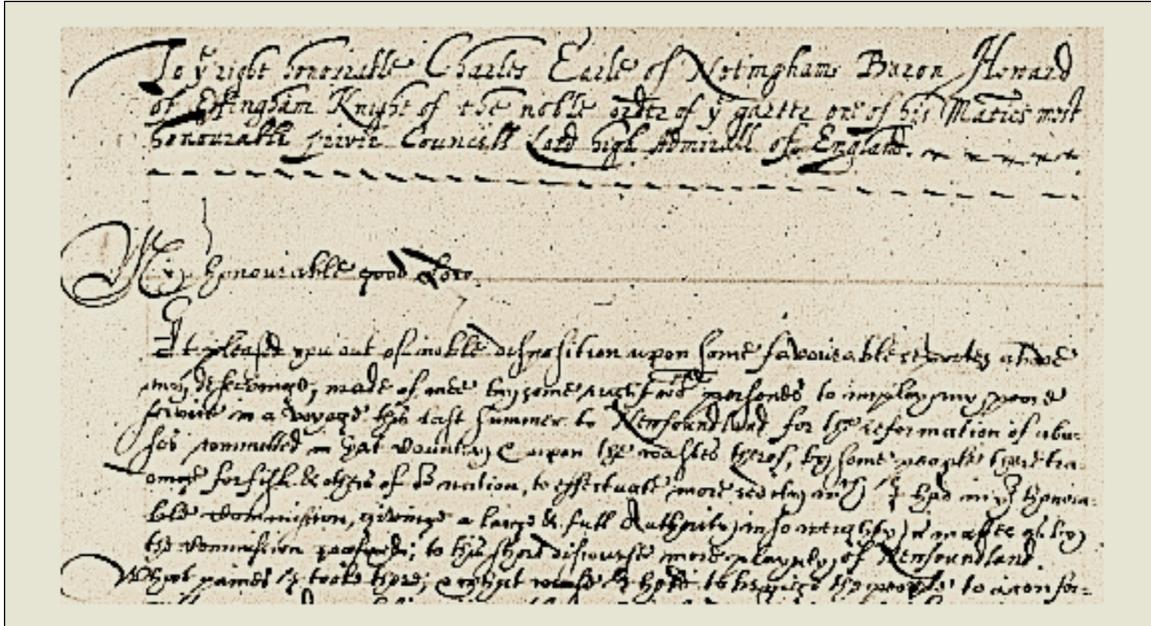


**Researches of Interest arising from a letter
thought to be written by Richard Whitbourne;
and ancillary extracts on Whitbourne and other subjects**

by

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The salutation and first nine lines of the letter probably a copy of a letter by Richard Whitbourne, written in *secretary hand* the most common form of handwriting at the time. The letter was discovered among papers of Sir John Salusbury, a Welsh notable with financial and family connections to the Vaughans.

INTRODUCTION

Richard Whitbourne's Newfoundland Discourse, 1620, was based on his nearly 40 years in Newfoundland and his 1615 inquiry. Many historians use the Discourse as a basis of their Newfoundland history of the early 17th century, none more so than D.W. Prowse, of whom more later.

Whitbourne's report is missing. He said he submitted one. He summarized the results in his Discourse as a list of "abuses" perpetuated on the Island by English migratory fishing enterprises. A common abuse (complaint), also noted by Guy and others before 1615, was *ballast dumping*. Filling up anchorages and berths was not tolerated so putting ballast ashore was obligatory. Nowadays, ballast dumping creates a serious ecological problem as Old World lifeforms are introduced to New World ecosystems.

Any boatman of Newfoundland's Southern Shore can point over the local wharf at *ballast* stone. There are archaeological references on aboriginal Americans using English flint ballast for

stone tools and weapons. In a private gravel pit huge nylon sacks of sandy material offloaded from a European ship 20 years ago have alien plants spreading around them. In Atlantic Canada the green crab, in the St. Lawrence River and headwaters the zebra clam, all across North America the purple loosestrife; alien invaders carried in ballast from over there dumped over here.

The seminal works of an ecological understanding of ballast dumping are *The Faunal Connections between Europe and North America* by Carl H. Lindroth (1957), and recent articles by Bain, King and Prevost. From Lindroth:

p. 14 As regards Newfoundland, this island has a key position in the understanding of the human transatlantic transport of animals and plants.

p. 147 It can be stated, without any exaggeration, that Newfoundland more than any other part of North America has received an introduced element of animals and plants from Europe. It is an important task to explain why.

p 154 ff. **The Newfoundland trade - Historical review**

The trade between Newfoundland and Europe is so intimately connected with and so deeply stained by the peculiar political relations to the mother country, Great Britain, during more than four centuries, that a brief summary of early Newfoundland history seems appropriate.

...

No wonder that the colonization of Newfoundland went on very slowly. Only occasionally a few crews may have been left behind over winter for preparatory work in the ports. The first known serious attempt to establish a settlement was made by John Guy from Bristol, who in 1610, with his "Company", chose Cupids on the Conception Bay of Avalon as a permanent residence. This small colony lasted only a few years. A more successful settlement was established at Ferryland on the east coast of Avalon in 1621; this was inhabited, with interruptions, for more than 50 years.

However, any attempt to colonize the island was met with heavy opposition from the fishermen and their customers (merchants and ship owners) in the ports of southwestern England. "From the very beginning of the sixteenth century they had conducted a profitable business in organizing the annual fishing expeditions to Newfoundland. They were opposed to any permanent settlement with its consequent laws and regulations which would interfere with their authority. It suited them better to send their fleets westward each spring to take possession of the stages, flakes, and cook-rooms which they had left at the end of the preceding season, to catch and cure fish there during the summer, then to abandon the place in the autumn. If there were any settlers, they would occupy the harbours and coves which the merchants had been accustomed to use and so interfere with their business. Accordingly they tried hard to prevent any settlement, or at least to keep it as low as possible" (Cochrane, 1938, p. 56). In 1633, on an influential petition from the southwestern ports, the Privy Council issued an order, called the "Western Charter", on which all subsequent regulations concerning Newfoundland were based for more than a century and a half. Among the rules laid down here was one giving the jurisdiction of every port to the "Fishing Admiral", that is the captain of the ship arriving first in the spring. Another, especially directed against settlement: "All owners of ships trading to Newfoundland forbidden to carry any persons not of ships Company or such as are to plant or do intend to settle there." A complementary rule, issued in 1637, deprived settlers the right to live less than six miles from the shore (!)

These and other obstacles contributed to keep the number of resident settlers very low for a long time. The approximate figures of Prowse (1895, p. 698 a.f.) give a total permanent population of Newfoundland during the last quarter of the 17th century not exceeding 3000 men. In summer they

were greatly outnumbered by the crews of fishing-vessels; already in 1644 the English alone exceeded 10,000 (Prowse, i.e., p. 190). French settlements seem not to have existed before 1662, at Placentia (west side of Avalon), and about 1670, on St. Pierre, Not until the later half of the 18th century did the total permanent population of Newfoundland exceed the seasonal fishermen in number.

The extraordinary conditions prevailing in Newfoundland during a period of almost three centuries were bound to stamp the trade with the mother country. The large fishing-fleets leaving the ports of southwestern England every spring were destined for a poor, almost uninhabited country, a bad market for goods of any kind. The crews' own supplies gave no full cargo. The ships sailed in ballast. At the end of the fishing season they returned fully loaded, as a rule not directly home but to the foremost consumers, the catholic countries in southern Europe, and thence back to England in the late fall, often likewise in ballast. This triangular traffic was carried on to an almost unchanged extent as long as sailing vessels ruled the sea, that is to the middle of the 19th century. The first steam-line calling at Newfoundland, connecting it with Halifax, was opened in 1842 (Harris, 1930, p. 431). Already at that time several introduced European insects had become established on the island (below, p. 215).

The history of the French islands St. Pierre and Miquelon has much in common with that of Newfoundland proper. Though already colonized about 1670 by the French, they later stood under British supremacy during the main part of two long periods: 1713-63, 1778-1815. I was told by Mr. Mathews, of Poole, that this Dorset port upheld an intermittent direct trade with St. Pierre, probably about 1800. From the report of the astronomer Cassini, in 1768 (Prowse, 1895, p. 570), we learn that at that time the French fishing-fleets arriving at St. Pierre every spring belonged to many different ports, from Honfleur on the Seine to Bayonne on the Bay of Biscay. However, European animals hitherto observed on St. Pierre-Miquelon are not necessarily introduced from France; the Ground-beetle *Nehria hrevicollis* F., the Lamellicorn beetle *Aegialia rufa* F., and the Weevil *Trachodes hispidus* L., unknown elsewhere in North America, may as well have arrived from the British Isles. Not even the period of prohibition in U.S.A., when St. Pierre served as a too well-known staple of French spirits, certainly packeted in nice straw cases, seems to have had particular importance for the introduction of European animals. This is a confirmation of the view stressed in this chapter, that transport of ballast is superior to any kind of cargo as an instrument for synanthropic dispersal.

The ballast-traffic

There are many records from Newfoundland as well as from England indicating the regular use of ballast on board the sailing-vessels of the North Atlantic trade. When, in 1611, John Guy, the founder of Newfoundland's first permanent settlement, published "Certaines orders for the ffishermen", he gave them the form of 8 rules and the first of these ran (cited from Prowse, 1895, p. 99): "Ballast or anything hurtful to Harbours not to be throwne out but be carried ashore—Penalty £5 for every offence".

This instruction was repeated as point 2 of the "Western Charter" of 1633: "No ballast to be thrown out to prejudice of harbor", and as number i of the "Lawes, Rules, and Ordinances whereby the Affaires and fishery of Newfoundland are to be governed untill the Parlam. shall take further order," of 1653: "That noe Ballast, Prest stones nor anything else hurtful to the Harbours bee throwne out to the prejudice of said Harbours, but that it be carryed ashore and layd where it may not doe annoyance." Even in 1712 the appointed Governor of Newfoundland, Sir Nicholas Trevanion, included, as No. 13, a point of similar content into his "Fishery Scheme". Among records given for 1618 by Sir Richard Whitbourne, acting as Commissioner of Vice-Admiralty, in order to illustrate various disorders committed in the Newfoundland ports, was: "Harbours frequented by English near 40 in number, almost spoiled by casting out their balast and presse stones into them".

The quotations above show sufficiently *that ballast was brought to Newfoundland in great quantities*, at least in the 17th and 18th centuries, and that as a rule *it was delivered on the shore*. It is easily understood that this procedure involved the best imaginable chances for fruits and seeds of plants, as

well as for all kinds of animals associated with the soil, to be carried across the Atlantic. This has already been clearly realized by W. J. Brown (1940, 1950).

Those harbours of Newfoundland in the first line affected by the conditions just described were of course the oldest ones, which in a remarkable way were concentrated to the eastern coast (map, fig. 15). Apparently St. John's, the present capital of the country, predestined by its sheltered position, was the most frequented port even in the 16th century (vide for instance Prowse, 1895, pp. 70,72, 113; Rogers, 1911, pp. 19, 23, 25, 26) though probably it was not the first place to be permanently settled. Fishing-trade and settlement were almost exclusively concentrated to the Avalon Peninsula, including the first French colony, Placentia, on its western shore. This lead of the Avalon has been kept ever since and at present it houses about 45 per cent of the population. In accordance herewith the fauna and flora of this part of the island contains a larger European element than any other district in North America. As already mentioned above (p. 147), this is evident in the case of Carabid beetles (map, fig. 11), of which 19 introduced species occur on the east coast of Avalon; four of them are confined to this part of the island In the Iso-Myriapods, 20 introduced species (54 per cent of this element in Newfoundland) are restricted to the Avalon Peninsula.

p. 322

Species introduced from Europe into North America are about ten times as numerous as those transported in the opposite direction. This is explained by the peculiar character of ballast traffic in olden times, sailing vessels going almost exclusively in ballast on their way west, to Newfoundland and the Maritime Provinces of Canada on the one hand, to the Pacific Northwest on the other. The main area of departure for these animals, mostly belonging to the soil fauna, was southwestern England.

On Whitbourne himself

He was and is well-remembered and well-respected in Newfoundland. By his account he'd spent more than 30 years plying Newfoundland waters and ports when he conducted his inquiry. He was remarkably well organized and energetic; he pleaded to be allowed to do the inquiry using his own resources, sailed to Newfoundland, conducted 170 interviews on the English Shore, bought up a boat load of fish and traded it to Portugal, all before Christmas, 1615.

Where other biographies of early modern Atlantic seamen are full of harrowing escapes and courageous deaths, Whitbourne sailed the North Atlantic routes regularly and routinely. He was beset by pirates a couple of times but never shipwrecked or lost. He sought seafaring work, commissions and commands, until his death. By his end, the young man who witnessed Gilbert lay claim to Newfoundland in 1583, who governed Vaughan's plantation and written the *book of Newfoundland*, was somewhat washed up, certainly ignored by the Stuart court.

An interesting note from Prowse has Whitbourne, like Sir William Vaughan, buried in an unmarked grave, possibly a common practice at the time. Whitbourne's birth and death are not firmly established. Some accounts have 1579 to 1628 (which seems unlikely given his own biographical experiences), others 1561 to 1638 (more likely).

Prowse (1896) gave Whitbourne legendary status and outright adulation.

Two of the most interesting figures in our early history are Gilbert and Whitbourne; both were on the Island together in 1583. Sir Humphrey came as the queen's representative, and Whitbourne, as a common

sailor, took part in the function, and watched the ceremonious taking possession of the Colony, in whose affairs he afterwards played such a leading part. One was a gallant gentleman, soldier, courtier, descended of an ancient family; with all respect for the courtly knight, Richard Whitbourne, West Country sailor, our historian, and Newfoundland's steadfast friend, is more to us and dearer to our hearts as colonists than even the brave and most unfortunate Sir Humphrey. Poor Richard, afterwards Sir Richard, had no friends at Court; he rose from the ranks, a sturdy lad made into a smart sailor by the hard usage and rope's-ending, the training by which every Devon mariner rises from the forecabin to the cabin. His first experience in the country was as a hand before the mast, or perhaps as mate in a worthy ship of the "burthen of 300 tons, set forth by one Master Cotton, of Southampton."

Prowse outlines Whitbourne's service and visits to Newfoundland over the years, taken from Whitbourne's own summary, and, in a footnote, suggests Whitbourne's motivation for obtaining the Commission in 1615:

William Colston, his [Guy's] deputy governor, seems to have remained only one year, 1613 to 1614. About this time there appears to have been a good deal of disorder in the country. Guy, though nominally governor, had no force to execute laws, and it was doubtless from Colston's report on the condition of the Colony that, in 1614, Whitbourne went home to obtain some definite authority to repress disorders. The records of this period are full of information about pirates.

Prowse makes Whitbourne a highly motivated, yet ill-served, advocate for Newfoundland:

The year 1615 marks the first primitive attempt to create a formal court of justice in Newfoundland; our old friend Sir Richard Whitbourne was sent out to hold courts of Vice-Admiralty in the Colony; it was all carried out at the poor old captain's own expense; he had not so much as a barn-bailiff to serve process, or a room to hold court in, or any power whatever to enforce his decrees. Was there ever such an absurd plan of governing a country, maintaining order, and administering justice, as this cheap device of King James I?

After quoting the Discourse extensively, Prowse wrote:

Whitbourne's book, with its quaint conceits, took the fancy of King James, himself a "Royall and noble Author"; he gave him the sole right of printing and selling it for twenty-one years, and orders were sent to the archbishops for its distribution in every parish in the kingdom. Our author seems to have made some profit out of his work, as there were no less than seven editions of the book published between 1621 and 1623.

The last we hear of old Sir Richard is a petition to the Stuarts for a small post under the Crown as inspector of provisions for the merchant ships; he asks "To be allowed to superintend the orderly salting and preserving of victuals or the well baking of biskett bread, the tymelie and well brewing of beare, and also the filling of sweet casks for the same. In which kind of employment he has had long experience."

He also prays to be appointed superintendent of one of the western ports, or to get command of a ship; he proposes a method, at no charge to His Majesty or to His Majesty's subjects, for keeping two men of war and pinnaces for the protection of the Newfoundland fishery.

Whitbourne's relations belonged to Widdecome, in Devon, where many yeomen of his kith and kin lie buried. There is no monument to mark the last resting place of the poor old battered and decayed Elizabethan hero, our constant ally and friend, Sir Richard Whitbourne.

Prowse continues to romanticize Whitbourne after summarizing his judicial findings:

Having carefully inquired into the disorders committed on the coast, the masters of one hundred and seventy English ships "delivered to the Court, under their hands and seals, their presentments", which in turn Whitbourne transferred to the High Court of Admiralty. These presentments are summarised under twelve heads; the most important were:

- 'Non-observance of the Sabbath Day.
- 'Injury to the Harbours by casting into them large stones.
- 'Destroying fishing stages and huts.
- 'Monopoly of convenient space.
- 'Entering the service of other countries.
- 'Burning woods.
- 'And lastly, Idleness parent of all evils."

The masters who put their presentments on record declared that these disorders should cease. Thus ended this legal farce. It is to be hoped old Whitbourne got through his cases in what an old bailiff used to call a "summinavy" manner, so as to enable him and his crew to get a load of fish when he threw off the burthen of his judicial dignity. Whitbourne is the Captain John Smith of our colonial history; like his great prototype the most picturesque figure in the annals of Virginia he was a devout High Churchman, an utter despiser of Brownists, Puritans, and all other new-fangled religions, a sound highhearted Englishman, devoted to his country and her ancient Colony; like Smith he was everything by turns sailor, traveller, author, judge, and colonial governor; in his last years we can fancy the fine old mariner sitting in his pleasant cottage at Exmouth, within sound of the sea he loved so well, writing with his crabbed old hand

In a final footnote on Whitbourne, Prowse wrote:

1626, November 10, in a Petition to the Duke of Buckingham, in the reign of Charles I. (contained in the Calendar of State Papers), Whitbourne states: "A traveller and adventurer into foreign countries at 15 years of age, he was captain of a good ship of his own in 1588, and rendered good service ; has often been greatly wronged by pirates in Newfoundland, where he was subsequently employed, by commission, for the reformation of abuses yearly committed there, and other special affairs on that coast ; wrote a large discourse, which was presented to King James, and ordered to be printed and distributed in every parish throughout England, to show the benefits of settling a plantation there. Has been twice to that country to help advance a Plantation undertaken by Lord Falkland: encloses a certificate of his good services and losses."

Whitbourne was probably knighted for his "Large Discourse" and his services in the Armada fight, which he states "is to be seen recorded in the book at Whitehall." For this sturdy old sailor every Newfoundlander should feel a deep affection. His love for our island was wonderful; through good report and evil report he always stood by us; his description of the Colony is in the main a true report, and agrees with contemporary accounts of Peckham, Mason, Vaughan, Hayes, &c.; he threw in a few wonderful tales, such as the "Marmaide" and the "Mosquito" to tickle the ears of the groundlings

Lascelles wrote about Whitbourne in 1902, not as laudably as Prowse:

In the Harrow School library are preserved several papers relating to Lord Falkland, deputy for Ireland (1622), one of the chief promoters of a scheme for the colonisation of Newfoundland.

These range from 1622 to 1626, and consist for the most part of letters addressed to Lord Falkland on public and private affairs, many of them from Leonard Welsted, Lord Falkland's agent in London, who had been deputed by him to manage the emigration scheme, as Whitbourne states in the appendix to his 'Discovery.'

In one of these letters Welsted says (25 Oct. 1622), 'Captain Whitborne hath ben with me desiring to know your Lordships pleasure about the Plantacion in the Newfound Land.' The first part of this passage has been underlined by the recipient as a memorandum. Among these papers is found the memorial here described. It is difficult to see how it came into Lord Falkland's possession, unless it was forwarded to him by the king, as being a person interested in the matter; possibly it had been intrusted to him for presentation to the king and he had neglected to present it.

The memorial is in book form, measuring 5 3/4 x 7 3/4 inches, and consists of four pages of paper in a vellum cover, on the outside of which is the dedication. The whole is written in a clear professional hand, including the signature.

The dedication is as follows:

To the Kinges most excellent Malie Your Maties loyatl subiect Richard Whitborne Captaine.
Humble hearewith presenteth an abstract of some material pointes in his booke of Discoverie for Newfound Land which he presented to your Matie at Huntingdon the xvij of October 1619 humbly beeseching your Matie to peruse it.

Now in the first published edition of his 'Discourse' (1620) Whitbourne says in the Epistle Dedicatory that the book 'was presented to your Maiestie at Huntingdon in October last, since which time, it hath pleased such of the Lords of your Maiesties most Honourable Privy Council, at Whitehall, the 24 of July last then present, to give me encouragement' by recommending the book to the archbishop of Canterbury for public distribution.

From this we may perhaps be allowed to conjecture that the memorial was prepared as a stimulus to the royal memory in the interval between the presentation at Huntingdon (October 1619) and the meeting of the privy council (July 1620). As is intimated in the dedication the memorial consists of an abstract of Whitbourne's scheme for the 'orderly plantation' of Newfoundland, and an exposition of the advantages to be derived therefrom. The importance of the colony as a naval base and as a nursery for seamen is set forth, and the present disorderly condition of the island and the need of a naval guard are insisted on. The cost of two good ships of war and two pinnaces could be defrayed by a tax on all fishing boats of the value of a day's catch per annum. This would be no hardship, as the fishermen would be able to ply their trade for many more days in the year than heretofore, being freed from the dread of pirates.

The last clause in the memorial is of interest as presenting a hitherto unknown episode in Whitbourne's career.

Your Matvs loyall Subiect the Author hereof did alsoe in March last, bringe from the Cittie of Liclborne [Lisbon] before your Maties principall Secretary the Right honorable Sr Robert Naunton Knight, one Thomas Robinson borne in Linn that had lived two and twenty months a Clerke vnder an English Frier one Father Foster, confessor to a Monastrey there, where are above XLTY English Gentlewomen Nunns as he saith, And the saide Robinson did there reporte vnto me and some other English Merchants such enteligenge of an English Jesuit, one Flood which was come over into England. And some other very distastefull speeches which the Coifessor tould him as he said. Whereupon according to my bounden duetie, I used my best endeavors to bring him from thence, whereby to relate the same here as he hath sithence donn. For the which service and greate charge, it pleased the right honorable Mr Secretary to Comend

me well for the same &c. Leaving the consideration thereof, and other my good Endeavours to your Maties most gracious fauor and reward &c.

One cannot but wonder whether this affair, passed over in silence by Whitbourne in his autobiographical chapter, had any influence on the action of the council (June 1621) which led to the king's issuing a mandate to the two archbishops (April 1622) that collections should be made in every parish on behalf of Whitbourne to defray the cost of printing his book, which had already been recommended for distribution.

An aside regarding the office of the Lord High Admiral

Lloyd sheds some light on the situation at the Admiralty office in 1619 and a clue as to why Whitbourne's report may have been 'overslipt':

In 1619, however, the Duke of Buckingham replaced the corrupt and supine Earl of Nottingham as head of the navy assuming for the first time the title of Lord High Admiral instead of the old style Lord Admiral. Partly to improve the prestige of this great office of state, which had fallen dismally low in the later years of Nottingham, and partly because Buckingham, with all his faults, was more actively interested in the Royal Navy, more attention began to be paid to the complaints of the London and Levant merchants. It was hoped that involvements in the suppression of piracy in the Mediterranean would be forthcoming from the Dutch or the Spaniards.

So, if Lloyd is right this letter to 'the Lord High Admirall' might be penned after 1619 or Lloyd is wrong and the title was used (if not officially) prior to 1619. Lloyd's book is entertaining but mentions Newfoundland only in passing as a potential location for English corsairs when times were tough in the Mediterranean. He gives good accounts of Peter Easton and Henry Mainwaring and shows how little control King James and King Charles had over them; Easton spurned his pardon from James, presumably the pardon secured through the efforts of Whitbourne among others.

The English corsairs (most commonly called privateers), enjoyed a quasi-official sanction from the Crown, and included Raleigh, Drake, Gilbert and other famous New World explorers and adventurers. They received official approbation only when they turned on English merchants in New World waters, Raleigh's erring captains returning from Guinea raiding Newfoundland, for example, or when they served Moslem masters in Tunis, Algiers, and other North African 'Barbary Coast' ports.

Pinnace

This word is encountered twice in Whitbourne's Discourse; and it has two different meanings; small boats used in the fishery and larger vessels to be used for patrols and enforcement. From Wikipedia:

The full-rigged pinnace was the larger of two types of vessel called a pinnace in use from the sixteenth century.

Etymology

The word pinnace, and similar words in many languages (as far afield as Indonesia, where the boat "pinisi" took its name from the Dutch pinas), came ultimately from the Spanish pinaza c1240, from pino (pine tree), from the wood of which the ships were constructed. The word came into English from the Middle French pinasse.

Pinnaces

The English pinnace *Sunne* was the first vessel reported built at the Chatham Dockyard, in 1586. English pinnaces of the time were typically of around 100 tons, and carried 5 to 16 guns.

The Dutch built pinnaces during the early 17th century. Dutch pinnaces had a hull form resembling a small "race built" galleon, and was usually rigged as a ship (square rigged on three masts), or carried a similar rig on two masts (in a fashion akin to the later "brig"). Pinnaces were used as merchant vessels, pirate vessels and small warships. Not all were small vessels, some being nearer to larger ships in tonnage.

This type saw widespread use in northern waters, as they had a shallow draught. In 2009 the wreck of an English pinnace with a set of twelve matched cannon was discovered, the first of its type for the time. Vessels then carried a mixture of unmatched cannon using disparate ammunition. The matched armament is considered revolutionary, and a contributing factor to the deadly reputation of the English naval artillery.

As a ship's boat the pinnace is a light boat, propelled by oars or sails, carried aboard merchant and war vessels in the Age of Sail to serve as a tender. The pinnace was usually rowed, and could be rigged with a sail for use in favorable winds. A pinnace would ferry passengers and mail, communicate between vessels, scout to sound anchorages, convey water and provisions, or carry armed sailors for cutting-out expeditions. The Spanish favored them as lightweight smuggling vessels while the Dutch used them as raiders. In modern parlance, pinnace has come to mean a boat associated with some kind of larger vessel, that doesn't fit under the launch or lifeboat definitions.

Steam pinnace

With the introduction of steam propulsion came the steam pinnace. Coal burning warships were particularly vulnerable when at anchor, immobile until they could get a head of steam. Steam pinnaces were designed to be small enough to be carried by the capital ships they were allocated to and in addition to other duties were armed to act as picket boats.

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OTHER

Asylum for Wayward Immigrants: Historic Ports and Colonial Settlements in Northeast North America by Allison Bain and Gary King, in *Archaeologies of the Early Modern North Atlantic Journal of the North Atlantic Special Volume 1*:109-124, 2011

Abstract - The arrival of Europeans along the northeastern seaboard of North America heralded the introduction of Old World flora and fauna to the region. The analysis of archaeologically recovered beetle remains suggests that many species may have journeyed across the Atlantic in ships' ballast, food stores, and other provisions. The creation of artificial habitats which occurred as a result of the fisheries and the construction of settlements provided an ecological corridor that facilitated the successful invasion of the European biota. Many of these adventive or accidentally introduced beetle species are associated with synanthropic and disturbed-land habitats which would have been mimicked in the coastal colonies. The arrival of this fauna ultimately contributed to the creation of Europeanized spaces upon the North American landscape.

Environmental Archaeology and Landscape Transformation at the Seventeenth-Century Ferryland Site, Newfoundland, Allison Bain Marie-Annick Prévost, in *Historical Archaeology*, 44(3):21—3, 2010.

ABSTRACT From the 16th century onwards, English, Bretons, Basques, and Portuguese exploited the rich cod stocks of Newfoundland's Grand Banks. Several permanent settlements in eastern Newfoundland were begun in the early 17th century, including the settlement at Ferryland (1621-1696). Planter families at Ferryland fished and welcomed seasonal fishing fleets, participating in a trade network that included the West Indies, New England, the Iberian Peninsula, the Mediterranean, and Great Britain. The colonization process brought about changes to the local environment due to both the intentional and unintentional importation of European plants and animals. The presence of a substantial percentage of non-native plants and insects suggests that ballast dumping as well as the establishment of small cottage gardens contributed to the introduction of several species to Newfoundland. Data from archaeobotanical, archaeo-entomological, and faunal analyses can be used to examine processes of biological transfer, landscape change, and development of local household economies of Ferryland residents.

Purple Loosestrife, Northern Prairie Wildlife Research Center, at <http://www.npwrc.usgs.gov/resource/plants/loosstrf/arrival.htm>