

commend it to you to employ them in such manner as you think proper."

Certainly if a French commander of even Iberville's power had appeared before the forts of the Company in 1748 he would have met with a far different reception to that which was offered to that champion in 1697.

The Company suffered much from the press-gangs, from time to time, and in eras of war the evil was almost intolerable. It was well known that the sailors in its employ were amongst the ablest and hardiest on the high seas, which fact exposed them perpetually to the onslaughts of the crimps and bullies.

In 1739 the Company's vessel, the *Seahorse*, was intercepted by the man-of-war *Warwick*, and seventeen men of the *Seahorse* crew captured by the press-gang for services in the navy.

That the *Seahorse* might not be totally without servants, a number of incompetent landsmen were put aboard in their stead. Nevertheless, the voyage was continued to the Bay, although not without great peril, not arriving until 27th of September. The voyage of the disabled *Seahorse* was long a tradition in the Company's service.

By an Order-in-Council dated the 4th of February 1748, a petition from Arthur Dobbs and members of a committee appointed by the subscribers for finding out a passage to the Western and Southern Ocean of America, "was referred to the consideration of a com-