

few ...very seldom was known to smile'. He disliked the Church because he was once brought before the Star Chamber for allegedly issuing seditious material.

SHERLAND, Christopher (died 1632), M.P., Puritan and a lawyer (he probably was a shareholder, as a business venture).

Appendix II

Patentees of the Saybrook Settlement, but not Shareholders in the Providence Island Company

Politicians:

HAMPDEN, John (1594-1643), educated at Magdalen College, Oxford, he was M.P. for Andover and a very influential Member of Parliament. He was reputed to be the wealthiest commoner in England. His mother was an aunt of Oliver Cromwell. Clarendon's opinion of Hampden, 'a man of great cunning ... a gentleman of good extraction and a fair fortune ... not of many words, cheerful, affable, courageous, [with] wisdom, he had an ability to sway people'. He raised a regiment of foot and proved to be an able commander in the field. He was mortally wounded at Chalgrove Field in June 1643.

VANE, Sir Henry the younger (1613-62), Oxford educated, M.P. and Puritan (but believed in the freedom of worship). He was for a short time Governor of Massachusetts.

Businessmen only:

Herbert PELHAM (related to John Gurdon), **Sir Nathaniel RICH** and **Sir Richard SALTONSTALL** (also related to John Gurdon), joined the Patentees in 1629, sailing with Winthrop in 1630.

Notes

1. The **Palatinate Benevolence** was a fund to aid Frederick V of Bohemia, the Elector Palatine, prosecute a war against Spain. Frederick was married to King James's daughter Elizabeth. Contributions to the Benevolence, proposed in March 1622, were not voluntary – all who were in a position to contribute were required to do so. By May, Oxfordshire, of which Lord Saye and Sele was Lord Lieutenant and a magistrate, had not contributed a penny. In fact Lord Saye had actively dissuaded people from contributing.

2. **Ship-Money**. October 1634 saw the first writ issued to raise money to build naval warships. The Royal Navy up until James I's reign was still largely a mercenary force using adapted merchant ships. James, however, was blessed with a talented ship builder in Phineas Pett, who started to design and construct purpose-built warships – his five-hundred-ton warships were a match for anything on the high seas. When James died he left a navy of thirty-seven warships. Charles deemed these insufficient to maintain his political ambitions. He therefore, at the instigation of William Noy, his Attorney-General, proposed to raise a tax to build more warships, soon known as Ship-Money.