

So highly pleased was Mr. Selfridge with the various suggestions of the uses to which scholars might put the documents, made in the course of the discussion and the luncheon tendered to him at the Faculty Club, that he volunteered to send the rest of his collection to the Baker Library for deposit.

A Joseph P. Day Collection

THERE has recently come into the possession of the Society a valuable collection of books and pamphlets — some 200 items in all — that has been gathered together and presented to the Society by Mr. Joseph P. Day, the well-known New York real-estate man.

The collection includes an exceedingly valuable group of seventeenth- and eighteenth-century pamphlets and acts, acquired for the Society at the Britwell Court sale in London. Among these are two pamphlets against the exportation of raw wool from England, one of them by an officer of the government who had taken part in the hunting-down of smugglers, the William Carter of an article on "The Golden Fleece" which appeared in a previous issue of the "Bulletin." The early British policy of protecting the woollen industry is again illustrated in an act "to preserve and encourage the Woollen and Silk Manufactures of this Kingdom, and for more effectual employing the Poor by prohibiting the Use and Wear of all printed, painted, stained, or dyed Callicoes, in Apparel, Household-stuff, Furniture, or otherwise." Further, it was petitioned that a clause be added to the same bill to prohibit the making and vending of cane chairs, stools, and couches, because of the number of manufacturers of "Cloth, Serge, Perpetuanes, Chamlets, Bays, Kersies, Norwich Cheniis, and Kidderminster-Prints," all employing English wool, which the fashion for Indian cane seats had thrown into distress.

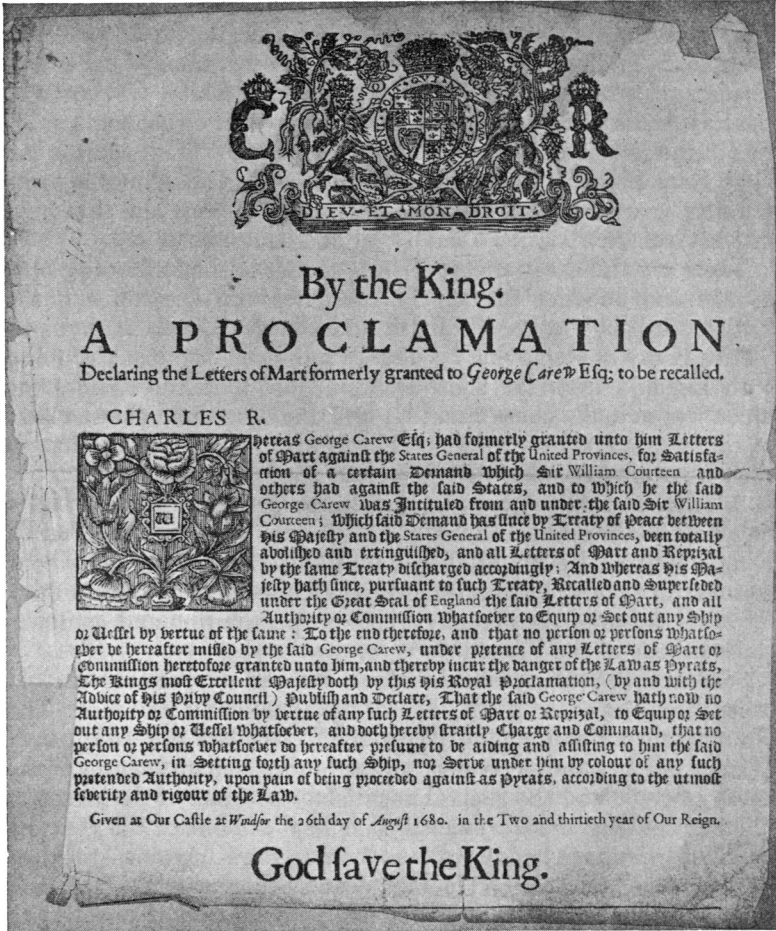
A similar policy seems to have been pursued in regard to dairy products, for there is an undated act, presumably of Queen Anne, forbidding the importation of Irish butter and cheese, and Scotland likewise prohibits the importing of "molasses" as prejudicial to the "Good and Welfare of the Kingdom, in hindring the Consumpt" of home-grown products. The other acts deal with standardization of coinage, the limitation of the amount of smaller coins, profiteering in Edinburgh, riots in the same city on account of a scarcity of grain, free ports, and the punishment of unlicensed peddlers.

Among the remaining pamphlets from Britwell Court, some of the most interesting are Defoe's "Pleasant Art of Money Catching," sometimes attributed to Joseph Addison (a sequel to "The Compleat Tradesman"); and "Brief Observations Concerning Trade and Interest of Money," by Sir Josiah Child, Governor of the East India Company, and a prominent writer on economic matters in the seventeenth century, together with a "Tract against the High Rate of Usury," an article from which Sir Josiah quotes, written fifty years earlier by an author who agreed with him that high interest was the root of all industrial and commercial evil.

There are also the grants to Trinity House of the ballastage, beaconage and buoyage for the Thames, between London and the "main sea," by Queen Elizabeth and Charles II; an anonymous "Fifth Essay at Removing National Prejudices" against the union with England from the Scottish mind, just a century before the union was actually consummated; and one describing the sad case of those bankers and private subjects who lent to the Stuarts in their hour of need, and were forgotten after the Restoration.

Another pamphlet gives a complete program for a navy and a merchant marine which should prove to be a "Bridle to the French King," written by an English naval officer who had been kept prisoner in several French dungeons, and had lost no opportunity for observation of the tyranny, religious persecution and commercial methods of the French.

Seventeenth-century conservatives were as sorry to see the old order change as those of our day, for the anonymous writer of "The Grand Concern of England Explained" considers the "multitude of stage coaches and caravans" as one of the principal causes of the decay of trade and the general unsatisfactory state of the country. "These Coaches and Caravans," says he, "are one of the greatest mischiefs that hath hapned of late years to the Kingdom," for they "prevent the breed of good Horses, destroy those that are bred, and effeminate his Majesties Subjects, who, having used themselves to travel in them, have neither attained skill themselves, nor bred up their Children to good Horsemanship, whereby they are rendred incapable of serving their Countrey on Horseback, if occasion should require and call for the same." In addition to this, the writer says, they lessen the demand for swords, belts, pistols, holsters, "portmantues" and hat-cases. Besides this, they hurt the clothiers, for while a person of quality and his retinue would, in the old horseback days, have had to carry several changes of clothing,



A PROCLAMATION OF CHARLES II

Recalling a Letter of Mark granted to one *George Carew*

(In the *Joseph P. Day* Collection)

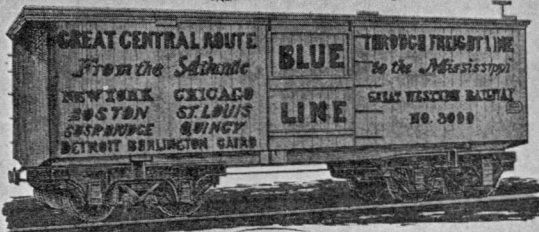
the stage coaches enable men to travel unattended, with only a "Silk-Suit, and Indian Gown, with a Sash and Silk-Stockings, and a Beaver-Hat" for equipment. The inns and consequently "his Majesty's excise" also suffer from the smaller size of the parties, and the diminished appetites and thirst of the remaining travellers.

The bulk of the collection, aside from the Britwell Court items, contains a wide range of material of varying interest and value. Some of the curiosities are a bank-note safeguard published just after the American Civil War, when there were seven thousand varieties of bank note current, and four thousand of them were fraudulent; some early documents of the Chesapeake and Ohio Canal, in connection with its struggle with the Baltimore and Ohio Railroad; and a report on the Mississippi jetties by James B. Eads, the first man to use jetties for deepening or directing the course of a river channel.

The final and most precious item, John Wheeler's "Treatise of Commerce," would make a story by itself. Wheeler was Secretary of the Society of Merchant Adventurers. He wrote the book in justification of that Society, in 1601, toward the end of Elizabeth's reign.

The Merchænt Adventurers' Company had to contend with a great deal of opposition from the tradesmen and retailers, who were expressly excluded from membership, and obliged to market their wares for export through this Company and similar ones operating in other parts of the world, and the "interlopers" who were continually attempting private ventures of their own. Although they were not favored by the Government, they were numerous and insistent enough to occasion Wheeler's publishing a defense of the Company. If he is not particularly clear and cogent in his arguments, he is an enthusiastic partizan, and gives a long and moving account of all the benefits reaped by the country from the activities of the Merchant Adventurers. Foreign cities, according to Wheeler, blossomed at their coming. Antwerp, before it became a Mart Town, was populated by "mean artificers, or those who lived by husbandrie . . . , and had but six shippes belonging to their Towne, and those for the River onely, that never went to sea." But with the advent of the English merchants, it "began to growe exceedinge riche, . . . and their olde rotten houses covered with thatche, were pulled downe, their waste grounde, whereof there was stoar within the Towne, was turned into goodlie buildinges, and faire streates, and their shipping increased accordinglye."

**BLUE LINE
WALTZES**



COMPOSED BY
ROE STEPHENS
and Dedicated to
THOMAS SWINYARD, ESQ.
MANAGING DIRECTOR
GREAT WESTERN RAILWAY OF CANADA
PROJECTOR OF THE "BLUE LINE"
DETROIT.

Published by J HENRY WHITTEMORE 179 Jefferson Avenue

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MUSIC WRITTEN IN HONOR OF A FREIGHT LINE PROJECTED BY
THE GREAT WESTERN RAILWAY OF CANADA

(In the Joseph P. Day Collection)

He clears the Company from the well-founded charge of being "monopolishe traders" by defining a monopoly as "when one man alone buyeth up all that is to be gott of one kinde of Merchandise, to the end that he alone may sell at his own lust and pleasure." This is not true of the Adventurers, says Wheeler, for they are a body, not one man, they have always used, "and doe use an honest, upright and lawfull trade," and the foreign companies in England also trade in the same commodities as do the Merchant Adventurers.

He ends his commendation of the Company with a general summing up of the preceding eulogies, describing incidentally the sumptuous way in which the Governor and thirty other merchants appeared at the receiving of King Philip of Spain in Antwerp. They were "on horseback, all in a liverie of Purple velvit," with "hose all embroidered full of silver waves, like the waves of the sea, . . . in which their doeing, they shewed themselves for the honour of their Prince, and Cuntrye nothing inferiour to the Merchantes of other nations."

Wheeler was the only member of the Merchant Adventurers' Company in its flourishing days who put pen to paper to write its history and justify the commercial principles it represented. On account of both its historic importance and its rarity, the Society may consider itself very fortunate in acquiring a copy.

AN interesting little item received by the Manuscript Division is an order, given by "vertue of His Majesties Letters Patent under the great Seal of England, to deliver and pay of . . . His Majesties Treasure, to John Haward, one of His Majesties ffalconers," fifteen pounds, three shillings and ninepence, "on his ffee," and thirteen pounds, thirteen shillings and tenpence for his livery, due for one year "ended att Midsomer, 1667."

This order does not seem to have benefited Haward much, for the endorsement shows that he immediately "assigns and transfers the whole amount and all the interest and benefit thereof unto John Carey, Gentleman."