

The two vessels were to endeavour to keep together and "saile to such place as Mr. Gooseberry and Mr. Raddison" should direct, and they were to be cautious in trading with the Indians. Fortifications were to be built on the shore for their "more convenient accomodation", and as soon as they had finished trading the returns were to be put aboard the *Nonsuch*. Captain Stannard was then to take over command and return to England with Groseilliers. Gillam was to remain behind with Radisson and take command of the *Eaglet* and "trade with the Inhabitants of the Country collect what goods they can against the next returne from England". They were to have in their thoughts "the discovery of the Passage into the South sea and to attempt it as occasion shall offer with the advice and direction of Mr. Gooseberry and Mr. Radisson". They were also instructed to keep journals and prepare maps to the best of their skill. But it was not possible to carry out all these orders. The *Eaglet* with Radisson on board sustained damage in a storm when about four hundred leagues off the Irish coast and was obliged to come back to England. She was immediately returned to the King's service. The *Nonsuch*, with Groseilliers aboard, continued alone and arrived off Resolution Island on August 4, 1668, and on September 29 reached a river emptying into James Bay, which Gillam and his companions named Rupert River. There they built Charles Fort and wintered in 1668-69. The following account of their return is given in a letter from R. Watts to the Secretary of State, dated Deal, October 11, 1669 (S.P. Dom., Charles II, 266/80): "Last Satterday night came in the *Nonesuch* Ketch from the Northwest passage. Since I have endeavored to find the proceedes of their voyage, only understand they were environed with ice about 6 monethes first haling their ketch on shore, and building them a house. They carryed provisions on shore and brewd Ale and beere and provided against the cold which was their work: They report the natives to bee civill and say Beaver is very plenty. Those that carryed out no venture brought home 10 li or 12 li worth of beaver." A similar account published in *The London Gazette*, No. 408, is of interest: "Deal, Octob. 11 [1669]. This last night came in here the *Nonsuch* Ketch, which having endeavoured to make out a passage by the North-West, was in those seas environed with Ice, which opposing her progress, the men were forced to hale her on shoar and to provide against the ensuing cold of a long Winter; which ending they returned with a considerable quantity of Beaver,

which made them some recompence for their cold confinement." There is "A Breviate of Captain Zachariah Gillam's Journal to the North-West, in the Nonsuch-Catch, in the Year 1668" printed in John Seller, *The English Pilot. The Fourth Book. The First Part* (London, circa 1675), pp. 5-9, and this volume includes, amongst others, two maps, the first of which is entitled 'A Chart of the Northerne Sea From England Westerly as Farr as New Found Land & Northerly as Farr as Island Groenland & Fretum Davis by John Seller Hydrographer To the King', and the second: 'A Chart of the North Part of America Describing the Sea Coast of Groenland Davis Streights Baffins Bay Hudsons Streights Buttons Bay And James Bay by John Seller Hydrographer to the King at the Hermitage in Wapping London'. Gillam's journal is also printed in the 1689 edition of *The English Pilot. The Fourth Book*, with a map entitled "A Chart of ye North part of America, For Hudsons Bay Comonly called ye North West Passage. By John Thornton Hidrographer at the Platt in the Minories". Doubtless these charts, together with Thornton's "new Map of the North part of America, from Hudson Streights, commonly called the Northwest passage, unto Prince Ruperts River...", which he advertised for sale in *The London Gazette*, No. 758, of February 20-24, 1673, were based to a great extent on information supplied by Gillam. An outline of Gillam's voyage also appears in J. Robson, *An Account of Six Years Residence in Hudson's-Bay* (London, 1752), Appendix I, pp. 4-5. Cf. also Morton, *History of the Canadian West*, pp. 48-52. "Queries" addressed to Captain Gillam concerning his voyages to Hudson Bay and answers thereto, are in the Royal Society's Guard Book 19, nos. 19 and 29. In 1669 the *Wivenhoe* from the Royal Navy was lent to the adventurers in place of the *Eaglet*, and was sent to James Bay that year in charge of Captain Stannard. She returned to England at the end of the same year or early in 1670, and an examination of the customs charges (see Appendix E, p. 197) suggests that she did not reach the Bay. The *Nonsuch* was sold in June, 1670, for £152. 10s. od. (A.14/1, fo. 125d.), and was replaced by the *Prince Rupert* frigate (75½ tons) which John Graves built for the adventurers during the winter of 1669-70 at a cost of £436. 7s. 6d. (ibid., fos. 116d.-117). Gillam was given command of her, and in company with the *Wivenhoe* (Captain Robert Newland) once again sailed for Hudson Bay. *The London Gazette*, No. 615, announced, "Deale, October 5 [1671] This day arrived here

the *Prince Rupert*, Mr. Gilham, Commander, from the North-west passage, whither he was sent by that Company, together with an other Ship [the *Wivenhoe*] (which is not yet come in, but very suddainly expected) to Trade, which they accordingly did, continuing there the whole winter, and are, as is said, come thence very rich." Gillam again had the command of the *Prince Rupert* during the voyages of 1672-73 and 1674-75. His father died in 1674 and Zachariah's share of the estate was administered by his brother-in-law, Richard Sharpe, (*Publications*, Colonial Society of Massachusetts, 29, p. 525). Gillam seems to have returned to the New England coastwise trade in 1675, and he appeared in North Carolina in December, 1677, from London with the object of selling or exchanging English manufactured goods for tobacco. In 1678 he was recorded as the owner of the ship *Caroline*, and as a merchant of the City of London (Proceedings in the General Court of Albemarle, 1679-1712, Raleigh). From 1677-80 he took part in North Carolina affairs and was suspected of having a share in the Culpeper rebellion. He seems to have been taken in custody to England, and on February 4, 1680, was ordered forthwith to "enter into 200*l.* Bond to give his Attendance at the Councill Boord from time to time until he shalbe discharged". (Cf. C. M. Andrews, *The Colonial Period of American History* (Newhaven, 1937), III, 226-7, 254, and *Acts of the Privy Council of England, Colonial Series*, 1613-1680, I, 881.) At a meeting of the Committee of the Hudson's Bay Company held on January 11, 1682, it was recorded that "Capt. Zachery Gilliam, presenting himselfe to serve the Compa. in any capacity the Company shall Employ him in The Comittee haveing considered he has bin an old servant and done the Company formerly good service have accepted of him and have ordered the said Gillam be taken into their service and Employed and for his Incouragement doe promise to allow him £100 by yeare to commence from the day he breakes ground at graves end and for his present support to that time he shall be allowed 20*s.* by weake" (A.1/2, fo. 59d.). In the following March he was appointed to the command of the *Prince Rupert*, but his conduct was unsatisfactory and in May he was reprimanded for being absent from his ship and was threatened with dismissal. For an account of the events in Hudson Bay during the winter of 1682-83 in which both Zachariah and his son, Benjamin, who was on an interloping expedition, were concerned, see the biography of Pierre Esprit Radisson, pp. 246-7. By the summer of 1683

news of the interlopers in Hudson Bay had reached London, and at a Committee meeting held on June 27, 1683, Sir James Hayes was desired "to prepare a Letter of Attorney to impower some person att Boston in New England to Seize on Young Gillam Comander of ye *Batchelors Delight* whome ye Comittee is informed went last yeare as an interloper for Hudsons Bay and Capt. Zachariah Gillam and Capt. Ezbon Sandford if they Arrive there as allso to procure a lr. from ye Comittee of Plantations to ye Governr. in New England to be Assisting to such person as ye Compa. shall imploy as their Attorney" (A.1/2, fo. 114). But Zachariah had already lost his life when his ship, which was in Nelson River, was "Driven from her Anchor to Sea" on October 21, 1682, and "never Since heard of" (ibid., fo. 122).

Gorst, Thomas

In the instructions given to Captains Stannard and Gillam (see Nute, "Radisson and Groseilliers' Contribution to Geography", p. 420) for the conduct of the expedition in Hudson Bay during the winter of 1668-69, it was stated that Gorst was "to remaine also in the Country to keepe the accompts of the Voiage and to be assistant to Capt. Guillam and Mr. Raddison and if either of them should happen to dye then the said Mr. Gorst and the chiefe mate [Thomas Shepard] of the said Ketch are to be Joyned with the survivour for the management of the affaires." But Gorst's account in A.14/1, fos. 80d.-81 shows that he was in London during the winter of 1668-69, so he was presumably with Radisson aboard the *Eaglet* when she was obliged to turn back. Gorst acted as Governor Charles Bayly's secretary on the voyage of 1670-71, and returned to Hudson Bay with him in 1672. Oldmixon says Gorst was storekeeper at Rupert River under the direction of Governor William Lydall during the winter of 1674-75. In 1676, his account in A.14/2, fos. 71d.-72, was headed "Mr. Thomas Gorst Purser of the *Rupert*". Oldmixon used Gorst's journal when writing his "History of Hudson's-Bay" in 1708 (see Tyrrell, *Doc. Rel. to the Early History of Hudsons Bay*, passim). In March, 1680, he applied for employment in the Company's service at 50s. per month, with an advance of a year's wages, but the Committee considered his demands too high and he was "dismist his attendance".

Griffith, Sir John

Sir John Griffith, who is sometimes referred to as Sir John Griffin in State Papers, Domestic, Charles II, was one of the original adventurers, and was named in the charter of May 2, 1670. He was also named in an earlier instrument of incorporation dated April 18, 1670 (see Nute, "Radisson and Groseilliers' Contribution to Geography", p. 425). He was presumably the Captain Griffith on whose behalf a warrant was issued in August, 1661, authorising the payment to him of £4,000 without account for services rendered to King Charles II in Holland during his exile. Griffith was created a knight bachelor by the King at Whitehall on January 2, 1665, and in the following month he was granted the office of Keeper of the blockhouse at West Tilbury at a fee of 2*d.* a day, and also that of Keeper of the blockhouse at Gravesend at a fee of 4*d.* a day, with six acres of land. John Evelyn speaks of being entertained "very handsomely" by Griffith at Gravesend on October 21, 1665. He first acquired £55 Hudson's Bay stock on April 8, 1668, and by June 1, 1670, the amount had been made up to £300. He served on the Committee in 1672-73 and 1674-76. He died shortly after September 13, 1677, and in his will, dated August 8, 1677, was described as of Erith, county Kent. He requested to be buried near his wife with no more ceremony than that afforded to his eldest son, John, deceased. Two married daughters, three unmarried daughters, and four sons were named in this will, probate of which was granted to William Walker, citizen and goldsmith of London, and to John Parker, Griffith's son-in-law, on October 9, 1677. The executors assigned the £300 stock to Sir James Hayes on March 28, 1678.

*Groseilliers, Médard Chouart, sieur des*¹

Médart Chouart, who was also known as des Groseilliers, was the son of Médard Chouart and Marie Poirier. He was baptised at the parish

¹ Acknowledgments and thanks are due to Dr. Grace Lee Nute of the Minnesota Historical Society for kindly reading this biography when in type-script. It is with her permission that we give the date of Groseilliers' baptism. The entry was found by her during the course of her researches in preparation for her forthcoming joint biography of Radisson and Groseilliers.

church of Charly-sur-Marne on July 31, 1618, and as a youth lived in the home of friends in Tourraine. He is said to have emigrated to Quebec at an early age, and by 1646 he had lived for some time at the Huronia Mission as a *donné* or lay helper to the Jesuits, in whose service he became an expert traveller and acquired a knowledge of the Huron tongue, as well as the art of managing Indians. Some time after 1646 he started trading on his own account. On September 3, 1647, he married at Quebec, Helène, daughter of Abraham Martin and widow of Claude Etienne. A son named Médard was born to them at Quebec in 1651, and Helène died in the same year. On his return from a journey to Acadia he married at Quebec on August 23, 1653, Marguerite Hayet, widow of Jean Veron Grandmênil and half-sister of Pierre Esprit Radisson. Her home was at Three Rivers where their son, Jean Baptiste Chouart, was born in July, 1654. At this time the French on the St. Lawrence were merely receivers of furs. The Indians in the upper country and the interior who trapped the skins had no direct contact with Europeans. They disposed of their furs to the Hurons of the south in return for goods of French manufacture, and the Huron middlemen traded the skins at the French settlements. The furs came from the north to Tadoussac and Three Rivers, and from the west by the Ottawa River to Montreal and Three Rivers. The Iroquois confederation acted as middlemen to the Dutch on the River Hudson, and as neither the French nor the Dutch themselves took an active part in the fur trade, there was but little rivalry between them: the competition was between the middlemen. The Iroquois were by far the better organised and better armed, and their geographic position enabled them to strike suddenly by the rivers flowing from their territories—north-east by the St. Lawrence, north-west by the Ottawa, west by the Niagara, and south-west by the Ohio. (Cf. Innis, *The Fur Trade in Canada*, pp. 32-3.) The Hurons were settled in villages between Lakes Simcoe and Huron and were comparatively unarmed. In 1650 seventeen of their villages were brutally destroyed by the Iroquois and the Algonkin country was depopulated. Survivors from the south-east shores of Lake Huron, and the Ottawas of Manitoulin Island fled across Lakes Michigan and Superior to their distant shores. The French fur trade was ruined. But the Hurons had grown accustomed to French goods and implements, and since the river route to the St. Lawrence was closed to them by the Iroquois they were unable to obtain

further supplies. In 1653 a small party of Ottawas successfully reopened trade relations with the French, travelling from Lake Superior by river and portage to the headwaters of the St. Maurice River, and from thence to Three Rivers. In the same year three canoes of Hurons were also able to contact the French by way of the Ottawa River route. The parties joined forces and returned safely to their people by the latter route. In 1654 one hundred and twenty Hurons and Ottawas came down from the Great Lakes to trade their furs, and on their return in the same year they were accompanied by two Frenchmen who were sent by Governor Jean de Lauson to encourage them, and to arrange for them to bring their furs down in a steady stream. It is now almost certain that Groseilliers was one of the two men and that his companion was also a native of Three Rivers. Their mission was successful and they returned late in August, 1656. Groseilliers was later rewarded with a grant of land. He was in Three Rivers in July, 1657, and his daughter Marie-Anne was born and baptised there on 7th August following. In 1657 and 1658 the Hurons were again prevented from coming down with their furs by fear of the Iroquois. The French fur trade was again seriously threatened, but it was saved by Groseilliers' next expedition, which was to the Great Lakes. He started in the late spring of 1659 and was accompanied by Radisson, who had but recently returned from the country of the Onondagas (see Radisson's biography, p. 244). The Governor of the French colony tried to oppose Groseilliers and Radisson in carrying out their plans. When they applied to him for a licence to go to the upper country he would only grant it on condition that two of his servants should accompany them and take half the profits; but Groseilliers and Radisson were not willing for him to have so large a gain through the medium of his inexperienced servants and so "made the governor a slight answer", telling him they were "Discoverers before governors", and would be glad "to have the honour of his company, but not that of his servants". One servant, however, a Jesuit, left with them, but the Indians, probably instigated by the Frenchmen, refused en route to let him continue. A party of Chippewa made the expedition up to fourteen canoes. There has been much controversy as to the area covered during this journey. It is clear that they passed by the Ottawa River route and Sault Ste. Marie into Lake Superior, following the southern shore. They crossed Kaweenaw Point and built a fort, possibly on Oak Point, looking on Chagouamegon Bay.

They then went on to winter (1659-60) with the Sioux, and returned to their fort in the spring of 1660. Radisson's narrative of this trip (Scull, *Voyages of Peter Esprit Radisson*, pp. 134-247), which brought them furs valued at 300,000 livres and an insight into the possibilities of themselves getting to the source of the supply, is very confused, doubtless purposely, as he did not wish to give away too many of their plans, especially as the Jesuits were also anxious to open up and keep the fur trade of the north for themselves. Consequently it is extremely difficult for the historian to come to a satisfactory conclusion about their movements, especially as other contemporary information is contradictory. Their profits were considerable, and on their return to Montreal they were fined for ignoring the monopoly rights of the official trading company. Groseilliers went to France in 1660 in an attempt to secure redress, but he was unsuccessful and returned to Canada in the following year. He then organised an expedition to the Ottawa by way of Hudson Bay, but it came to naught. For this he seems to have tried to obtain the financial support of the French colony in Acadia and enlisted the services of Radisson and seven other experienced men, and chartered a small vessel to take them from the St. Lawrence to Isle Percée, the appointed rendezvous with the ship bringing an outfit from Europe, which he had arranged for during his winter in France. But the plans had become known to the French authorities and although the ship arrived from Europe, arrangements had to be altered. They tried to dispose of the goods they had brought with them from Quebec at St. Pierre in Cape Breton and at Canso, but they "were threatened to be burned by the French". Groseilliers and Radisson then went to Port Royal (now Annapolis), Nova Scotia, where they came into contact with the English who persuaded them to go to Boston, Massachusetts. Here they obtained financial assistance and outfitted an expedition for Hudson Bay, but after getting as far as Hudson Strait the New England captain's fear of the ice made him turn back. Another expedition in two ships was arranged for the following year, but this venture was not carried out because one of the ships was wrecked on Sable Island. The merchants backing the expedition brought a suit against Groseilliers and Radisson to make them "recant the bargain", but the Frenchmen eventually cleared themselves, and when again approached by the New Englanders, Radisson told them "that a scalded cat fears ye water though it be cold". The renewed approach of the New Englanders was due to the interest

of certain commissioners from England. From February to May, 1664, these commissioners, who had been sent out by King Charles II to settle important questions which had arisen in connection with the colonies, sat in Boston. Two of them, Colonel Richard Nicolls, who was also Governor of New York, and Colonel George Cartwright, came to hear of the Frenchmen's plans and became interested. On August 1, 1665, they embarked with Cartwright for England. Their ship, commanded by Benjamin Gillam, brother of Captain Zachariah Gillam (q.v.), was captured by a Dutch caper, and Groseilliers and Radisson were landed in Spain. They reached England about October, 1665, when the plague was at its height. The Court had removed to Oxford to escape the scourge, and it was there that they saw Sir George Carteret, Vice-Chamberlain of the Household and Treasurer of the Navy, who brought their plans to the attention of the King. They remained at Oxford at the King's expense for three months and spent the rest of the winter of 1665-66 at Windsor. The war with the Dutch and the general economic situation prevented any expedition sailing in 1666, and the Peace of Breda, signed on July 10, 1667, came too late for any ships to sail to Hudson Bay that year, but allowed plans to be made for 1668. Meanwhile, the Dutch had taken an interest in the fur trade of Hudson Bay. Some idea of the Frenchmen's plans must have reached De Witt, the Grand Pensionary of the States of Holland, perhaps through the medium of the captain of the Dutch caper. De Witt engaged the services of a Frenchman named La Tourette to entice Groseilliers from the service of the English, but the plan failed, and in the autumn of 1666 Groseilliers was cleared of any complicity in the plot. On June 3, 1668, the first expedition of the adventurers of England sailed from Gravesend for Hudson Bay, and a short account of the venture is given in the biography of Captain Zachariah Gillam, pp. 226-8. Groseilliers sailed aboard the *Nonsuch* (Captain Gillam) which succeeded in reaching Hudson Bay, and he returned to England in 1669. Although Captain Gillam was nominally in charge, Groseilliers, from his previous experience of the country and the trade, must have played the directing part. Both he and Radisson were with Governor Bayly on the expedition of 1670, and both returned with him in 1671. Groseilliers and Radisson again went to Hudson Bay in 1672, the former in the capacity of interpreter and trader. He stayed there until 1675, but Radisson returned in 1673. Groseilliers was paid his salary on November 29, 1675, and

then both he and Radisson, who were dissatisfied with the treatment they had received from the Hudson's Bay Company, deserted to France, where they had been attracted by remunerative offers of employment in the fur trade made to them by Louis XIV's minister, Colbert, through the medium of Father Albanel. (See also Scull, *Voyages of Peter Esprit Radisson*, pp. 249-314.) The fact that Radisson's wife was the daughter of one of the English adventurers prevented full confidence from being placed in him, but after some delays he and Groseilliers were sent to Canada. The merchants of New France were not in favour of a sea expedition to Hudson Bay, probably because they feared that their trade on the St. Lawrence would be adversely affected, and the Comte de Frontenac, Governor-General of La Nouvelle France, made no attempt to redeem the promises made to the "brothers". Radisson returned to France, but Groseilliers remained with his family in Canada until 1682, when, with his son Jean Baptiste Chouart and Radisson, he was concerned in an interloping venture to Port Nelson. An account of this expedition is given on pp. 246-7. Groseilliers followed Radisson to France at the end of 1683, but thereafter very little is known about his movements. When the terms of Radisson's re-admission into the service of the Hudson's Bay Company were recorded in the Minutes of a Committee held on May 12, 1684 (A.1/2, fo. 143d.), it was also stated "that his Brother Grossilier who is now in france if he comes over Shall have 20*l*. a weeke for his Support dureing his abode here he Ingageing also to be faithfull to the Interest of the Company for the future". But the offer was not accepted and by April, 1685, Groseilliers was again living in New France. Little more is known of him after that time. His wife continued to live in or near the neighbourhood of Three Rivers and died in 1711. As well as the children referred to above, Groseilliers had a daughter baptised in 1659 and another in June, 1661. His son, Jean Baptiste Chouart, entered the service of the Hudson's Bay Company in 1684, and in 1688 became a subject of England. See Morton, *History of the Canadian West*, passim, and Fulmer Mood, "The London Background of the Radisson Problem", pp. 391-413, and G. L. Nute, "Radisson and Groseilliers' Contribution to Geography", pp. 414-26.

Hungerford, Sir Edward

Sir Edward Hungerford, best known for his reckless extravagance, was the son and heir of Anthony Hungerford, the royalist, who died in 1657. Edward Hungerford was born on October 20, 1632, and was baptised on November 1 at Black Bourton, Oxfordshire. At the coronation of King Charles II on April 23, 1661, he was created a Knight of the Bath. He was elected Member of Parliament for Chippenham in 1660, 1661, 1678, 1679 and 1681; for Shoreham in 1685, 1688 and 1690; and for Steyning in 1695, 1698, 1700 and 1702. His town residence, Hungerford House, near Charing Cross, was burnt down in April, 1669, and he afterwards settled in Spring Gardens. In 1679 he obtained permission to hold a market three times a week on the site of the demolished Hungerford House, and three years later a market house was built there. Sir Christopher Wren and Sir Stephen Fox purchased the market in 1685 and received the tolls. The market house, rebuilt in 1833, was removed in 1860 when Charing Cross railway station was built on the site. Hungerford, who died in 1711, is said to have been a poor knight of Windsor during his old age. He was buried in the church of St. Martin's in the Fields, Middlesex. He married three times and had four sons, only one of whom, Edward, had issue, a son who died young. Hungerford first acquired Hudson's Bay stock on December 24, 1667, when he paid in £20. By the time of the charter of May 2, 1670, in which he was named, he held £270. He was also named in the earlier grants dated June 23 and October 21, 1669, and April 18, 1670 (see Nute, "Radisson and Groseilliers' Contribution to Geography", pp. 423-6). His stock was increased to £300 by May 28, 1670, and he held this amount until January 6, 1681, when he assigned his total holding to John Hayes. Hungerford was a Committee Member in 1674-75.

Kirke, Sir John

John Kirke was the third son of Gervase Kirke, a London merchant, and of his wife, Elizabeth, daughter of M. Goudon of Dieppe, Normandy. His brothers, Sir David and Sir Lewis Kirke, Knights, as well as others of the family, played a part in the affairs of Canada and Newfoundland.

John Kirke was a merchant in London and agent for several large firms abroad. In 1664 he was granted the office of Paymaster and Receiver to the Gentlemen Pensioners, with the same allowances and fees as were taken by his brother, Sir Lewis Kirke, deceased (*Cal. S.P. Dom., Charles II, 1663-64*, p. 677). Kirke was knighted in June, 1674, and in his will dated June 12, 1685, was described as of St. Martin's in the Fields, Middlesex. He held property at that time in East Ham, Essex, "Leister Feilds", in the parish of Mary le Savoy, Middlesex, and in Midlam, county Lincoln. The chief beneficiaries under this will, which was proved on June 24, 1685, were his wife, Ann, and his son, Thomas. One of Kirke's daughters was the first wife of Pierre Esprit Radisson, but neither she nor her husband were named in his will. Kirke first acquired Hudson's Bay stock on February 10, 1668, by making a payment of £20, and by the time of the charter of May 2, 1670, in which he was named, he held £270. He was also named in the earlier grants dated June 23 and October 21, 1669, and April 18, 1670 (see Nute, "Radisson and Groseilliers' Contribution to Geography", pp. 424-6). He was a Committee Member from 1670-76, and held his stock until February 18, 1678, when he assigned it to William Walker.

Millington, Francis

Francis Millington of London was a member of the Drapers' Company and one of the six Commissioners of Customs appointed by King Charles II. He first acquired Hudson's Bay stock on October 31, 1667, when he paid in £20. He was named in the instrument dated April 18, 1670 (see Nute, "Radisson and Groseilliers' Contribution to Geography", pp. 424-5), as well as in the charter of May 2 following, by which time he held £300 stock. He was a Committee Member from 1670-74 and transferred his total holding to Sir Robert Vyner on March 14, 1678. Millington married Martha, eldest child of Samuel Vyner, brother of Sir Robert Vyner, at the church of St. Martin's in the Fields, Middlesex, on May 21, 1667, at which time the bride was about fifteen years of age. He died in 1693 and was buried in Wandsworth, Surrey, where the annual dividends from investments of a charity founded by his will and augmented by John Emilie in 1704, are applied

as pensions and gifts of great-coats to thirty-six almsmen. Millington's widow married Dr. Peter Birch, a Prebendary of Westminster Abbey, on November 24, 1697, and was buried in the Abbey on May 28, 1703. Millington's only child, Martha, married Thomas Mansell, later first Baron Mansell of Margam, in May, 1686, when about eighteen years of age.

*Monk, Christopher, second Duke of Albemarle, Earl of Torrington,
Baron Monk of Potheridge, Beauchamp and Tyes*

Christopher Monk, second Duke of Albemarle, was one of the adventurers named in the grant of April 18, 1670 (see Nute, "Radisson and Groseilliers' Contribution to Geography", pp. 424-5), and in the charter of May 2 following. Although the stock account in the first ledger (A.14/1, fos. 47d.-48) was entered under his name and he was credited in 1667 with £82. 5s. 3d. for "Severall Goods & Merchandizes . . . being his proportion in the remaines of a former Cargoe" (either that of the *Eaglet* which did not reach Hudson Bay in 1668, or that of a previous attempt), there is evidence to prove that he was not financially interested in the venture at the youthful age of about sixteen years, but that his father, George Monk, first Duke of Albemarle (q.v.) was the original stockholder. The Company's first ledger, although noting transactions from the time of the first voyage to Hudson Bay, was not written up until towards the end of 1671 (see p. 4 and n. 1). The particulars were then entered in the name of Christopher Monk, who had succeeded his father as second Duke of Albemarle in January, 1670. On March 30, 1670, the amount of stock was increased to £300 by a cash payment of £217. 14s. 9d. His career was less spectacular than that of his father, but amongst the various appointments he held were: Member of Parliament for Devon (1667-70); Privy Councillor (1675); a Commissioner for Tangier (1682); a Lord of Trade and Foreign Plantations (1682); and Captain-General of Jamaica (1686). In December, 1669, he married Lady Elizabeth Cavendish, daughter of Henry, second Duke of Newcastle, and died in Jamaica without issue in October, 1688. He was still a stockholder in the Hudson's Bay Company at the time of his death.

*Monk, George, first Duke of Albemarle, Earl of Torrington,
Baron Monk of Potheridge, Beauchamp and Tyes*

George Monk, described by Pepys as "the blockhead Albemarle . . . the heaviest man in the world, but stout and honest to his country" (October 23, 1667), was the second son of Sir Thomas Monk, Knight, and of his wife, Elizabeth, daughter of Sir George Smith. He was born on December 6, 1608, at Potheridge, near Torrington, county Devon. In 1625 he left England and gained military experience on the continent, and afterwards served King Charles I in Scotland and Ireland during the troubles in those countries. On his return to England he joined the royal cause and was taken prisoner by the Parliamentary forces when the Royalists were defeated at Nantwich in January, 1644. Six months later he was brought to the bar of the House of Commons and accused of high treason. He was committed to the Tower of London, where he remained for two years. When Parliament took the Irish war into its own hands Monk was engaged for that service and released from the Tower in November, 1646. Although he apparently drew a distinction between bearing arms against the Irish rebels and bearing arms against the King, once he was in the Parliamentary service military honour obliged him to remain faithful. He was commander-in-chief in Ulster (1647-49), commander-in-chief in Scotland (1651-52), and Joint General of the Fleet (1652). He was again commander-in-chief in Scotland from 1654-60 and was responsible for the return of King Charles II to England in 1660. In July of that year he was created Baron Monk of Potheridge, Beauchamp and Tyes, Earl of Torrington and Duke of Albemarle. In 1663 he became one of the Lords Proprietors of Carolina, and in the following year a member of the Royal Society. Many more honours were heaped upon him before he died on January 3, 1670. In 1653 he married Anne, daughter of his regimental farrier, John Clarges, at the church of St. George, Southwark, and their son, Christopher (q.v.), was born in the same year. There can be no doubt that he, and not his son, Christopher, was the original stockholder in the Hudson's Bay Company. It was George Monk who was named in the letter from King Charles II to James, Duke of York, dated February 7, 1668, as one of the persons to whom the *Eaglet* ketch was to be lent in "great hope of finding some passage . . . into the South Sea" (see Nute, "Radisson and Groseilliers' Contribution to Geography",

p. 419), and the signature "Albemarle" to the instructions issued to Captains Stannard and Gillam in 1668 (*ibid.*, p. 423) could only have been his, and not his son's, as from 1660-70 the younger Monk was styled Earl of Torrington.

Neile, Sir Paul

Paul Neile was the only child of Richard Neile, who was created Archbishop of York in 1631 and who died in 1640. On May 27, 1663, Paul Neile was created a knight bachelor at Bishopsthorpe. He married Elizabeth, daughter of the Rev. Gabriel Clarke, D.D., Prebendary of Durham, and in 1640 was styled as of Hutton Bonville, county York. After the Restoration in 1660 Neile was made one of the Ushers of the Privy Chamber, and he was also a member of the first Council of the Royal Society. By a codicil dated March 24, 1684, to his will of December 18, 1682—at which time he was resident at Codnover Castle, county Derby—he directed that if he should die in London he wished to be buried near the tomb of his mother, Dorothy, in the church in Threadneedle Street. His will was proved in London in 1685. He had two sons and two daughters. (See R. Surtees, *The History and Antiquities of the County Palatine of Durham* (London, 1816), I, lxxxix.) Neile, who is said to have dissipated a large fortune, first acquired £150 stock from William, Earl of Craven, on April 4, 1670, and was named in the instrument of incorporation dated April 18, 1670 (see Nute, "Radisson and Groseilliers' Contribution to Geography", pp. 424-5), as well as in the charter of May 2 following. By November, 1671, his holding amounted to £200. On March 19, 1674, he assigned his whole share to Mrs. Faith Read of London, widow, and she held this amount until October 30 following, when it was transferred back to Neile (A.14/1, fos. 51d.-52 and A.43/1, fo. 2-2d.). Mrs. Read was the second woman adventurer, although no stock account in her name has been traced. The first woman to have such an account was Lady Margaret Drax (q.v.). But the day after the re-transfer took place Neile assigned the whole amount to William Wootton, and no further transactions in his name took place until May 4, 1676, when he acquired the

£200 stock back from Wootton (A.43/1, fo. 7). This amount was next transferred to the Earl of Shaftesbury on May 29, 1676 (*ibid.*, fo. 7d.), when Neile's connection with the Hudson's Bay Company ceased.

Portman, John

John Portman, the son of Christopher Portman of Tunstall and of his wife, Joane, daughter of John Munns of Mundeboys, county Kent, was a goldsmith at The Unicorn, Lombard Street, prior to 1644, and there are many references to him in the registers of the church of St. Mary Woolnoth. Although Portman was acting as treasurer to the adventurers in October, 1667, his own first payment into the venture was not made until February 10, 1668, when he acquired £20 stock. By the time the instrument of incorporation dated April 18, 1670 (see Nute, "Radisson and Groseilliers' Contribution to Geography", pp. 424-5), and the charter of May 2, 1670, were granted, in both of which he was named, he held £270 stock. He eventually increased this amount to £350, which sum he assigned to Richard Kent at the end of 1674. Portman was a Committee Member from 1670-73. He suffered losses to the extent of £76,760. 18s. 2d. when the King closed the Exchequer in 1672, and as annual interest he was allowed the sum of £4,605. 13s. 0d. Although his name was not included in the list of goldsmiths for 1677 he continued his business, and records of several large sums of money at the Exchequer which he transferred to private names in 1678 are to be found in the Assignment Books in the Public Record Office. By his first marriage Portman had one daughter. He married, secondly, Mary, daughter and heiress of Philip Wergan of Deane, county Gloucester, and by her he had at least three sons and two daughters. According to Price, *Handbook of London Bankers*, p. 131, Portman died in the Fleet, the prison for debtors, bankrupts and those charged with contempt of court. He was buried in the church of St. Mary Woolnoth, Lombard Street, on December 2, 1683. In the burial register he was described as of the parish of St. Bride's, Fleet Street. Letters of administration were granted to his son, Mathew, in March, 1684.

Pretyman, William

William Pretyman, younger son of Sir John Pretyman, Knight, of Bacton, Suffolk, and later of Driffield, Gloucestershire, was attached to the royalist cause. He carried letters between King Charles I and his Queen, Henrietta Maria, and during the Commonwealth he was a royalist agent in London. In 1655 he was a merchant adventurer to India. In 1663 he was granted the office of Remembrancer of First Fruits and Tenths in the Exchequer, no doubt in reward for his services to the royal cause. He was described as being of Bloomfield Mansion, Deptford, and of Hatton Gardens, Holborn, London. Pretyman died on March 4, 1687, and was buried at Greenwich, Kent. He first acquired Hudson's Bay stock on February 10, 1668, when he paid £20 into the venture. At the time of the charter of May 2, 1670, in which he was named, he held £300. He was also named in the previous grant dated April 18, 1670 (see Nute, "Radisson and Groseilliers' Contribution to Geography", p. 425). He transferred his total holding to Nicholas Hayward on March 6, 1677. A full account of the Pretyman family will be found in J. J. Muskett, *Suffolk Manorial Families* (Exeter, 1908), II, passim.

*Radisson, Pierre Esprit*¹

Pierre Esprit Radisson, whose family is recorded in the once Papal territory of Avignon, was born about 1636. He was the son of Pierre Radisson and Madeleine Hénault, widow of Sébastien Hayet of St. Malo. He emigrated to New France about 1651 and went to Three Rivers where his half-sister, Marguérite Hayet, later the second wife of Médard Chouart, sieur des Groseilliers, lived. Much of the information we have about Radisson is taken from his own narratives (see Scull, *Voyages of Peter Esprit Radisson*). The first narrative (pp. 25-86) tells how about a year after his arrival in Canada, Radisson went with two companions on a shooting excursion in the neighbourhood of Three Rivers. His friends were killed by Iroquois, but he was taken prisoner and carried up the Richelieu River to their village, which was situated near the

¹ Acknowledgments and thanks are again due to Dr. Grace Lee Nute for kindly reading this biography when in typescript.

Dutch settlement of Fort Orange (now Albany), and was adopted by some parents who had lost a son in the wars. An attempt to escape resulted in recapture and torture, but he was rescued by his adopted parents and sisters and was once more taken into their family. In the autumn of 1653 he accompanied the Iroquois to Fort Orange on a war excursion in which he acquitted himself to their satisfaction, and shortly after their return he managed to escape. He made his way to Fort Orange, from whence he was sent to New Amsterdam, and then on to Holland. He landed at Amsterdam in January, 1654, and then proceeded to France. It is difficult to trace his movements during the next few years, but he was in Quebec in 1655 and in Three Rivers in 1657, a year after the Jesuit Mission was started among the Onondagas. In July, 1657, he accompanied a party to the Jesuit Mission, and his narrative entitled "The Second Voyage made in the Upper Country of the Iroquoits" (Scull, pp. 86-134) deals mainly with the journey to Onondaga and with his residence at the Mission. After a winter of alarms caused by the enmity of the Indians, the Mission was abandoned on March 28, 1658, and the party returned to Montreal. By April, 1658, Radisson was once more in Three Rivers, where he seems to have remained until the late spring of 1659. Then, in company with Groseilliers, he undertook a voyage to the Great Lakes and returned to Montreal in the following year. A short account of the events leading up to this expedition and the route taken is given on pp. 233-4. Radisson's narrative of the journey (Scull, *Voyages of Peter Esprit Radisson*, pp. 134-247) is most confused, and Dr. Grace Lee Nute, in the course of her researches in preparation for a joint biography of Radisson and Groseilliers, has come to the conclusion that the party was absent only eleven months, and that historians have been mistaken in thinking that they reached Hudson Bay. Radisson was next associated with Groseilliers in his attempt to reach the Ottawa by way of Hudson Bay, and the events from the time of that abortive expedition to the first venture sent out in 1668 by the English adventurers, are dealt with in the biographies of Groseilliers and Gillam. Radisson sailed on board the *Eaglet* ketch (Captain Stannard) from Gravesend on June 3, 1668, but she was damaged in a storm when about four hundred leagues off the Irish coast and was forced to return to England. He thus spent the winter of 1668-69 in London instead of on the shores of James Bay. Meanwhile, the *Eaglet* was returned to the Royal Navy and the *Wivenhoe* was lent to the adventurers in her

stead. She sailed under the command of Captain Stannard in the summer of 1669, with Radisson on board, and returned to England at the end of the same year or early in 1670. An examination of the customs charges (see Appendix E, p. 197) suggests that she did not reach the Bay. Radisson and Groseilliers were with Governor Bayly on the expedition of 1670, and returned to England with him in 1671. They both went to the Bay in 1672 with Bayly, but Radisson came back to England in the *Prince Rupert* (Captain Gillam) in 1673 (see p. 49, and Appendix F, p. 206). The narrative of his voyage to Hudson Bay in 1682 and 1683 (Scull, *Voyages of Peter Esprit Radisson*, pp. 249-314) gives a brief outline of his movements from 1675 onwards, and tells how he became discontented with the treatment he received from the Hudson's Bay Company and deserted with Groseilliers to France in December, 1675 (see p. 236). They were attracted there by promises of remunerative employment in the fur trade which had been made to them by Louis XIV's minister, Colbert, through the medium of Father Albanel. But the French were tardy in keeping all their promises; they distrusted Radisson because his English wife, a daughter of Sir John Kirke of the Hudson's Bay Company, had remained in England. Radisson and Groseilliers were eventually sent to Canada, but the merchants there did not view an expedition by sea to Hudson Bay with any favour, probably because they thought their trade on the St. Lawrence would suffer, and the Comte de Frontenac, Governor of La Nouvelle France, did not redeem the promises which had been made to the "brothers". Groseilliers remained in Canada, but Radisson, finding himself "slighted" returned to France. He then entered the French navy, serving under Maréchal Jean d'Estrées and taking part in an expedition to West Africa and also in one to Tobago (West Indies) in 1678. He was back in France in the summer of 1679, and, acting under official instructions, went to England to try to arrange for his wife to return with him, but Kirke would not allow his daughter to cross the Channel. Radisson returned to France in October, 1679, and Colbert next arranged for him to see Sieur Aubrey de la Chesnaye, a prominent Canadian merchant, with whom Radisson agreed to "undertake to establish a treaty for the Beaver trade in the Great Bay" where he had been previously for the English. Once more he went to England, ostensibly to try to bring back his wife, but in reality to find out the plans of the Hudson's Bay Company. He hoped "to find the Gentlemen

of the Company something better inclin'd " towards him, but in this he was greatly disappointed. He then returned to Paris only to find that de la Chesnaye had gone to Canada. Radisson followed him, but more delays occurred until 1682 when a trading voyage, which outwardly bore the character of a private enterprise, but which had the backing of the Governor of Canada and indirectly that also of the King of France, sailed for Port Nelson, where their object was to stake out a claim for France before the arrival of the English, whom they could then treat as aggressors. The Hudson's Bay Company sent five ships to Hudson Bay in 1682. Three of these were bound for the " Bottom of the Bay " ; the others, the *Albemarle* and the *Prince Rupert*, were to winter in Hudson Bay proper. Zachariah Gillam (q.v.) had re-entered the Company's service in January, 1682, and had been given command of the *Prince Rupert*. A third expedition was also on its way to Port Nelson. This was commanded by Zachariah's son, Benjamin, and operated under a licence from the Governor of Massachusetts. The *Bachelor's Delight* left Boston on June 21, 1682, and claimed to be the first to arrive in Hudson Bay, reaching Nelson River in the following August. Young Gillam sailed up the estuary to an island which still bears his name, and built fortifications. Shortly afterwards, the party under Radisson, Groseilliers, and the latter's son, Jean Baptiste Chouart, arrived in the *St. Pierre* and the *Ste. Anne*, and entered Hayes River. The English party under their governor, John Bridgar, arrived on September 7, 1682, and settled on the north bank of the Nelson, below Benjamin Gillam's party. The *Albemarle* was to winter at Port Nelson and proceed to Charlton Island in the spring, and the *Prince Rupert* was to assist in building the fort at Port Nelson and winter at Charlton Island. From Radisson's highly-coloured account of the events of that winter and from other sources we find that his main concern during the winter of 1682-83 was to keep the English and Boston parties from uniting against the French, who were not strong enough to deal with double opposition. He had known young Gillam in earlier days and was able to lull his suspicions and trick him into believing that the French force had arrived first and was superior in numbers. Gillam visited the French post, but after a friendly stay of a fortnight, found himself held prisoner, and in February, 1683, his fort was reduced and his men captured. Radisson's dealings with Bridgar were equally successful. Each asserted his right in and claim to the territory in the

name of his sovereign, and both parties settled down for the winter on apparently friendly terms. Radisson's force was inferior in strength to the English one, but he deceived Bridgar as he had deceived young Gillam. The English were the first to suffer loss when the *Prince Rupert* was "Driven from her Anchor to Sea" on October 21, 1682, and was never heard of again. Captain Zachariah Gillam and some members of his crew lost their lives in this disaster. At the flood of the river the two French ships were severely damaged in a storm, and it was necessary to build a new one, using the bottom part of the *Ste. Anne* and the wreckage of the *St. Pierre* for the upper part. After the *Albemarle* had sailed for Charlton Island Radisson captured the English fort and, leaving Jean Baptiste Chouart and seven men in charge of the French post, sailed for Quebec, carrying Bridgar and young Gillam as prisoners in the *Bachelor's Delight*. The reconstructed *Ste. Anne* took the Englishmen to the "Bottom of the Bay". Gillam petitioned de la Barre, the Governor of La Nouvelle France, and succeeded in getting his ship and goods restored, but only on condition that he sailed for Boston immediately and did not take any furs. On his arrival in Boston Gillam was arrested as an interloper under an Order-in-Council which had been issued on August 12, 1683, to the Governor and Council of Massachusetts as a result of a petition from the Hudson's Bay Company to the King. Bridgar was also sent to Boston with Gillam. Meanwhile, Radisson became involved in difficulties with the Intendant of Quebec, M. de Meulles, who insisted that duty on the furs from Hudson Bay should be paid to the monopoly company. But de la Barre sent Radisson to France to lay his case before Colbert, and he arrived there in December, 1683, being followed shortly afterwards by Groseilliers. On learning of Radisson's arrival, the Hudson's Bay Company at first endeavoured to get him punished for his aggressions in the Bay. Their connections with the Court of Charles II enabled them to obtain diplomatic aid, but the French claimed that the English were the real aggressors, as the country was part of Canada. At last Radisson made his peace with the Committee, mainly through the medium of William Yonge, and at a Committee Meeting held on May 12, 1684, it was recorded (A.1/2, fo. 143d.) that Radisson had lately arrived from France and had tendered his services to the Company. He had been "Caryed . . . to Windsor and presented . . . to our Governor His Royall Highness [the Duke of York] who the Said Mr. Radissons protestation of

fidellity to the Company for the future was pleased to advise he Should be received againe into faviour the Service of the Company as thereby they had made an agreement with him to receive him accordingly under the wages of £50 p. annum and the Benefitt of haveing two Hundred pounds in the Capatall Stock of the Compa. dureing his Life and good behaviour in the Service and that he Should have £25 to Sett him out for the present expedition for Pt. Nelson." The only dissentient to these arrangements was Gerrard Weymans. In the same month Radisson sailed to Port Nelson, where he found his nephew, Jean Baptiste Chouart, who accepted his uncle's terms of surrender and agreed to return home by way of England. Many of the surrendered goods had been plundered from Bridgar's party in 1683. An account of the voyage of 1684 is in Scull, *Voyages of Peter Esprit Radisson*, pp. 315-61. Radisson and his nephew sailed for England in September, 1684, and upon arrival the latter agreed to enter the Company's service. Radisson was made "Superintendent and Chiefe Director of the Trade at Port Nelson" in 1685, and part of his duties was to travel inland and bring the Indians down to trade, but this task he deputed to his nephew. In 1687 he was sent to England by Governor George Geyer of York Fort, against whom he brought serious charges, but these could not be substantiated. Radisson's services were withdrawn from York Fort, and until some place in the King's service could be found for him his annual allowance was raised from £50 to £100. In 1690 his stock was trebled along with that of the other adventurers, but by the end of the year circumstances changed and the Company became straitened financially. Radisson's annual allowance was reduced to £50, and he suffered further in that the Company was unable to pay any dividends during the remainder of his lifetime and in fact for seven years afterwards. (Cf. Scott, *Joint-Stock Companies to 1720*, II, 232 et seq., and MacKay, *The Honourable Company*, pp. 339 and 349.) He instituted a suit in Chancery against the Company on May 22, 1694, and the case was not settled until January 28, 1697, when his salary, gratuity and stock were ordered to be restored and all back instalments paid. The Bill of Complaint and the Company's reply, which are in the Public Record Office, London (C.33/286, fos. 335-6), have been edited by Dr. Grace Lee Nute in *The Beaver*, December, 1935, pp. 41-9. The back payments and the future instalments were duly paid until his death in 1710. Radisson first married, about 1672, a daughter of Sir John

Kirke by whom he had one child. The date of her death is unknown. He next married Margaret Charlotte Godet, daughter of Gédéon Godet, at the church of St. Martin's in the Fields, London, on March 3, 1685. There were several children of this marriage. He apparently married a third time, as his wife was named in his will as Elizabeth. She was still living in 1729 when the Company paid her a sum of money as charity. Radisson became a subject of England in 1688. The date on which he finished writing his first four narratives has been open to dispute, and the question is discussed in *Minnesota History*, XVI, Fulmer Mood, "The London Background of the Radisson Problem", pp. 391-413. The manuscripts in English of the narratives of Radisson's travels from 1652-64, edited by G. D. Scull, were for some time the property of Samuel Pepys, who, as Secretary of the Admiralty, probably obtained them from Sir George Carteret, Treasurer of the Navy. They remained amongst Pepys's papers until 1703 when the collection was dispersed and fell into the hands of various tradesmen. Amongst the manuscripts rescued by the celebrated collector, Richard Rawlinson, were Radisson's narratives, and they are now in the Rawlinson Collection in the Bodleian Library, Oxford. The manuscript containing the narratives of 1682 and 1683, edited by G. D. Scull, was bought by the British Museum from one Rodd, in July, 1839. The narrative of 1684, also edited by G. D. Scull, is in French and was bought by Sir Hans Sloane from the Collection of "Nicolai Joseph Foucault". The narratives of 1682-83 and 1684 were also published in French with an English translation in the *Report on the Canadian Archives* (pp. 1-83) for the year 1895, the copies in this instance being taken by Mr. R. Miller Christy from the volumes E.1/1-2 in the Hudson's Bay Company's archives. These two journals were referred to in the following resolution passed at a meeting of the Committee held on September 16, 1685 (A.1/8): "Ordered the Secretary Deliver Sr. Ed. Dering [a member of the Committee] the two Journalls of Mr. Radissons two last Expeditions to Port Nelson & he is ordered to desire Sr. James Hayes [Deputy Governor] to deliver up to the Committee, the Originalls of those Journalls which are in French, that they may remaine in the Secretaries Office". The journals were actually delivered six days later. See Morton, *History of the Canadian West*, passim, and *Minnesota History*, XVI, G. L. Nute, "Radisson and Groseilliers' Contribution to Geography", pp. 414-26.

Robinson, Sir John

Sir John Robinson, one of the original adventurers, was born in 1625. He was the third son of William Robinson (Archdeacon of Nottingham and half-brother of William Laud, Archbishop of Canterbury), and of Sarah, daughter of William Bainbrigg of Lockington, Leicestershire. Robinson was one of the commissioners sent to Breda to desire King Charles II to return to England, and on May 26, 1660, he was knighted. He was created a baronet on June 22, 1660, and in the same month was granted the office of Lieutenant of the Tower of London. He held this appointment until about 1678. In addition, he was also granted an augmentation to his arms in October, 1663, for his zealous services in promoting the Restoration. He was a leading figure in the City of London, being Court Assistant of the Levant Company (1651-53 and 1655-56); an Alderman of Dowgate Ward (1655-58) and Sheriff (1657-58); Master of the Clothworkers' Company (1656); an Alderman of Cripplegate Ward (1658-63); Lord Mayor of London (1662-63) and Alderman of Tower Ward (1663-80). Robinson was a Member of Parliament for London in 1660, but he lost his seat at the general election of 1661. He gained the seat of Rye, however, when it fell vacant in November, 1661, and held it until 1679. He was again returned in the Court interest at the election of 1679. Pepys frequently referred to Robinson in his *Diary*, but he had no good opinion of him, calling him amongst other names a "talking, bragging Buffehead" (*Diary*, March 17, 1663). But a manuscript account of the Aldermen of the City of London in 1672 says of him that "he hath been most industrious in the civill government of the cittie, watchful to prevent anything that might reflect any prejudice or dishonour upon the King's government, happy in dispatch of businesse, to the great contentment of the people" (Beaven, *Aldermen of the City of London*, II, 185). Other offices held by Robinson were: Colonel of the Green Regiment (1659-80); President of the Honourable Artillery Company (1661-80), Vice-President (1660-61); and Committee Member of the East India Company (1666-67, 1668-74, 1675-77). Robinson's interest in the Hudson's Bay Company dated from the beginning of the enterprise. In or before 1668, his account in A.14/1, fos. 49d.-50 was credited with £170. 18s. 4d., this either being the amount of his "proportion of Goods in the remaines of a former Cargo", viz. the cargo carried by the *Eaglet*

in 1668 when she was obliged to turn back on account of damage sustained in a storm, or of his share in an earlier attempt. He made cash payments of £100 and £129. 1s. 8d. on April 8, 1668, and August 26, 1669, so that by the time of the charter of May 2, 1670, he held £400 stock. He was also one of the grantees named in the earlier instruments dated June 23, 1669, October 21, 1669, and April 18, 1670 (cf. Nute, "Radisson and Groseilliers' Contribution to Geography", pp. 424-6). Robinson assigned his entire holding to Sir James Hayes on September 14, 1675. He served on the H.B.C. Committee from 1670-72 and 1673-75, and was Deputy Governor, 1670-73. In December, 1654, he married Anne, daughter of Alderman Sir George Whitmore of Barnes, Surrey, and Pepys described her as a "very high-carriaged but comely big woman" (*Diary*, February 28, 1664). There were three sons of this marriage, the eldest of whom died unmarried in February, 1679. Sir John died in February, 1680, and was succeeded by his second son, John; the third son, James, succeeded his brother as third baronet in 1693. Sir John's will, dated December 22, 1679, was proved in the Prerogative Court of Canterbury on February 24, 1680. His widow married William Shenton on September 25, 1680, and died in January, 1699.

Shepard, Thomas

Thomas Shepard was chief mate on board the *Nonsuch* on the first voyage to Hudson Bay, and in the instructions issued to Captains Stannard and Gillam (see Nute, "Radisson and Groseilliers' Contribution to Geography", p. 420) he was named with Thomas Gorst to assist in the management of the party remaining in Hudson Bay during the winter of 1668-69 if any accident should happen to either Gillam or Radisson. Shepard's account in A.14/1, fos. 91d.-92 was closed in 1670 with a payment of £2, representing the remainder of cash "due to him for Service on board the *Nonsuch* Ketch in ye first voyage to Hudsons bay". At that time he had, presumably, already left the Company's employment. This account was re-opened on December 23, 1673,—one day after it was resolved at a General Court of the Company to approach King Charles II for a patent to Buss Island, and after a Committee Meeting had resolved that Shepard should estimate

the requirements for an expedition to be sent there (see p. 69). Where Shepard spent the interval between his two periods of service with the Company is not known, but, according to a map of Buss Island given to Samuel Pepys by Captain Guy, and now in the Rawlinson Collection (A.191/212) in the Bodleian Library, Oxford, he is supposed to have rediscovered that island on August 22, 1671, when master of the *Golden Lyon* of Dunkirk, and in the employ of "Lords" of that town. It is possible, therefore, that it was Shepard who first interested the Company in Buss Island, but his veracity and reasons for doing so are open to question when it is realised that the island probably had no real existence. (See *The Beaver*, Dec. 1942, A. M. Johnson, "The Mythical Land of Buss".) Shepard was sent to Hudson Bay in 1674 in command of the *Shaftesbury* pink, but owing to his late arrival in the Bay he was unable to return to England until the autumn of 1675. Consequently his services were not available for an expedition to Buss Island in 1675. As part of the preparations for such a voyage the Company had obtained a charter on May 13 of that year, but for reasons not known the project was abandoned early in 1676. Both Shepard and the captain who had been engaged in his absence to lead the venture left the Company's service in 1676. At a Committee Meeting held on February 23, 1681 (A.1/2, fo. 39), it was recorded that "Capt. Sheppard. presenting himself as willing to serve the Company haveing formerly been in their service It is agreed with him he shall serve in some quality that the Company shall thinke fitt under the Wages of £50 p. Ann. to commence the 10th of Aprill next and in the meane time he is to be allowed 5*s*. a Week for his Subsistance and £5 is to be Lent him upon the credit of his wages for putting him into cloaths and other necessaries and to this Agreement. he here sets his hand Thomas Shepard". But on May 2 following the Committee recorded "Capt. Sheppard haveing behaved himself Ill since he was entertained into the Service of the Company is now dismissed the Employment and he is to be set downe debtor to the Company for what he hath received since he was first agreed with." (Ibid., fo. 43d.)

Vyner, Sir Robert

Sir Robert Vyner or Viner, banker and goldsmith, was one of the original adventurers of the Hudson's Bay Company. He first acquired

£20 stock in October, 1667, and, in addition to being one of the grantees in the instruments dated June 23, 1669, October 21, 1669, and April 18, 1670 (cf. Nute, "Raddison and Groseilliers' Contribution to Geography", pp. 423-6), he was named in the charter of May 2, 1670, at which time he held £300 stock. He was a Member of the Committee from 1670-73. His connection with the Company ceased temporarily on June 10, 1675, when he assigned the whole of his share to Paul Ferine, Esq., and the record of the transaction in A.43/1, fo. 5d. bears his signature as "Robt. Vyner". In March, 1678, he acquired £300 stock from his niece's husband, Francis Millington, and at the General Court held in November, 1680, Vyner was elected a Committee Member. Ill-health later prevented him from attending the meetings, and he assigned his stock to Edward Adams on October 20, 1681. Vyner was the third son of William Vyner of Eathorpe, Warwickshire, by his second wife, Susanna, second daughter of Francis Fulwood of Middleton Hall, Derbyshire. He was born at Warwick in 1631, and at an early age was apprenticed in London to his uncle, Sir Thomas Vyner, the goldsmith, whose partner he later became. On the termination of his apprenticeship he became a member of the Goldsmiths' Company, of which he held the office of Prime Warden in 1666-67. He resided in Lombard Street, next to the church of St. Mary Woolnoth, on the east side, and his business transactions were on such a large scale that he became known as the "Prince of Goldsmiths". At the restoration of King Charles II he made the regalia and lent jewels and plate for the coronation, for which the Treasury paid him £31,978. 9s. 11d., and on August 8, 1661, he was officially appointed the King's goldsmith (*Cal. S.P. Dom., Charles II, 1661-62, p. 60*). He was knighted on June 24, 1665, and created a baronet in the following year. Vyner was elected an Alderman of Broad Ward in August, 1666, and served as Sheriff of London in 1666-67. On October 19, 1669, he removed to Langbourn Ward, and in 1674-75 he was Lord Mayor of London. His mayoralty feast was attended by King Charles II. By the King's action in closing the Exchequer on January 2, 1672, Vyner lost over £400,000, in consideration of which he was awarded about £25,000 per annum out of the Excise, and his creditors were commanded not to sue him. After such heavy losses he very probably had to leave Lombard Street, but in 1680 he was in Coleman Street. Owing to his allegiance to the Court he was one of the Aldermen reappointed by Royal Commission

on October 13, 1683, when, judgment having been given against the City in the proceedings on the *Writ Quo Warranto*, its charter was forfeited. He took the oath on December 5, 1683, and although he did not resign his seat until April, 1686, he never again attended a meeting of the Court of Aldermen. He was President of Christ's Hospital 1683-86, and Colonel of the Red Regiment 1667-88. On June 14, 1665, he married Mary, daughter of John Whitchurch, Esq., of Walton, Bucks, and widow of Sir Thomas Hyde of Albury, Herts., who died on May 11, 1665, and whose will was proved on July 5, 1665, by which time his widow was already Vyner's wife. She died on March 9, 1674, and was buried in the church of St. Mary Woolnoth. Vyner purchased Swakely House in the parish of Ickenham, Middlesex, from Lady Harrington in 1665, and on September 7 of that year Samuel Pepys had occasion to visit him there. Pepys recorded a description of the house in his *Diary*, adding, Vyner "lives, no man in England in greater plenty, and commands both King and Council with his credit he gives them". Vyner offered this house for sale in the *London Gazette* January 12-15, 1685, "for the satisfaction of his Creditors". He died at Windsor Castle on September 2, 1688, and was buried in the church of St. Mary Woolnoth. His only child, Charles, died in June, 1688, aged twenty-two years, and the baronetcy became extinct. The efforts of his nephew and executor, Thomas Vyner, to settle with his creditors were unsuccessful and the business was not finally settled until 1698-99, when "An Act of Parliament for the relief of the Creditors of Sir Robert Vyner, Knight and Baronet, deceased" was passed. The terms of the settlement or of the Act are unknown, as no print or copy of this Act has been traced. The Goldsmiths' Company have a portrait in oils of Vyner, and a rare print by Faithorne representing him in half-length, with long hair, skull-cap, deep collar and cloak, was republished by Harding in 1796.