and so are intirely lost; and if Others return, it is generally after a long Time.

The Ships thus carried to Market are generally very large, and consequently take up many Hands to navigate them: And as there are several Instances of this Kind, We must have suffer'd much this Way. I remember, when I was in the Neighbourhood of *Cadiz*, there was a Merchant-Ship called the *Ramellies*, of about 7 or 800 Tuns, disposed of to the *Spaniards*, not long before our Engagement with them off of *Sicily*: From which Ship I am well assured there was not less than a hundred Men' turn'd ashore to shift for themselves, at a Time when they even thought their Voyage in its Infancy; some of which were, no doubt, on board the *Spaniards* in that Action.

Now to stop this Canal, which as it lessens the Number of our Seamen must prevent their Increase, will be a Point worthy the Consideration of the Senate. I  
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know not whether there is such a Law in Force, but if the Master of every Merchant-Ship was obliged to give an Account, on his Return home, of the Men He carried out with Him, I am well assured none would dare to say, that He sold his Ship at such a Port, and turn'd them all ashore to shift for themselves. Were they, I say, to be made thus accountable for every Man they carry abroad, such a Practice would surely cease, and many Seamen be saved to their Country.

At the same time that Care is taken in this Respect, it is hoped the mischievous Practice of selling Ships of Force abroad, to such as are likely to be our Enemies, will be stopp'd; and I don't see how the former can be prevented without this; for if this continues the other will continue of Course, since no Ship can be carried abroad without Men; against whose Entrance into any other Service We cannot be too careful, especially when We find them encouraged by other Maritime Powers, who learn from them what it will be our Policy to keep them ignorant of. What raised a late Northern Prince to so high an Eminence, but our People? Had it not been for Us He would not have made so great a Figure in History. In a Word, it was our Ship-Wrights and Sailors, that made Him so considerable at Sea :

Sea: And as We well know how He would have return'd all these Favours, if He had been in our Neighbourhood, let Us manage more wisely for the future, and not spread our Naval Discipline where We may have Cause to repent it.

Before I quit this Article, I think some Care ought to be taken to prevent Seamen running from Merchant-Ships into Foreign Service, which has been too often done to the detriment of the Merchant, and disservice of the State: This is chiefly owing to some wicked and arbitrary Monsters, (for they deserve not the Name of Men,) who in long Voyages, when they come to view *Nil nisi Pontum & Æthera*, play the Tyrant, and take Pains to prove they have no Humanity in them: From such Abuses the Men take the first Opportunity to fly, especially since the Method of paying in Merchant-Ships is such, that they cannot often lose much thereby. To rectifie this, it were to be wish'd, that the Gentlemen of *Trinity-House* had such a Power lodg'd with them, as might put an End to the Abuses of Seamen in our Merchant-Ships abroad, who, from a just Resentment of base Usage, have frequently been forced to commence a Suit of Law for the Wages, which have been justly due to them.

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I have often consider'd, that for want of due Encouragement to Seamen in Merchant Ships, in War-Time, the Crown loses much of its Revenue, and many Traders are ruined and undone; and this I take to be chiefly owing to there being no Allowance made to them, in case they should lose a Limb in the Defence of their Ship. A Man may be very brave, and yet the Fear of begging about the Streets may reasonably get the better of his Courage, so that He may prefer a Prison, in a whole Skin, to the chance of Liberty, which may be attended with such a Maim as will infallibly prove his Ruine. If a Ship be bravely defended and saved, those who are concern'd in the Cargoe ought to reward those who defended that which they would not otherwise have had, and take some Care of the wounded and hurt; And as the Crown may save several Thousands of Pounds in the Duty of the Goods, if the Ship be rich, which, if lost, would not bring in one Farthing, methinks it shou'd readily reward those who deserve it, and the rather, since the next Voyage they take may be in the Navy. But tho' I speak of Encouragement to Sailors in Merchant-Ships, let it not rise so high as that in Men of War, since all possible Motives shoud be used to draw them into the Fleet.

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By encouraging the Seamen in our Merchant-Ships, the Prisons of our Enemies will not be so crowded with his Majesty's Subjects, nor will a pitiful *Sally* Rover, or a small Row-boat, take a Ship that is able to defend herself against the former, and stow the latter in her Hold. Hereby We shall not have so many People in Slavery at *Mequinez* in a War with the *Moors*, nor will the Government be put to so great a Charge for their Redemption as it has been. Many other Advantages might flow from hence: But to keep the Men strictly to their Duty, under such Encouragements, let it be ordain'd, that if any of them shall refuse to fight his Enemy, when the Majority are for it, he shall forfeit his Wages; And in case any shall desert the Ship when she runs ashore, or is in Danger, before it is generally concluded that there is no Possibility of saving her, let this cowardly Wretch also forfeit his Pay, &c.

After a few Years Peace, and on the Commencement of a War, we have generally found ourselves at a Loss to man the Fleet, insomuch that we have been obliged to sweep the River of Watermen, and impress Men out of the Colliers and our homeward-bound Traders, to their no small Disservice. For this Reason I have always been of Opinion, that it would

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be an advantage to the Government to keep a considerable Number of Seamen in Pay, even when We have no War, since hereby the Difficulties We have known may be remov'd. But when I mention this, I am not for having them lye idle, nor be crowd'd into Guard-Ships, but employ'd in such a manner, or in such Works, as the Crown shall think most proper. The Seamen on board the Fleet at *Port Mahon* were mostly employ'd, when in Harbour, in building the fine Wharf there, which was rais'd at a small Charge to the Government; considering the Work; Why may not then these Men be employ'd in his Majesty's Dock-Yards, in the Repairs of any Garrison, &c. where the Publick is concerned? By this Method, and the other Encouragements proposed, to all humane Appearance, We shall not want a Sufficiency of Sailors to answer all the Services of the Crown by Sea.

If our Seamen were brought into Credit, the great Number of extorting *Land-ladies* wou'd soon be lessen'd, whose *double Chalk* has proved very mischievous to them: Then, 'tis likely, We shall no more hear of Bills of Sale given for 20*l.* before any thing is receiv'd, and that the same stands out against them when they have not had half the Value thereof. Then

Sailors

Sailors will cease to contract Debts at every Port, and not be at last forced to fly abroad, and enter into foreign Service for fear of a Prison, to the Prejudice of the honest as well as dishonest Creditors. But should not all these good Things arise from the foregoing Proposals, as all cannot be expected at once, why may not those who credit Seamen be under some Limitation?

There is a close and inseparable Connection between Trade and Naval Power, and one cannot subsist without the other; If We would increase the latter, let Us readily encourage the former, and then We shall not want Seamen, which are the Life of both. This naturally leads Me to our Fisheries, and to wonder, with many Others, how We came to neglect the Herring-Trade as We have, even when All agree, that We have the Advantage of our Neighbours, the *Dutch*, therein: Situation and Justice make this Ours, yet, to our great Loss, that advantageous Trade, that Seminary of Seamen, is, in a manner, removed to *Holland*, where Thousands of Families are maintain'd by what it is allow'd We could carry on at less Charge and Trouble. They are an industrious People, and We may learn many Things, in point of Trade, from them, particularly in this, the Customs  
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of which some Authors reckon to have amounted formerly to 500,000*l.* *per Annum*, which is probably more now. Nay, by this Traffick, they import to Us the very Fish which they take on our Coast, which is not much to our Credit. I mention this for no other Reason, but that We may turn our Eyes to a proper Nursery for Sailors, so that We may never be at a Loss for them, in case of a sudden Rupture.

Now I am upon this Topick, it may not be improper to take Notice of the Liberty the *French* had in the late War (which whether they enjoy now or no I cannot say) of fishing upon our Coast, where the Fish driving to Spawn, the best Draughts are. If this does not lessen the Number of our Fishermen, who always make good Sailors, it certainly is a Detriment to them; for I have seen Complaints formerly from some of the Fishing Towns on the Coasts of *Kent* and *Sussex*, wherein they have undertaken to prove that they have suffer'd great Losses. Surely then Care shou'd be taken, that no Foreigners over-run Us in our Fishery, and insult our Fishermen.

I remember the Time, in the late War with *France*, when there were such large *French* Fishing-Boats on our Coast, and so many Men in them, that they were suspected

pected to be disguised Privateers, and that some of our stragling Trade was sometimes snapp'd up by them. If this was not so, yet I am assur'd their lying upon our Coast was of ill Consequence; for there have been Persons who have seen a Man ride down to the Water-side, and, by waving His Hat, has had a Boat come to Him from them, to whom Papers have been deliver'd, with which they have sailed over to *France* as soon as the Boat return'd on board the Vessel. By Intelligencies convey'd in this manner, Convoys may have been intercepted, some of our Trade and Men of War may have suffer'd, and of Consequence our Seamen, for whose Encouragement I have been so long arguing. This, therefore, will merit Consideration, if We ever have a War with that Kingdom again.

Before I conclude, I wou'd recommend the discountenancing that profane Swearing and Cursing which so much abounds in the Navy: Let the Laws in Force for this End be duly executed, and if they are not sufficient, add thereto: Thus by taking Care to banish Vice from the Fleet, We may have many sober People send their Children to Sea, who now fear to do it, as thinking it a Path to Destruction. I have now touch'd on every Thing which I thought material, or that I cou'd readily think of  
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in the little Time allow'd me for it; Had that been longer it might have been more perfect, however, as it is, I hope it will meet with a kind Reception. I shall only add, that if it becomes those on the Continent to have their Frontier-Towns in good Order, it certainly behoves Us Islanders to be as careful and sollicitous about our Shipping and Seamen, since a Neglect in either may be fatal: By a due Care herein, We shall enlarge and advance our Trade, and of Consequence increase our Seamen, and obtain what His Majesty so graciously recommends to your most Honourable House. I have the Honour to be

S I R,

*Your most Obedient,*

*and Devoted*

*Feb. 21.*  
1727-8.

*Humble Servant,*

PHILANTHROPUS,

F I N I S.