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Autore	Williams Gomer
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Nota di contenuto	Front Matter -- Contents -- List Of Illustrations -- Introduction, 2004 -- Preface -- History Of The Liverpool Privateers And Letters Of Marque, &c. -- A Peep Behind The Scenes--The Ancient Mariner And The Ancient Merchant -- The Story Of Captain Fortunatus Wright And Selim The Armenian Captive -- Privateers Of The Seven Years' War -- Privateers Of The American War Of Independence -- Liverpool Privateers And Letter Of Marque Ships During The Wars Of The French Revolution -- Liverpool Privateers During The Second War With America -- The Liverpool Slave Trade -- How It Originated And Thrived -- Captain John Newton -- The Massacre At Old Calabar -- The Abolition Movement -- Horrors Of The Middle Passage -- Emoluments Of The Traffic--A Millionaire'S Ventures -- The Corporation And The Slave Trade -- Captain Hugh Crow -- List of Vessels trading to and from Liverpool, captured by the Spaniards and French, in the War of 1739- 1748 -- The Enterprise Privateer, Cost of Outfit, List of Owners, Officers, &c. September 1779 -- List of Vessels trading to and from Liverpool, captured by the Enemy during the Seven Years' War, 1756- 1763 -- List of the principal Liverpool Privateers and Letters of Marque in the War with America, France, Spain, and Holland (1775-83) -- The

Swallow, Letter of Marque Against the French, Dated 12th July 1796 -- Appendix To Slave Trade Section -- List of the Company of Merchants trading to Africa, belonging to Liverpool, in the year 1752 -- A List Of The Guineamen Belonging To Liverpool In The Year 1752, with their Owners' and Commanders' names and the number of slaves carried by each -- The number of ships which cleared out from the port of Liverpool to the coast of Africa, from the earliest date to the time of the trade being abolished in May, 1807 -- List of Houses that annually imported upwards of 1000 Slaves, the Number of Ships employed, and Slaves by them imported, from 1783 to 1793, showing the proportion they held to all the slave-vessels that annually sailed from the port of Liverpool during- that period -- List of the Company of Merchants trading to Africa, belonging to Liverpool, in the year 1807 -- Comparative Statement of Ships cleared out from the Ports of London, Liverpool, and Bristol, to the Coast of Africa, for ten years, from 1795 to 1804 inclusive -- Paid for a Negro man at Bonny, in 1801 -- List Of Guineamen Belonging To The Port Of Liverpool Which Sailed For Africa, from the 5th of January, 1798, to the 5th of January, 1799 -- Summary of the aggregate number of Liverpool ships employed in the Guinea trade, together with the number and value of the slaves imported to the West Indies from 1783 to 1793 -- Extract from "A Log of the proceedings on board the Brigg Mampookata, on a voyage to Ambrize, on the coast of Angola," in the year 1787 -- Character Of The Seamen In The Slave Trade -- Food Of The Slaves -- Index To Names Of Persons Mentioned In This Work -- Index To Subjects

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Sommario/riassunto

"Readers should not forget what is as hard to appreciate today in the case of slave trading as it was over a hundred years ago when Gomer Williams wrote his book - that both were legitimate endeavours in the eyes of domestic and emerging international law, and, more important, neither was viewed as in any way immoral: before the late eighteenth century, slave trading and privateering were seen as indistinguishable from trading in Baltic timber or Canadian furs." David Eltis, from the new introduction, 2004.

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