

**S. 10. 2. – MARITIME POLICY BETWEEN THE 18TH AND 19TH CENTURIES**  
**CHAIR: GELINA HARLAFTIS**  
(IMS-FORTH)

## *Diplomacy and trade between Naples and the United States (XVIII –XIX Century)*

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### **Abstract**

This paper focuses on diplomatic and commercial relations between the Kingdom of Naples and the United States between the eighteenth and nineteenth centuries. After gaining independence, the United States sought to establish relations with European countries to which they exported tobacco, timber, rice, indigo and other products. Among them was the Kingdom of Naples and Sicily.

Attempts to initiate contacts with the Bourbon government began in 1784, but the failure to conclude a trade treaty in the years 1784-1785 due to the concerns of important Bourbon government members such as Ferdinando Galiani and John Acton, did not prevent the Kingdom of Naples from recognizing the new State and to accredit in 1796 a consul in Naples and in the early nineteenth century a consul in Messina and one in Palermo.

With the Napoleonic occupation the arrivals of American ships in Sicily, where Ferdinand IV of Bourbon and Maria Carolina had taken refuge, were diminished by the tension between the English and the Americans, to cease altogether at the outbreak of the conflict between the two countries.

In the Kingdom of Naples, on the other hand, where Giuseppe Bonaparte first settled, then Giacchino Murat, the American ships continued to arrive until 1809, when they were seized by order of the King, who sold ships and cargoes. Hence the start of a long dispute between the two countries that began on the return of the Bourbon, dragged on for about twenty years. Through archival material found in the Italian and American archives, the authors of this paper intend to reconstruct the first commercial and diplomatic contacts between the United States and the Kingdom of Naples.

### **Keywords**

Trade, Diplomacy, USA, Naples, Sicily

### **Biographies**

**Salvatore Bottari** is Associate Professor at the University of Messina (IT), where he teaches Modern History. Among his publications are: *Nel Mediterraneo dal Mare del Nord: la presenza commerciale inglese nella Sicilia del Settecento* (Rome 2012); “Per sollievo e beneficio di questo Regno: Carlo di Borbone e il governo economico della Sicilia”, in J. Martínez Millán, C. Camarero Bullón, M. Luzzi Traficante (eds.), *La Corte de los Borbones: crisis del modelo cortesano* (Madrid 2013); *Alle origini della Questione d’Oriente: il conflitto russo-turco del*

1768-1774 e la diplomazia degli stati italiani (Rome 2018); “Merchants and Trade between Naples, Sicily and England in the Sixteenth and Seventeenth Centuries”, *Nuova Rivista Storica*, 102 (2018); “British Maritime Networks of Commerce and Power: The Case of Messina in the Second Half of the Eighteenth Century” in L. De Michelis, L. Guerra, F. O’Gorman (eds), *Politics and Culture in 18th Century Anglo-Italian Encounters* (Newcastle 2019).

**Prof. Mafrici** has a specialty in early modern and modern history of Southern Italy and the Mediterranean. She has taught modern history and Europe history for decades at the Universities of Reggio Calabria and Salerno. Her research focus is the diplomatic and political history of Southern Italy and the Mediterranean, in particular the relationship between Naples, Ottoman Empire and Russia. Among her many publications are *Mezzogiorno e pirateria nell’età moderna (secoli XVI-XVIII)* (Naples, 1995); *Il re delle speranze. Carlo di Borbone da Madrid a Napoli* (Naples, 1998); *Fascino e potere di una regina. Elisabetta Farnese sulla scena europea (1715-1759)*, (Cava de’ Tirreni, 1999); *Rapporti diplomatici e scambi commerciali nel Mediterraneo moderno* (Naples 2005); *Sguardi mediterranei tra Italia e Levante (XVII-XIX secolo)*, ed. with C. Vassallo (Malta, 2012); *Storie connesse. Forme di vita quotidiana tra Regno di Napoli e Spagna in età moderna*, ed. with R.M. Delli Quadri (Napoli, 2018).

## *Restoring a navy of war: the parliamentary debate in France, 1814-1830*

GAËTAN OBEISSART (University of Lille (France), IRHIS laboratory)

### **Abstract**

At the end of the First Empire, the French navy is bloodless. We discuss or even doubt its usefulness. Do we turn our back to the sea ? No, France keeps interests. Nevertheless, there is a paradox : on one hand, the maritime world, encouraged by the bourgeoisie and a nascent Saint-Simonism, wishes to preserve and reinforce external economic and commercial links ; on the other hand, a questioning on the place of the armies in the nation and the state, the emergence of a new system of values where one intends to solve problems at international congresses or on the benches of parliaments. What place is there for the naval, both solicited and decried ? Political actors wish to assign missions to this tool. So, a navy for what ? What naval policy ? The Charter of 1814, experiments within this new constitutional universe make deputies major players in the debate on the French naval policy development : they vote the Ministry of Marine and Colonies budget. During plenary sessions in the House, during budget discussions in particular, many talk, respond to the minister's request for funds, comment on the report of the Finance Committee, discuss a particular proposal. The reading of the minutes of meetings, in particular those relating to the discussion of the finance laws, reveals a political will of the parliamentarians as for the use of the fleet. What are the modalities of the debate ? Which members speak ? What do we say or do not say ? What are the topics discussed ? In which areas do you want to spend money ? What naval policy do they consider for France ? In front of them, what are the positions held by the members of the government ? It is in this context of the French parliamentarianism beginnings, of budgetary arbitration and the questioning of the naval tool that I wish to focus on these particular actors of the debates on the development of the French naval policy at the time of the restored Bourbons.

### **Keywords**

Naval history, parliamentary history, history of restored Bourbons (1814-1830)

### **Biography**

French, 30 years old, History and Geography teacher in a middle school in Maubeuge (north of the France). PhD student and junior lecturer at the University of Lille. In September 2019, I start my 4th year of research. Under the direction of Sylvie Aprile (Paris Nanterre University) and Jean Martinant de Préneuf (University of Lille/Defense History Service), I am working on the debates on the elaboration of French naval policy between 1814 and 1830 : a military navy for what ? What missions for it? What place is given to it in the French military system ? The actors (from local to international, natural or legal person, individual or group), the weight of

each and the networks, the terms of the debate, the process of deliberation and decision-making, the question of inheritance/modernity links, the influence of the British model, here, in a few words, the heart of my work in this thesis.

# *The British Fiscal-Military State and its Naval Policy: British Power Projection in Spanish America during the War of Jenkins Ear, 1737-1740*

SHINSUKE SATSUMA (Hiroshima University)

## **Abstract**

The ocean is a place not only for maritime trade, but also for war and plunder. In the 18th century, European powers competing for colonies and markets often fought wars at sea or projected their power through the sea. In particular, in Britain, which was gradually transforming into a 'fiscal-military state', maritime war was often regarded as a lucrative, effective method of warfare. This was especially the case in wars against Spain, whose trade with its colonies depended entirely on maritime trade. This paper examines British policy on the interception of silver fleets and colonial conquests in Spanish America during the period of the War of Jenkins Ear, and reveals the economic considerations behind the policy.

The concept of the fiscal-military state proposed by Brewer in 1989 was recently reappraised by several historians, such as Storrs, Graham and Walsh, from the perspectives of European as well as British history. Rodger also recently proposed viewing Britain as a fiscal 'naval' state, emphasising the role of the navy in Britain's economic development. Thus, the scope of study of the fiscal-military states has expanded considerably. However, some issues must still be addressed. One of them is how economic consideration affected political decision-making in the British fiscal-military state.

While the financial aspect of the fiscal-military state has been examined by historians, the decision-making process that governed its use of naval force, and the economic considerations that influenced that process have not been fully explored. Thus, researchers must bridge the gap between political and diplomatic history and the study of the fiscal-military state. By examining the debates over naval operations and their impacts on policymaking in mid-18th-century Britain, this paper reveals the political and diplomatic constraints combined with the economic concerns under which the British fiscal-military state needed to operate when exerting its naval power.

## **Keywords**

Britain, navy, maritime war, Spanish America, silver

## **Biography**

Shinsuke Satsuma is Associate Professor in the Graduate School of Integrated Arts and Sciences at Hiroshima University, Japan. He is the author of *Britain and Colonial Maritime War in the Early Eighteenth Century: Silver, Seapower and the Atlantic* (Woodbridge: Boydell &

Brewer, 2013) and *Kaizoku no Daieiteikoku: Ryakudatsu to Koueki no Yonhyakunen* [The British 'Piratical' Empire: Four Hundred Years of Plunder and Trade] (Tokyo: Kodansha, 2018). He has also published several book chapters and articles both in Japanese and in English. His research interest includes 18th-century British maritime history, naval history, and political history.