

GENEALOGICAL

1. CAPTAIN PETER(of the Sea Adventure)

Wife AMY.

CHILDREN

~~PETER~~ Baptised 9 October 1692

CHRISTOPHER baptised 5 May 1697

WILLIAM baptised 9 November 1698

~~DIED 1730~~. DIED ~~1741~~. 1730 ?

2. PETER son of the above.

Baptised october 1692.

does not seem to have married

DIED "Alderman Peter" 1741.

3. PETER son of William and Elizabeth. baptised 23 Jan 1728 but must have died because another PETER son of William and Elizabeth was baptised in ~~1729~~ in 1734.

4. PETER son of CHRISTOPHER and Elizabeth, baptised 1732.

5. PETER son of Christopher and Grace the Unitarians baptised. 1741

In 1746 ONE of these Peters was buried but which is uncertain.

one of these married in 1754 SARAH SMITH - thus must be either the son of William born 1734 or the son of christopher born in 1732.

However to make matters confusing in the late 1750s TWO Peter Jolliffe's are engaged in trade one known as PETER SENIOR, the other PETER JUNIOR of course they were not necessarily father and son since this appellation was often used in poole to differentiate between Uncles and Newphews(e.g.) ~~TWO PROBABLE "PETER SENIOR"~~

6. PETER son of peter and Sarah was baptised in 1755. They also had a daughter Sarah baptised 1758. In 1762 a "child" Peter was buried - may have been this child but not necessarily.

1763 Peter and Sarah had twins Ann and Mary.

7. 1764 A PETER Married HARRIET HARE one suspects that this is the PETER JUNIOR who may well thus have been Peter the son of William and Elizabeth, or just possibly the son of christopher the Unitarian.

8. PETER AND HARRIET HAD:-

1764 a daughter HARRIET. 1765 daughter Carolina. 1767 son ROBERT WILLIAM.

PETER AND SARAH had a SON PETER 1764

" had son Christopher in 1766

PETER AND HARRIET had 1768 daughter Frances

1770 son John

1771 daughter Sarah

1772 daughter Sophia.

1775 daughter Mary

1776 son Cornwall

1779 son James (Hare)

9. PETER (MERCHANT) buried in 1786. This is almost certainly Peter the son of christopher and Husband of SARAH. but we cannot be certain since the survivor of this generation "ALDERMAN PETER" was also a prominent man in Poole.

10. PETER JUNIOR Married 1795 AIN daughter of Samuel Strong of Poole. He would be the son of peter and Harriet (born 1764). This was the man who eventually became a partner in Spurrier's. There is no record of any children being born in Poole.

11. PETER WILLIAM JOLLIFFE

Parentage uncertain although he was ~~was~~ ^{ANY HAD A SON} a brother of JOHN Jolliffe "Young Jack" who died in Dorchester but was buried in Poole in 1789. and his mother was closely related to William and MR CHRISTOPHER who in that period seem to have lived in Iymington. These men became Rector of Poole.

BIOGRAPHICAL DETAILS

PETER(1) Husband of Amy "Captain Peter"

1692 July commander SEA ADVENTURE a hoy arrived at Exeter from Poole with cargo of salt.

1694 involved in his famous incident this vessel was of 25 tons and he was award his gold medal and chair for "Good services", especially in re-capturing some time ago a Weymouth ketch from a French privateer, and in chasing the privateer ashore near Iulworth Cove where it broke up.

1702 Still cokmanding the same vessel which with a man and a boy is a FISHING BOAT, taking fish offshore from Poole for the London market

1707. Again betrayed his agression by capturing a small French vessel the "SAINTE ANNE" of 9 tons(a small privateer) to Poole

1712 Commands a new SEA ADVENTURE of 36 tons which with a crew of 5 men receives protections(from the press gang) to fish in the waters of the Channel.

1714 Signed a petition to the Government concerning the need for a survey of the Newfoundland coast.

From now on his carreer is uncertain because his sons peter, william and Christopher come along. He may have been involved with them in the development of the Carolina Trade, but I suspect that his sons and not he took the lead in this.

PETER(son of Peter)above. "alderman Peter"

commenced in trade with his brother/ ~~name~~ William in 1721 in owning the JOLLIFFE's ADVENTURE(for details see William). Also sent a vessel to Virginia.

1723 "Peter Junior" signed a petition complaining about the activities of the Garrison commander in Newfoundland, but there is no evidence that any jolliffes were involved in the Newfoundland trade at that time

1724 with brothers William and now Christopher owned the JOLLIFFE's ADVENTURE and the THREE BROTHER (see other brothers for details). both in Carolina trade

1731 by now trading independently from his brothers(remember their father died in 1730) . in partnership with THOMAS JENNYS. This partnership continued until Jolliffe's death in 1741.

owned WHATLEY 100 tons 8 men registered Poole august 1730 Captain Thomas Price. 5 January arrived Carolina now sailed to lisbon with rice november owned BROGDON 80 tons 7 men registered Poole 1727 Captain John Jones. 15 Nvember sailed from Poole-South carolina 1732 5 April sailed from Carolina- Lisbon. 26 September arrived at Carolina from Boston, Massachusetts with provisions. 7 November sailed from Carolina for Bristol.

~~1732 XXXXXX~~

1733 is involved in re³exporting Carolina goods to Hamburg and Lisbon.

1734 his BROGDEN ~~8 June Poole~~ 8 March arrived Georgeto²ⁿ Carolina from Charlestown in Ballast. 16 March sailed for Poole. 8 June Poole to Antigua. 27 August arrived at Carolina from Antigua. 16 November sailed to Lisbon.

their WHATLEY captain price , 27 December arrived South Carolina from Bristol.(had sailed from Poole 3 August). 1835 29 January South Carolina to Lisbon. 28 November arrived Carolina from Dublin in Ballast. 26 December Carolina- Lisbon.

1735 BROGDEN voyage captain Jones.

16 May Antigua - Carolina. 9 June Arrived Carolina. 9 July Carolina to Bristol. 27 September Bristol- Carolina. 28 November arrived Carolina. 26 December Carolina - Lisbon.

1736 VESSELS and trade in Poole.

1. Rice tar and Pitch from Carolina on the WHATLEY in march.
2. Linen, board, stone bottles, iron, staves from Rotterdam on the JOLLIFFE captain Peter shank in April. This vessels cargo was shared with Christopher Jolliffe.

He apprantely had no other imports or exports at Poole that year and is obviously carrying on most of his ship operation from places like Bristol and London

1736 ship movements
~~BROGDEN~~ BROGDEN Captain John Jones
 3 July arrived Carolina from Bristol. 28 August Carolina to Cadiz (Spain)
 cargo included two slaves
WHATLEY Captin Price.
 27 September arrived South carolina from Antigua. 13 December sailed to Poole.
CHARLES Captain Thomas Spurrier 70 tons 8 men register Poole in August 1736
 6. dec Arrived Carolina from Lisbon in Ballast. 24 Jan 1737 sailed to
 Poole with a cargo mainly of rice.

1738 ship movements
WHATLEY captain Price. 6 February South carolina from Antigua in Ballast.
 24 April carolina to AMYAW cargo including 31 slaves and blanketting.
BROGDEN Captain ones. 17 January Carolina from Lisbon in ballast.
 14 March. Carolina to Plymouth. 18 April Poole from South Carolina
 where she discharged pitch tar turpentine and staves for his own account.
 (hence her rice must have been discharged at Plymouth. 23 December
 now commanded by JOHN HOOPER, arrived Carolina from Poole in ballast.
CHARLES new captain Simon Painter. January Carolina from Lisbon in ballast
 March Carolina to Plymouth.
 with his death in 1741 the business seems to have been wound up.

PETER SENIOR AND PETER JUNIOR

These being the children of William and Elizabeth
 (born 1729? 1734 (peter Junior?) and of Christopher and Elizabeth (born 1732-
~~Christopher Senior~~ (Peter Senior?). both of them seem to have entered
 , and concentrated on the NEWFOUNDLAND trade.

First mention is in 1757 when Peter (HUSBAND OF SARAH (smith)?)
 is reported (Mr peter) has possessing a fishing room in trinity Harbour Newfoundland
 1758

Both sign a petition complaining of the decay of trade in Poole (due to
 the seven years war).

MR PETER. we find his premises were on the south side of Trinity Harbour
 where a labourer thomas harris was arrested for stealing two sticks of ~~firewood~~
 firewood from his premises. Peter "senior" seems to have been a churchwarden
 in Poole. ~~MYRR~~

Trade and shipping

~~PETER SENIOR~~

PETER AND SALLY Captain Henry Thrasher 50 ton 5 man brig register
 Pooled 1757. 17 April arrived Carolina from Poole (had sailed from poole
 on the 4 January. 3 August Carolina to Oporto. THIS vessel would be owned
 by peter "SENIOR" (not the Peter and sally - sally being another way of
 saying Sarah). NOVEMBER this vessel arrived at Poole from NEWFOUNDLAND.

march Peter senior and peter junior sent a cargo to newfoundland
 on the FRIENDSHIP Captain James Seagar. The vessel may have been owned
 by one of them, but more likely by Joseph white.

Peter Junior acting for the Captain sent a small amount of
 goods to Newfoundland ~~and~~ on the LARK Captain Thomas Keates.

November PETER (SENIOR) imported 113 tons of train oil 34 quintals of
 fish and 3000' of board from Newfoundland on the PETER AND SALLY (above).

1762

Peter "Snior" and "Junior" are both still in Poole, but one may have
 dropped out of trade. One of them, some time between 1760 and 1773
 became the Surveyor in the Customs House at Poole. I think that this was
 Peter husband of SARAH, but it is by no means certain.

TRADE 1762

his agent in Trinity was William Taverner and he
 employed six servants on his room their. But it was burnt by the French
 who temporarily captured much of the East Coast from the English during
 the summer. One of his ships was in Trinity Harbour at the time but he
 managed to ransom her from the french

1763

Peter (whether "Senior" or "Junior" is unclear but ~~the~~
~~senior~~ "senior" was now heavily engaged in the Carolina trade.

1. ROYAL CHARLOTTE snow 80 tons 8 men registered in Poole march 1762 Captain Samuel Coward. This vessel was a prize taken from the French and bought by Jolliffe who was her sole owner thus he seems to have had no partners.
2 December 1762 Poole-Lisbon. 7 April 1763 Arrived Carolina from Lisbon in ballast. 13 May Carolina to Oporto.
2. WILLIAM 70 tons 8 men 4 cannon a snow registered in Poole 1758 captain John Thompson. 2 Dec 1762 Poole-Lisbon. 19 April Carolina from Lisbon in ballast. 12 May Carolina- Poole.
3. ACTIVE a ship 200 tons 14 men no cannon a prize registered in Poole December 1762. 4 July arrived Carolina from Antigua with wine (brought out from Lisbon. 12 ~~December~~ September Carolina- Poole.

1764 SHIPOWNING

"PETER"Z(Senior?)

1. ANN 50 tons 5 men built in 1753 captain William Moore.
Voyage Poole-Newfoundland trade.
2. BANKER 80 tons 6 men captain J Barter.
Voyage Poole-nfld
3. ONLY DAUGHTER 50 tons 6 men built in America 1754. Captain Richard Parnell. Poole-Newfoundland
4. "PETER AND COMPANY" EXPECTATION 60 tons 7 men built America 1754 captain J Branscombe Poole-nfld.
5. "Peter and son". JENNY 120 tons 8 men built america 1750 captain Joseph Puddicombe. Poole-nfld
6. PODLY 50 tons 5 men built southampton 1754. Captain John Snook London-Dublin.
7. PETER JUNIOR owned the WOLFE 180 tons 10 men built Boston 1757 Captain John Pearce. Poole-Holland(and Carolina).

1765 SHIP OWNING

1 registered as PETER JUNIOR.

DOLPHIN 50 tons 5 men captain George Best. built Britain 1754 voyage Poole- Madeira and Carolina.

2. HAWKE 120 tons 9 men built Newfoundland 1765. Captain William Jewlett. Poole- South Carolina.

SWIFT 200 tons 11 men built Newfoundland 1764. Captain J Thompson. Poole- South Carolina.

- 1766 PETER(Esquire) now seems to have been expanding his Newfoundland trade because besides his premises in Trinity he also sent vessels to FOGO island. one of them arrived at Poole Plymouth from Fogo in 3 dec in 32 days passage and discharged passengers there. the other a brig arrived Poole from Fogo on 9 December. his Bilander arrived at Poole from Trinity (this was possibly his snow) in november. PETER (SENIOR) apparently owned no ^{residence} property in Poole for he leased a house in Market Street from Sir Peter Thompson. PETER Junio owned and lived in, a house in West Street. one of the other (identified only as MR PETER) owned 3 tenements and a yard in Thames Street which were leased out at 140 p.a.

SHIP MOVEMENTS 1766

1. for "peter". DOLPHIN BRIG above. 2 Oct 1765 Poole- Tenerife. 29 Jan 1766 Carolina from Poole. 9 April Carolina- Poole.
2. for "peter" HAWKE above. 14 Dec 1765 Poole-Carolina. 22 March 66 arrived Carolina. 25 April Carolina Fowey (Cornwall)
3. for "peter". SWIFT captain John Thompson (above). 14 January Carolina from Poole. (left poole 26 Oct 1765). 27 March Carolina to Fowey.
4. for "peter" his bilander arrived Trinity from Poole.
5. for PETER SENIOR his Brig arrived Poole from Newfoundland with 30 tons of oil on 3 november.

COMMENT where "MR PETER" is used i feel it may well refer to PETER SENIOR.

1767 shipping.

MR PETER

full cargo

26 January imported a small parcel of figs at Poole from Alicant on the a vessel commanded by Samuel Rolles. The vessel however was probably owned by Joseph or Samuel White.

4 february. obtained a cargo of timber and naval stores from the Baltic on a Scandinavian vessel he had chartered.

12 dec 1766 his WOLFE Captain pearce London-Carolina. 24 January arrived Carolina 15 April Carolina- London.

PETER JUNIOR

26 nov 1766 his CERES 120 tons 10 men a BILANDER built Newfoundland 1766 Captain William Beef Poole- Carolina. 5 February arrived Carolina. 12 March Carolina - Poole.

1768

PETER ESQUIRE(Peter Senior probably) elected mayor. Isaac Lester says "to the Indilligable shame of the corporation". Although Isaac lester seems to have heartily disliked him, Benjamin Lester was later to be very closely allied to him in Politics. (Benjamin was Isaac's brother). It may be that they both traded to Newfoundland on separate accounts MR PETER to Trinity, and PETER JUNIOR to Fogo.

SHIP OWNING - whether senior or junior not given.

1. SALLY 180 tons built America 1750 captain Purss. Poole-nfld
2. SPEEDWELL 60 tons built america 1766 captain John Broom. Poole-Newfoundland
3. WOLF 200 tons built america 1759 captain Robert Smith. Poole-Nfld
4. NANCY 60 tons built Britain 1742 captain Jonathon Bridle. Valencia-Bristol/Poole- Liverpool.

SHIP MOVEMENTS

- 11 July "Peter". his sloop sailed Poole- Trinity.
- 22 September "peter". his sloop arrived Poole from Trinity in 10 weeks.
- 27 september "Mr peter". his vessel arrived at Trinity from England (probably the sloop that sailed on 11 July).
- 3 November. "PETER". his snow arrived Poole from Trinity.
- 4 November "Mr Peter Junior". his ship arrived Poole from Fogo in 17 days.
- 9 November "Peter Esquire" (the mayor). his schooner arrived Poole from "the westward of Newfoundland"- probably St Georges Bay on the West coast of Newfoundland.
- 18 December "peter". his brig arrived at Poole from Bilboa where she had discharged fish from newfoundland, in 9 days passage
- 19 December "peter.2" obtained fruit from Lisbon on a vessel commanded by Oliver Frampton. This vessel was probably owned by the Penney family.

COMMENT weight of evidence seems to indicate that it was PETER JUNIOR who became the Customs Officer. (I.E. Peter of High Street).

1769 Peter (senior) or Junior

in January came news that a brig of his had been wrecked off Ireland on her way home from Newfoundland. in May his WOLFE Sailed from Poole-Fogo, returning in September. a brig of his Captain Edward Cheesman arrived Poole from trinity in 5 weeks.

PETER (senior?) agent at Trinity was Captain Cheesman who been acting in that capacity at least since 1768. This agent was involved in a court case for refusing to provide a statement of accounts to James Motimer a planter who had become insolvent in 1768. He also seems in this year at least, to have been on pretty bad terms with Ben Lester over some commercial dealings in Trinity.

1771 Peter Junior was witness in Poole at a wedding of Mary Jolliffe to William Hunt, and in 1781 was witness of a wedding of Mary Jolliffe to John Broom Junior (this however may have been the Peter born in 1764).

1772. Agent Peter (senior?) owned a "banker" (grand bank fishing vessel) the NANCY captain John Ford which operated out of Trinity. He now had a new agent John Braddick, who seems to have been a pretty hard man judging from the events of that year. one of the seamen John Blewett

struck by the Captain. But he was found to have neglected his duty and mulcted of 40/- from his wages. These were hard days indeed.

1774

Peter Junior took on four apprentices for the Newfoundland Trade between 1774 and 1784. they were

thos Barfoot age 13 (in 1774)
Elizabeth Tilsed in 1779 (these came from Poole)

William Butler age 12 of Corfe in 1777

Ellis Jarvis age 11 of Parkstone. all served until the age of 21

1774. in this year PETER (but which one is as I stated above) unclear appears of Surveyor for the Customs House in Poole and continued in this position at least until 1777 - and probably until 1779 .

1775-6 VESSELS OWNED as per Lloyds Register.

KINGSTON brig 170 ton 12 men built Piscatagua (New England) 1769.

Poole-France/Poole-Newfoundland. Captain Richard Wood.

(peter junior) DOVE brig 70 tons 9 men built Chichester 1754

Captain Thomas Brinton. Poole-Newfoundland

FLORA sloop (newly named the ROBERT) 40 tons 8 men built Newfoundland 1771

late Captain Nicholas Barter, now William Hosier. Poole-Newfoundland.

HARE sloop 80 tons 9 men built Poole 1773 Captain William Reed.

Liverpool-Kinsale.

HAWKE BRIG 150 tons 13 men built Newfoundland 1765 captain George Best

Cork-Boston/London-Louisberg (Canada)

HOPE Brig 130 tons 11 men built Newfoundland 1766 captain Samuel Walters.

Pool-Hull/Poole-Venice.

HOPEWELL Brig 70 tons 10 men Joseph Barter captain. built Newfoundland 1770 . Poole-South Carolina.

INDUSTRY schooner 60 tons 10 men late Captain Robert Blanchard now captain Joseph Barter. built New York 1765. Poole-Newfoundland.

NANCY brig 60 tons 9 men Captain John Ford. built Chichester 1753

Poole-Newfoundland.

PORTLAND brig 170 tons 14 men captain Edward Wood. built New England 1767. London-Halifax (Canada) Nova Scotia).

SWIFT Brig 240 tons 13 men captain Samuel Glover. built Newfoundland 1765

Poole-Newfoundland.

WOLFE brig 200 tons 13 men captain Harry Watts. built America 1759.

San Lucar-Poole.

This is a very considerable amount of shipping and Peter Jolliffe (even if this is a list for both Senior and Junior) certainly ranked as a pretty substantial poole shipowner and Newfoundland merchant. however he may have shared this captial with THOMAS HYDE a substartial merchant of Poole, who lived in ARNE, and dabbled in the Newfoundland trade although his main interests lay in china clay and local shipping routes. Be That as it may Hyde is reported as jointly owning the WOLFE (above) with Jolliffe. It sailed to Newfoundland but had to put back after losing the mainmast and suffering other damage.

PERSONAL INCOME 1776-1783

YEAR	PETER of West St.	Peter "senior?" of High Street.
1776	£1800 pa	£300 pa
1778	same	Recorded as "Junior?? £300
1779	"	No Longer appears to have any in Poole
1783	"	(THIS MAN DIED in 1786).

1777 PETER Junior purchased a vessel the ESCAPE at auction for £860.

PETER (Senior?) dined with Isaac Lester - for the first time in years apparently and this might represent an attempt to end an old quarrel. He also lost a brig in Newfoundland, and engaged in a small speculative venture by purchasing iron (brought from St Petersburg) from William Carter of Hamworthy at 15 guineas per ton.

PETER "THE SURVEYOR" really upset Isaac Lester this year. "that dirty rascal Peter Jolliffe the surveyor has been on board and seized the kegs of berries that were on board the MARY (brought from Newfoundland). So infamous a villain never lived, though these things have always been allowed to poor fellows to bring home. This very villain has been begging a favour of me this very morning and had I not let him have £50 some time ago he must have gone to jail".

From his financial situation one would imagine that the surveyor was Peter of High Street. The "custom" Lester referred to was that of allowing homecoming servants and fishermen to import for their own consumption small casks of berries, and the tongues and sounds of the codfish they had caught.

1778. PETER (the merchant? or possibly the customs officer declared against Lester in politics and joined the faction which was beginning to develop around John Jeffery.

SHIPPING REGISTERED IN LLOYDS

PETER JUNIOR BADGER Brig Captain Thomas Coward 90 tons 10 men built Shields 1752. Poole-Newfoundland.

DOVE above Captain William Hewlett. Poole-Hull.

FRIENDS (now called the ESCAPE (above) Captain Richard Wood. 300 tons 20 men, and armed with 2 six, 6 three and ~~four~~ 4 four pounder cannon. This was because she had been licensed as a letter of marque and authorised to take American prizes. In the middle of the year command was handed over to Captain Joseph Wood.

HARE above, London-Africa/London-Quebec.

HOPE above Captain Samuel Walters Venice-Poole

JOSEPH Brig 130 tons 13 men built Newfoundland 1767.

late captain Thomas Brinton but now Thomas Adey. Poole-nfld

KINGSTON BG (late the SWALLOW) 170 tons 12 men built piscatagua 1769 captain Joseph Glover. Poole-Newfoundland and then taken up by the admiralty as a tender. armed with 16 small cannon.

PORTLAND Brig (above Captain Wood Nova Scotia-Poole.

ROYAL PAIR

PETER OWNED

SPEEDY captain Thomas Brinton 80 tons 11 men built america 1769

PORTLAND Brig captain R Wood 170 tons 14 men nova scotia-Poole

ROYAL PAIR ship captain George Best 140 tons 12 men 16 guns a Poole tender in the service of the admiralty.

NOTE HOWEVER THAT THESE LISTINGS ARE NOT VERY ACCURATE often they were very out of date - carrying vessels long after they had changed hands or been lost, and often omitting recent registries. They are listed here for reference and further checking from my name files where their voyages and lives can be more accurately plotted from the names of the masters.

WILLIAM JOLLIFFE

- (1) Younger son of Peter Jolliffe of Poole - date of birth unknown.
1699 to 1705 Member of Parliament for Poole.
1722 Buried in St James church. does not seem to have engaged much
in Trade and his life is rather obscure.

WILLIAM(2)

1698 Baptised in Poole the son of Peter and Amy Jolliffe. (I.e. son of the famous sea captain).

1672x GENEALOGICAL DATA

- Married circa 1725 Elizabeth (surname unknown).
1726 daughter Elizabeth baptised
1727 another daughter Elizabeth baptised (the first had probably died)
1729 Son Peter baptised
1730 daughter Ann baptised
1731 daughter Mary baptised
1732 daughter Carolina baptised.
1734 PETER (2nd son) baptised - the other had probably died.
1735 had a nother son (name unknown) - but probably WILLIAM
1736 fourth son James baptised
1737 fifth son Christopher baptised
1740 sixth son Johnathon baptised
1741 Twins George and Sarah baptised (both buried soon after)
1742 daughter (name unknown) baptised
1747 daughter Elizabeth baptised
1762 12 august HE (BY NOW AN ALDERMAN) Buried in St James.

BIOGRAPHICAL DATA

- 1721 (age only 23) appointed to commander ~~his~~ the JOLLIFFE'S ADVENTURE 90 tons owned jointly by himself his brother CHRISTOPHER, and his Father Peter.
21 October Poole to South Carolina.
1722 9 february arrived Carolina. 16 Mar sailed from Carolina to Poole.
1724 his brother Christopher appears to have left the partnership but he continued in command of the vessel with on 27 February with a crew of 10 men and 2 cannon arrived at South Carolina from Poole.
14 april ~~Poole~~ Carolina to Poole. 14 July Poole to Carolina. 2 November arrived at Carolina.
1725 4 January. sailed from Carolina for Poole.
in the same year he with Peter and Christopher owned another vessel the THREE BROTHERS Captain Samuel Dearing 35 tons which was also in the Carolina Trade. Thus their FATHER Peter Senior had now removed from the firm, which was now jointly run by the three brothers Peter, Christopher and William.
By 1730 William had parted company with his brothers and appears as commander and sole owner of a new JOLLIFFE'S ADVENTURE of 120 tons 9 men and 4 cannon
1730 October sailed from Poole to Carolina.
1731 5 March sailed from Carolina to Poole.
7 October sailed from Poole to Carolina.
1732 6 April sailed from Carolina to Poole.
September sailed from Poole for the Cape Verde Islands (to pick up wine) and Carolina. but went instead to the Isle of May for a cargo of Salt.
1733 17 February arrived South Carolina from Isle of May. then sailed with rice to Poole and Hamburg where she discharged the cargo.
October arrived at Poole fm Hamburg with miscellaneous goods to the account of Adam Masters of Poole.
November sailed fm Poole to Carolina.
1734 20 February arr at South Carolina.
11 April sailed from Carolina to Poole.
In this year he gave up command of the JOLLIFFE'S adventure and from this time onwards remained ashore in Poole.
he appointed to command her THOMAS SPURRIER of Poole and she continued in the Carolina rice trade.
in 1736 WILLIAM SPURRIER was appointed to command her, and by now

he was clearly operating as a merchant as well as a ship owner for in that year the JOLLIFFE's ADVENTURE returned from Carolina to Poole with a cargo of 1400 deer skins, pitch turpentine, mahogany rum and rice consigned to his own sole account.

however he also co-operated to a limited extent with his brother Christopher whose vessel the CHATFIELD JOLLIFFE brought goods from Hamburg on William's account.

In 1738 Spurrier was replaced in command by Aaron Bayley of Poole who made one voyage to Carolina and was then replaced by Captain John Archer. By now he was branching out a little for in that year he exported some beer, and re-exported some carolina rice from Poole to Hamburg on the Jolliffe's Adventure.

1739 he expanded his business considerably by buying the NEPTUNE Captain Roger Edmunds 30 tons 4 men, and the NAZARETH Captain John Bennett of 60 tons and 8 men. The latter was jointly owned with Captain Bennett and William Barefoot of Poole.

by 1741 he had become a very considerable trader indeed as the following details of his trade in Poole illustrate:

JANUARY he exported cordage and manufactured goods to Carolina on the NAZARETH captain John Bond.

sent Rice to MIDDLEBURG(Holland) on the ELIZABETH captain Robert Mills sent Lime and beer to the Isle of May and Carolina on the BETTY Captain John Addis

sent rice to Rotterdam on a Dutch vessel.

FEBRUARY sent 29 quintals of Newfoundland fish and some hops to Barbados on someone else's ship.

MAY sent rice to Holland on the WILLIAM & BETSY(Betsy by the way is an abreviation for ELIZABETH) so she was named for he and his wife).

sent Rice to Oporto in Portugal on the THOMAS & ANN Captain William Blanchard.

JUNE sent 1960 cwt of rice and miscellaneous goods to Newfoundland on the JOLLIFFE's ADVENTURE Captain John Archer.

sent rice to Amsterdam on the MARY Captain William Richards and ~~rice~~ rice to Rotterdam on the SUCCESS captain Thomas Olive.

AUGUST sent the SUCCESS(above) to South Carolina.

SEPTEMBER sent english salt to Carolina on the JOLLIFFE's Adventure(above)

NOVEMBER exported Linen, Twine and manufactures to Carolina on the BETTY(above).

HE IMPORTED

Rice and Pitch from Carolina on the ANN & BETSEY capt William Skinner
and on the THOMAS & ANN(above)
and on the JOLLIFFE's ADVENTURE(above)
and on the MARY (above)

Stone bottles from Amsterdam on a Plymouth vessel
miscellaneous goods from Hamburg on the JOLLIFFE's ADVENTURE(above)

This is substantial trading by 18th century standards but we note that it all rested on the South Carolina Trade. However by 1745 he seems to have decided to enter the Newfoundland fish trade as well. This was probably due to his large family who by now were growing up. A family of this size would require not only a large but a diverse trade in order that each son (and possibly later son in law) would have something to specialise in. Certainly in that year he obtained two apprentices Joseph Hayward aged 15 and William Morgan age 12, both of Blandford and they probably went out to Newfoundland. His entry into the Newfoundland trade may also have been partly due to substantial losses of shipping during the War of the Spanish Austrian Succession (1739-1748).

whatever the reasons by 1751 his trade had been substantially reduced for in that year he seems to have had only two or three vessels

in February he sent out provisions to Newfoundland on the INDUSTRIOUS BEE (which was owned by Isaac and Benjamin Lester). in August he exported 50 tons of Newfoundland seal oil to San Sebastian in Spain and later sent Gunpower and sailcloth to Africa.

However by 1753 his trade was reviving and indeed he seems now to be monopolising the direct trade between Carolina and Poole. Until now the Thompson, and Turner families had also been engaged. However this apparent success masked the fact that the merchants and ship owners of London were beginning to take over the English-American trades at the expense of the "Outport" merchants in places like Poole, Plymouth or Bideford. Be that as it may Jolliffe continued to flourish as the following indicates:-

in partnership with William and John Gerrard of Shaston (Dorset) he owned the FRIENDSHIP a brig of 60 tons captain William Best he was sole owner of the NANCY Captain Thomas Courtin of 100 tons and imported and exported goods from Carolina, Oporto, Newfoundland, Hamburg and Rotterdam. By now however he was finding it expedient to operate many of his vessels from the larger and more populous ports of London and Bristol and this, foreshadowed the eventual eclipse of Poole in the Carolina trade.

by 1754 His importance in Poole was recognised by his election as Mayor.

1758 owned the following vessels

FRIENDSHIP captain Mackrell in the Carolina trade
NANCY Captain Thomas Courtain in the Carolina Trade.
VERNON Captain John Thompson in the Carolina trade
MOLLY captain Richard Watts in the Carolina trade,

These were owned in partnership with the Gerrard family of Shaston. however he was trading to Newfoundland independently of the Gerrards.

1759 his Poole trade consisted of the following:-

IMPORTS

1332 quintal fish and 5 tons train oil from Newfoundland on the HOPE Captain William Reeves.

Timber from Norway on the NORWAY Captain Thomas Courtain.

500 lemons from Cadiz on another mans vessel

pork and butter from Waterford (for re-export to Newfoundland)

rice, tar and indigo from South Carolina on the WILLIAM captain JAMES Jollif

cork from Oporto on the PETER & SALLY capt Henry Thresher.

~~EXPORTS~~ and in december 2 tons of train oil from Newfoundland on the MARY & SARAH

EXPORTS (and seals fish and oil from Newfoundland on the BANKER John Farr.

sent the HOPE Captain William Reeves to Newfoundland

sent the VERNON Captain John Thompson to Newfoundland

sent the INDIAN QUEEN Captain William Bound to Lisbon and Carolina.

sent the PETER Captain William Beef to Newfoundland

sent the SALLY Captain John Frampton to Newfoundland.

but we note that only one of his vessels clears or entered from Carolina.

His other vessels in the Carolina trade are now operating from other

English ports vizt his

WILLIAM capt James Jolliffe sailed from Bristol.

and his JOHN Captain George Cherry sailed from London to

Carolina and thence to Africa. His MOLLY Captain Watts returned from Carolina to London.

1760 We note that his entry into the African Trade involved SLAVING for in that year his JOHN captain Cherry arrived at South Carolina from the River Gambia with elephant tusks and 70 slaves

I 1762 he still had three vessels in the Carolina Trade - the WILLIAM captain John Thompson, the TARTAR captain James Jolliffe and the WOLFE Captain Thomas Courtin.

However his life was at an end and on the 7 August Alderman William Jolliffe was interred at Poole, age 64.

One assumes that this caused the dissolution of the partnership with the Gerrards, but his executors took some time to wind up the estate for in 1766 the WOLFE now under the command of John Pearce was still trading to Carolina in his name. After that the company was finally liquidated.

He seems to have resided in Leg Lane.

William JOLLIFE page 4.

In the last years of his life much of the day to day running of the business seems to have been left in the hands of his sons WILLIAM JR and PETER .

JOLLIFFE CHRISTOPHER

CHRISTOPHER(1)

married 1654 Elizabeth daughter of John Thompson of Poole.
1655 had daughter Elizabeth baptised
1657 son Thomas Baptised.
Did not have any more children in Poole was was not buried there.
Nothing further known.

CHRISTOPHER(11)

1697 baptised son of Captain Peter and Amy Jolliffe(brother of William and
~~Christopher~~ Peter).
circa 1725 Married Ann(Chatfield or Bowles?)

CHILDREN

1726 daughter Elizabeth Chatfield
1727 daughter Sarah Glover
1732 Son Christopher
1732 Son Peter
1734 daughter Elizabeth
1735 daughter Mary
1736 Daughter Ann

CHRISTOPHER(111)

the man who muddies everything up as far as the early 18th century
Jolliffe's are concerned. Probably the son of a shadowy Christopher Jolliffe
Senior who hovered around Poole in the early 1720's. He was a Unitarian

circa 1726 married Grace ? in Poole Skinner Street Chapel.

CHILDREN

1727 daughter mary baptised in the Chapel
1728 daughter sarah ditto
1732 daughter Grace ditto
1742 Son PETER.

BURIALS

One Christopher died in 1741

Another died in 1746

But the third of these(whether Christopher (11), his son or Christopher III is
unclear although I do not think it was his son) survived an flourish
I am inclined to believe that one of the men who died was Christopher the
Unitarian, and the other might have been yet another shadowy Christopher
Jolliffe for in the 1750s CHRISOPHER SENIOR AND JUNIOR(presumably the son
and grandson of Captain Peter) were trading in partnership.

Christopher Junior(grandson of Peter died in 1779) but his father
continued(he was called "Old Christpher" by Benjamin Lester from as early
as the 1760s, until at least 1786 and possibly thereafter. However by this
time there may have been as many as four Christopher's in adulthood and it
becomes totally confusing.

THUS IN MY NEXT SECTION on biographical details, although I have tried to
sort them out wherever possible, one must bear in mind that I may have
confused two separate individuals. The details all concern as far as I
can judge Christopher the son of Captain Peter, and his son(and possibly
grandson, s Christopher.

CHRISTOPHER (XX) (IV)

Born 1737 the son of William (above) and Elizabeth. Just how he fits into the picture I cannot say but unless he died he would certainly have been engaged in trade.

BIOGRAPHICAL DETAILS

CHRISTOPHER (11)

- 1724 in partnership with Peter and William (his Brothers) owned the THREE BROTHERS (see William Jolliffe for details).
- 1732 in Partnership with Henry Chatfield owned the CHATFIELD JOLLIFFE 60 tons 6 men and 6 cannon which was commanded by Chatfield. in the Poole-Carolina trade
- 1735 Command of that vessel given to James Brixey of Poole who continued her in the Carolina trade.
- 1736 Joined in the ownership of this vessel by a shadowy THOMAS jolliffe, and also acts as agent for his brother William in importing goods into Poole.
details of trade
1. pitch and salt to Newfoundland on the JOLLIFFE SLOOP captin Peter Shank (he was sole owner of this vessel.
imported rice pitch and tar from Carolina on the CHATFIELD JOLLIFFE
imported iron from rotterdam on the JOLLIFFE SLOOP above
with his brother William imported masts and board from Hamburg on the CHATFIELD JOLLIFFE (above)
Acting for his brother William exported manufactures and beer to Lisbon on the SARAH captain John Rolles
- 1738 details of Trade in Poole.
acting for his brother William sent rice and berries to Hamburg on the JOLLIFFE ADVENTURE (owned by his brother) and in October sent her on brother's behalf to South Carolina.
Acting for himself
his CHATFIELD JOLLIFFE captain Brixey traded to South Carolina and returned to Poole with a cargo of pitch, tar, turpentine staves and logwood on his own account.
Sent spanish salt from Poole-Newfoundland on the THOMPSON MEDAL Captain Thompson. (this vessel was owned by Sir Peter Thompson of Poole.
- 1741 concentrated on his own trade having three ships (CHATFIELD JOLLIFFE, NAZARETH, and one other) confined to the Carolina Trade. now seems to have severed connections with his brother william.

In the late 1740s his trade seems to have declined greatly since in 1751 not a single vessel entered or cleared Poole on his account and in 1753 he owned only the ANN captain William Bound 120 tons which was in the Carolina trade. However he did import a small amount of Train (cod) oil and furs from Newfoundland on someone else's ship.

In that year he resided in High Street but owned only two tenements (one of which he occupied) with a combined rent of 18 p.a.

by 1758 he had gone into partnership with William Edwards of Shaston and his son Christopher Junior had joined the firm.

Vessels owned included:-

SPEEDWELL 15 ton schr registered in Charlestown South Carolina in 1757 which did not come to England but traded between Carolina and the Island of St Martins in the West Indies.

ANN a snow of 120 tons Captain William Bound, registered in London but trading between Carolina and London or Poole.

CHRISTOPHER & SARAH 50 tons Captain Joseph Puddicombe built New England in 1738 registered in Charleston South Carolina in 1753 and trading between South Carolina and England.

GLOUCESTER a snow of 80 tons captain William Thompson built New England in 1750 registered in Poole 1755. trading between Carolina and England.

SPEEDWELL

JENNY a ketch of 150 tons captain Thomas Ash a prize taken from the French registered in Poole april 1758. trading between carolina and England.

Christopher Jolliffe (II) Biographical Details Continued

Details of Trade in 1759

his JENNY, ash sailed from Poole for South Carolina 11 April 1759
sailed from Carolina to Lisbon 24 Feb 1759.

his ANN captain John Trasher sailed from Poole for Carolina 18 Nov 1758
arrived Carolina 8 Feb 1759 and sailed for Poole on the 30 March. This
vessel was a 120 ton snow a prize, registered in Poole in 1758

WITH CHRISTOPHER JUNIOR

their AMY capt Puddicombe left Poole 20 Dec 1758
and arrived South Carolina 5 April. 11 May sailed for Poole
then sailed from Poole to Bilboa where she discharged and sailed
on to Carolina where she arrived in Ballast on 10 Dec 1759.

IMPORTS into Poole that year

January (With his brother William) linen etc from Hamburg on
the PEMBROKE Captain John Pinhorn.

February. Salt from Lisbon on the Christopher and Sarah Captain
Joseph Puddicombe

June Pitch tar and Turpentine from Carolina on the ANN, Trasher

July. Salt and 5000 lemons from Lisbon on the JENNY, Ash

Rice from Carolina on the AMY Puddicombe

Timber from Hamburg on the CHRISTOPHER & SARAH Pinhorn.

EXPORTS

March. Miscellaneous to Newfoundland on the DOLPHIN Captain Taylor
(this vessel was probably owned by Joseph White)

Wheat to Lisbon on the ~~BANKER~~ BANKER Captain John Farr.

TRADE in 1762

By now the Connection with the Edwards family of Shaston seems
to have ceased and the firm is run jointly as Christopher, Senior and Junior.

One of Christopher Senior's daughters married George Pulling a
Poole Cider merchant. In the Mid year William Thompson of Poole seems
to have become a ship captain with the firm and was a joint owner of the
vessel which he commanded. This was a common method of ensuring some degree
of honesty and loyalty in ship masters.

Ships

1. JENNY captain Puddicombe in the Carolina trade.
2. BALTIMORE Captain William Thompson in the Carolina/Cadiz Trade
3. INDIAN QUEEN 180 tons Captain William Bound Carolina/Lisbon Trade

1764

In this year or just before, Christopher Jolliffe seems to have established
a more or less permanent fishing Station at Little Placentia (Now Argentia) in
Placentia Bay, Newfoundland and he had an agent, John Arrowsmith stationed
there. Their trade was not however, very extensive.

1765

Shipping included:-

SALLY (name change to QUEEN) 120 tons captain Richard Purss. Poole-Georgia

ANN 70 ton brig Captain Robert Smith Poole-South Carolina

SUKEY 80 ton brig captain Jacob Whitewood Poole-South Carolina. This vessel
was jointly owned with James Stoodley and Simon Peter of Poole.

JOLLIFFE 110 tons Captain William Bound which had been built in NEWFOUNDLAND
1760 and registered in Poole 1764. Poole-South Carolina.

1766.

(but by 1773 had moved to High Street)
Christopher Senior lived in West Street, and Christopher Junior in High Street.

Christopher Senior owned 2 new tenements in Town Gates Lane whilst Christopher Junior owned two other houses in High Street and a tenement and cellars on the Quay. Christopher Junior was a Churchwarden for St James.

TRADE

1. JENNY capt Puddicombe - South Carolina/Cadiz,
2. SUKEY capt Whitewood, South Carolina/Oporto (jointly owned with Stoodley)
3. obtained a cargo of timber from Norway on vessel chartered from Captain Williamson of London.
4. HANNIBAL 100 tons built New England 1765/registered in LONDON)
Poole-Carolina/cadiz. Jointly owned with John Nowell and Stephen Puddicombe of London.
5. JOLLIFFE Captain William Bound Poole-South Carolina etc.

1767

1. ANN Captain Peter Seymour South Carolina trade.

1768

1. PARKSTONE 70 tons built Poole 1765 Captain William Reed. A coaster which in that year carried Train oil to chester and Liverpool on account of Isaac and Benjamin Lester.
2. SALLY & POLLY Captain Edward Cheesman 120 tons built Britain 1740
Voyages Poole-Liverpool in 1768, but out to Newfoundland 1769.
3. TWO BROTHERS 100 tons Captain Henry Smith built Lymington 1748
Registered in London. voyage London- Malaga.
4. INDIAN QUEEN Captain Bound in December sailed from St Ubes (Setubal in Portugal for Ireland but driven into poole by gales on the coast.

1771

Captain John Braddick
By now the Newfoundland agent is one ~~Mr Braddick~~ who took out writs in Newfoundland against various fishermen and planters for debts totalling 358/11/4 (not a very large sum).

1772 By Now Christopher Junior seems to be trading independently from his father and their fishery had been moved from Little Placentia to TRINITY, Trinity Bay. It seems that the Newfoundland trade was carried on by Christopher SENIOR, whilst his son concentrated Carolina, and general Shipping.

TRADE

1. Christopher Junior, his Brig (name unknown) arrived Poole from Carolina on the 13 May in 8 weeks.
2. CHRISTOPHER SENIOR his sloop (the Parkstone, probably) arrived at Poole from Newcastle with 400 bushels of coal for Isaac Lester.
3. CHRISTOPHER SENIOR in partnership with JOHN BIRD of Poole chartered "their Little Brig" to Lester to take freight out at 20/- per ton.
4. His Agent in Trinity Captain Braddick complained to the Magistrates about the behaviour of his Boats Master John Robbins for abusing him all summer, refusing to do his duty and throwing a saucepan at him. Thus Jolliffe is not only trading (to a limited degree) with the Newfoundland "Planters", but also has a fishing crew of his own, under the general supervision of Captain Braddick (who commanded one of Jolliffe's trading vessels).

WEALTH OF THE CHRISTOPHER JOLLIFFE'S during this period

Poole churchwarden's account give the annual income of each as follows

YEAR	<u>CHRISTOPHER SENIOR</u>	<u>CHRISTOPHER JUNIOR</u>
1773	£3,000	£600
1776	£2000	£1,000
1778	£1,000	£1,000
1779	£1,500	NIL (DEAD)
1780	£1,500	
1782	£1,500	
1783	£1,500	
1786	£1,500	

Thus we see a pretty constant diminution in Christopher Senior's fortune (until 1779 when he probably took back some of the estate of his son) due to the collapse of the Carolina Trade due to the the American

CHRISTOPHER J Jolliffe(II) continued

Revolution, and only his diversification into Newfoundland, and general shipping saved the firm.

1775 TRADE

1. His agent at Trinity Mr Hunt (probably William Hunt) arrived home for the winter in a brig owned by Samuel White. Almost certainly Jolliffe's Newfoundland trade was too small to justify the employment of an agent on a year round basis and thus during the winter the store would be locked up and the keys left in the hands of some trusted local planter, who might under some circumstances be authorised to sell from the "Remains" of goods brought out the year before.

SHIPPING.

CHICHESTER Sloop 90 tons 11 men built Chichester in 1751 Captain John Langford. Voyage Guernsey - London.

TWO BROTHERS sloop 100 tons captain Henry Smith, built Lymington 1748 Voyage from Liverpool-Ostend.

JOLLIFFE brig 150 tons 23 men Captain William Reed, built Newfoundland 1761 Voyage Poole-Newfoundland and then at the end of the year hired by the Admiralty as a Transport.

SMEDMORE brig 130 tons 11 men late Captain John Brown, new Captain Michael Garrett, built in France in 1768. voyage Poole-Lisbon.

1776

In this year quite a lot of the business of Christopher Senior seems to have been transacted by his sons Christopher Junior, and Peter. For Example they dealt with Isaac Lester when he wished to charter his PARKSTONE which was apparently unfit for immediate service since she lacked sails and rigging

1. Christopher Junior imported a cargo of Timber from Norway on a Norwegian vessel. Some of this was immediately sold to Isaac Lester.

2. The firm sold pitch and tar to Lester. Since the Carolinas were now more or less closed up, it is assumed this cargo came from the Baltic on the above vessel.

3. Either Christopher or Christopher Junior were in partnership with Captain John Barter for their HOPEWELL (Barter, Captain) had in November 1775 been chartered by Cornish interests to take pilchards from Dartmouth to Venice but after being 6 weeks out had to put back to Poole due to contrary winds.

4. his SUKEY Captain Whitewood took passengers, pork and butter from Ireland to Newfoundland.

5. "Young Christopher" obtained a load of bricks from Isaac Lester.

6. the SUKEY arrived home from Trinity on the 13 November, their clerk again returned home in her. "his little brig".

~~1777~~ 1777

the SUKEY had, in late 1776 took a cargo of fish from Trinity to Jamaica she had been chartered for this purpose by Isaac Lester.

in February he sold flour and bread to the Lesters: in April his "Old brig" caught fire at the cleaning place in Poole harbour, and in November (having been repaired) she returned from Newfoundland under the command of Captain Ford after a passage of 24 days (quite a long passage) with a cargo of oil and furs. She had been chartered by Benjamin Lester. This vessel was the NANCY (now renamed the ROSE)

1778 Shipping

1. CHICHESTER sloop J Langford trading guernsey-London
2. NANCY rig (new name ROSE) John Ford 60 tons Poole-Newfoundland
3. SMEDMORE brig 130 tons capt J Brown dunkirk-Poole as a cartel.
4. INDUSTRY schooner late capt John Bennett now Jos Wood 40 tons 7 men built Newfoundland 1773. Poole-Seville.

Note that the south Carolina connection has now died away completely

1779 losses due to war etc reduced the fleet to two vessels

the ROSE (new commander J French), and the SMEDMORE

The death of Christopher Junior in February must have also caused some upheaval in the business.

1780 Now owned only the NANCY which was in the Newfoundland trade, but with Richard Watts of Poole held shares in the ACTIVE privateer Captain William Bloomfield 120 tons 50 men armed with 12-4 pounder cannon.

1781

It would appear that by now Christopher was determined to give up the Newfoundland trade. This was due partly to the general distress caused in the fishery by the war, and most of all perhaps to the drastic decline in the shipping fleet he owned, and one must always bear in mind the death of Christopher Junior. In that year he abruptly sold of the fish which was being made by his crew in Newfoundland, to Benjamin Lester "at 9/-d per quintal to be paid by Mr Stone (Lester's agent in Trinity) on delivery to the ship". This marked the end of his involvement in the fishery, which had never been on a very large scale anyway.

At the end of the war Jolliffe re-entered trade but to a much reduced extent. In 1784 he sold his last vessel (the BLESSING Captain John Collingwood) to William Newman of Dartmouth for £450, and began to take an active though not prominent role in the local politics as a firm supporter of Benjamin Lester who, though a supporter of Lord North and the American War, managed to deepen his political influence in the years immediately following its termination. Politics, social life and commerce were all intermingled for the population of Poole (or least those who had a vote) found themselves increasingly divided into two camps - one led by John Jeffery inherited what might be loosely described as the old Quaker and Dissenter connection of the White family; The other led by Benjamin Lester solidified the disparate groups who were basically united by little more than their opposition to Jeffery and his faction. Politics became very bitter and each camp worked together, and played together in commerce, politics and relaxation. Thus Lester had Jolliffe "and other friends" often to dinner at his house ~~on~~ at the old Antelope Inn, and had a quite political card club (they probably played whist) at "Whittles" Inn. Jolliffe was an Alderman and Justice of the Peace and thus of some influence. However his was a declining family (as were many others) whose influence came from past fortune and long prominence in the town. The real powers were Lester, Jeffery, ~~and the~~ The Green's, Slade's and Spurrier's who together with their in-laws and dependents controlled the future of the town.

He proved a staunch supporter of Lester (and was able to utilise Lester's supporters in his elections to the Watch Committee and the Workhouse Committee. In return he supported Lester's nominees for the annual Mayoral and corporation elections. However in 1787 he amazed Lester by refusing to vote for either candidate in the election for town clerk. This caused a certain coolness, which however had died away by 1789 when he is found firmly back in the Lester faction.

His trade was now on a small scale although in 1785 he had a new vessel built in Poole. The UNION of 130 tons, a brig commanded by John Collingwood made its first voyage in 1786 when Jolliffe attempted to revive his trade to South Carolina. However this was unsuccessful and ~~between~~ from 1787 onwards it was used for charter to other merchants as can be seen below

- 1787 Poole-Newfoundland
- 1788 Poole-Newfoundland
- 1789 Poole-Canada.
- 1791 Poole -Newfoundland/Quebec from whence she returned with wheat for Falmouth.

By 1789 he may have briefly brought a nephew Christopher (referred to as JUNIOR) into the business, and at the same time entered into a partnership with a Mr Hunt. This resulted in a temporary expansion of the trade and by 1791 he was again operating four vessels

1. BLESSING 62 tons 10 men Built Poole 1784 Captain Whitewood. Trading from Liverpool-Milford Haven in the coasting trade
2. KITTY 50 tons built Newfoundland 1788 Poole-Newfoundland, but sold in this year
3. UNION 131 tons captain Jas Henderson- Quebec trade
4. HOPEWELL sloop 86 tons built at Poole 1780 trading Liverpool-Penzance in the coastal trade. Captain Samuel Walters.

In 1792 his annual income was estimated at £1,000 which shows a continued decline since the hayday of the Firm in the period between 1750 and 1775 but was by now an old and venerated figure in the town finding little if any opposition to his annual re-elections to the Bench, and various local committees.

However the French Revolutionary Wars, with the inevitable losses to shipping seem to have affected Christopher Jolliffe severely by 1794 he owned only the UNION, and when she was captured in 1796 he brought the BLESSING of 83 tons. She too was taken soon afterwards and Christopher Jolliffe abandoned all shipping interests. His nephew Christopher ~~jr~~ was now in Poole, and he and the HUNT family mentioned above, continued to own cellars and yards and seem to have concentrated on the local coal trade.

In 1806 there were unfortunately THREE adult Christopher Jolliffe's involved in Poole as follows:-

1. CHRISTOPHER of SOMERTON
Owned the following Property
 1. House in Thames Street leased to J Cowden at £3 pa
 2. the New Inn (adjoining the above) leased to Walter Sturmeay at 5/10/-
 3. four tenements in Leg Lane occupied by John Tilsed and others at a total rent of £9 p.a.
 4. A house in the High Street at the Quay leased to J Gilbert at L7
 5. Another adjoining leased to Hillier at £2
 6. Store adjoining leased to Thomas Saunders at £6
 7. Yard adjoining leased to Solomon Miffelen at £3.
2. CHRISTOPHER SENIOR (the man we have been discussing throughout)
 1. Mansion in High Street occupied by himself at a value of £18 p.a.
 2. Stables in Leg Lane leased to Thomas Heather at £3
 3. Culm cellar in Strand Street leased to Messrs HUNT AND JOLLIFFE at L7 pa
 4. Five tenements in leg lane currently vacant but valued at a total of £10 pa
 5. a House and store adjoining them leased to John Stokes at £4 p.a.
3. CHRISTOPHER JR (nephew to the above)
 1. owned no property but leased (AS HUNT AND JOLLIFFE) a coal yard and store in High Street from Widow Allen at £11 p.a. Their stock in trade was valued at £300 p.a. - a fairly insignificant sum.
 2. He leased a house in high Street from William Waterman at £7 p.a.

CHRISTOPHER SENIOR seems to have died in 1810 but his age is unknown and thus we remain in confusion as to how many Christophers are descended from Captain Peter of the "Sea Adventure" fame.

LATER

1. 1736 CHRISTOPHER son of WILLIAM and Elizabeth was baptised. Fate unknown - he may have been one of those who died in the 1740s- or indeed since we would have been a nephew of Christopher he may have somehow found his way into the firm of Christopher Jolliffe and co after the 1760s, and thus be one of the "Christopher Jolliffe's" we listed above.

1766

2. ~~1776~~ CHRISTOPHER son of PETER AND SARAH Baptised. or great grand/

This man was a grand son of the founder Captain Peter Jolliffe, and would have been a nephew or great nephew of Christopher. He and his brother Peter had no fortune at all with which to commence life and thus both went to work for William Spurrier in the Newfoundland trade. However they were well favoured and in 1787 at the age of 21 Christopher was appointed to command one of spurriers Newfoundland vessels the MINERVA 180 tons 11 men.

~~1787~~ pages

1787 march at London sailed to France and thence to Halifax Nova Scotia with Salt. She took a cargo to Alicant in Spain

1788 23 February arrived at gravesend from Alicant. 27 Mar arrived Poole from London. 27 July sailed from Poole to Newfoundland, then brought cod oil home. the vessel was then chartered to go from London to Spain.

1789 march arrived at Gibraltar from Altea. 1 April arrived in the Downs from Altea and on the 10th tied up at gravesend. ~~22 August sailed from Poole - Newfoundland~~

~~1790~~ Christopher Jolliffe then took a short rest but in August was appointed to Spurrier's LARK 219 tons and 12 men. she sailed for Newfoundland from Poole 21 August.

1790 9 March arrived Plymouth from Malaga in Spain. 25 Mar arrived at Dover. 29 May sailed from Deal to Poole. 2 September after refitting sailed to Newfoundland where she arrived in early October. December arrived at Bilboa in Spain with a cargo of fish.

1791 5 March arrived at Limerick (Ireland) from Setubal in Portugal with salt loaded for Newfoundland. 21 April arrived home at Poole and was discharged from that vessel.

He was then appointed to command the FREEDOM a snow of 152 tons and 13 men. IN April she sailed for Cadiz ~~to Spain~~ from London and thus he must have spent but a few days at home. She arrived there at the end of the month and from thence took a cargo to Leghorn in Italy and obtaining a very quick cargo was back at Stangate Creek in the Thames on August 22. He then left the ship and seems to have remained ashore for a considerable length of time. No doubt the holiday was welcome and well earned.

Early in 1793 he took command of the NANCY a brig of 133 tons and 10 men and sailed out to Newfoundland from Poole. IN September she arrived at Lisbon from Newfoundland with a fish cargo.

1794 2 February arrived at Gravesend from Denia in Spain with a cargo of fruit. 12 April sailed from Gravesend for Newfoundland and from then took fish to Leghorn where she arrived in September. By now of course England had been at war with France for 18 months and Jolliffe was very lucky to avoid capture in the Mediterranean even though he almost certainly sailed with convoy. From Leghorn she went to Malaga in Spain to take up a cargo of wine and fruit. on the 28 February 1795 she arrived safely at Falmouth and on the 6 February tied (January)

up at Deal. she then returned to Poole and on the 15 April sailed to join the Spithead convoy for Newfoundland. Nothing further is reported of this vessel and it is almost certain she must have been taken by the French. Nothing further is heard of him and he never seems to have worked for Spurriers, or on his own account again. He may well have become a prisoner for a few years and be the Christopher of SOMERTON who first appears in the records in 1800. Alternatively he may have been lost at sea. However in view of the fact that one CHRISTOPHER died in 1819 at Wimborne aged 54 one feels that this was in fact Christopher son of Peter who had worked in his early manhood for spurrier. It may have been his son Christo-her who was buried in 1814 aged 4 although this seems to imply a rather

CHRISTOPHER JOLLIFFE continued
late marriage.

CHRISTOPHER "JUNIOR" Nephew of Christopher Senior(above).

This man who was involved in the coal business and(earlier the shipping trade) with his uncle and the Hunts seems to have been born, or at least spent his boyhood in London. He was a nephew of Sarah (Jolliffe) Puddicombe who was married to Stephen Puddicombe of Chudeligh, Devonshire in the 1750s and had been in partnership at that time with Christopher Jolliffe(11). in 1800 he married at Poole, Sarah Hayward, and settled in the town where he became prominent in local affairs as a Magistrate. He seems to have acquired by inheritance and/or purchase a considerable amount of property. In 1814 it was as follows:-

1. 6 tenements in Leg lane leased at £14 p.a.
2. and adjoining store leased to William Whitewood at 4/10 $\frac{1}{2}$ -
3. House in Thames Street occupied by Walter Sturmeay at £4 p.a.
4. the adjoining NEW INN alehouse also occupied by sturmeay at £11 p.a.
5. HE leased a coal yard and counting house in High street from his Kinsman WILLIAM at 22/10 $\frac{1}{2}$ - p.a.
6. and leased an adjoining yard from the widow of Christopher Senior at £22 p.a.
7. He himself lived in a mansion at high street valued at £27 p.a.
He carried on the coal business and had as ever a stock in trade valued at £300 p .a.



JOHN JOLLIFFE

- 1770 John son of Peter and Harriet(Hare) Jolliffe Baptised
1787 Went from Poole to London(Young Jack)
1788 Died at Dorchester but buried in Poole(brought back by his brother Peter)

(2)

- 1789 John son of Robert and Joanna baptised in poole.
1790 buried.

JONATHON JOLLIFFE

- 1740 son of William and Elizabeth, baptised in Poole. nothing further known.

ROBERT JOLLIFFE ROBERT JOLLIFFE

Birth date and Parentage unknown.

- 1765 at Poole married Miriam Leebury.
1766 Leased a tenement in Hiley's Orchard from Saunders at £6 p.a.
son Robert Baptised St James Anglican Church.
1768 had daughter miriam(or marianne)
1770 had daughter mary
moved from Poole around this time and -probably to ~~Dorchester~~
~~where~~ Shaftesbury where he died in 1795.

- (2) May have been the same man as the above. His wife may have died
and he had by 1781 married JOANNA(surname and place of marriage unknown).
1781 their son Charles baptised in St James
1784 their daughter elizabeth baptised
1787 their daughter Sarah baptised
1789 their son JOHN Baptised.

Had no involvement in commerce or ship owning.

JOLLIFFE Thomas

- 1657 baptised in St James, son of Christopher and Elizabeth.
1679 married Mary wills in St James.
1685 had children charles and Mary baptised.

(2)

may have been the same man, but would have been pretty ancient
1736. with CHRISTOPHER owned the CHATFIELD JOLLIFFE captain James Brixey.
50 tons 6 men and 4 cannon. Registered at Poole in 1734.
12 April. ~~sailed from South Carolina~~ ~~Isle of May~~
arrived at South Carolina from the Isle of May with a cargo
of Salt. 14 april sailed to Poole.(cargo rice and naval stores).
he must have died or removed from Poole just after this for his
name never appears again. Probably in partnership with Chrisopher the Unitarian.

- (3) 1752 commander of the SEAFLOWER 50 tons & men of Dartmouth. at London, sailed
to Gibraltar and Canada. nothing more known.

GENEALOGICAL

JAMES CORNWALL

Born 1776 son of Peter and Harriet. (Nothing further known)

SOME FEMALE MARRIAGES

1. AMY
1709 admitted as a member of Poole Unitarian church.
1731 died.
2. ELIZABETH M
1756 married John Pinhorn of Poole (a Newfoundland planter
1800 widow Elizabeth living in Old Perlican Newfoundland 1 son 3 daughters
no great property.
3. SARAH AMY
1756 married Joseph Puddicombe (ship captain employed by Chris Jolliffez)
4. SARAH
1765 Married John Green a dissenter and merchant of Poole
5. ANNE
1778 married John Dowding a ship captain
6. MARY
1780 married John Broom Jr (ship captain employed by Spurrier/co
7. SOPHIA
1801 married Joseph Olive Jr (Poole merchant)

CHARLES JOLLIFFE

1. Chas and Mary, children of Thomas and Mary, baptised in Poole. nothing further known of them. date 1685
2. 1781 Charles son of Robert and Joanna baptised Poole; nothing further known.

BONAVENTURE JOLLIFFE

- 1701 married Mary Weston of Poole
1707 had son Francis.
Family must have moved from Poole soon after for nothing more known of Father or son.

WILLIAM JOLLIFFE(L)

Birth date and parentage unknown but was certainly one of the Poole Jolliffe's originally. Possibly a son of Christopher and Grace Jolliffe, the Unitarian family who flourished in the 1730-40 period.

He was probably the William Jolliffe who between 1778 and 1795 owned and for the first few ^{years} ~~commanded~~ vessels in the Mediterranean trade but trading out of London. He had at least two children CHRISTOPHER and PETER WILLIAM (who became rector of Poole towards the end of the 18th century. They seem to have resided at Lymington in Hampshire.

ROBERT WILLIAM JOLLIFFE

Baptised 1767 son of Peter and Harriet (Hare) Jolliffe. further details unknown so either died or removed from Poole as a child or young adult.

JAMES JOLLIFFE

- 1736 Born in Poole fourth son of William and Elizabeth.
1758. Appointed to command his father's vessel WILLIAM 70 tons 8 men. may made a voyage from Bristol to Waterford, the West Indies and Carolina.
1759. 17 apr Arrived South Carolina from Cadiz (a continuation of the above voyage)
12 May. sailed to Oporto in Portugal.
July. arrived at Poole fm South Carolina (apparently did not call at Oporto)
July. Sailed from Poole to Newfoundland with a cargo loaded by William turner of Poole.
- 1760 January. Arrived at Vianna (Portugal) from Newfoundland with cargo of fish. Then ~~brought wine and fruit to Poole. tank sail~~ to South Carolina.
8 May arrives South Carolina from Viana in ballast.
7 Jun. Sailed from South Carolina to Oporto.
August. news of her arrival at Viana from Carolina.
29 September. arrived Poole fm oporto.
- 1761 ~~seems to have stayed ashore.~~
- 1762 commander of his father's TARTAR 120 tons 14 men 6 cannon.
26 January. arrived at Cowes from South Carolina. 29 January sailed to Spithead. 30 January Poole to South Carolina. 23 April arrived at Carolina. 24 May South Carolina to Poole. 24 July arrived at Poole but went on to discharge her cargo at Rotterdam in early August.
- 1763 23 April sailed from Poole to Newfoundland. and arrived in late May or early June. Then took fish to Leghorn in the Mediterranean.
- 1764 9 April arrived at Dover from Leghorn. / 3 May arrived at Gravesend. 2 August. arrived at Poole from Newcastle with a cargo of coal.

He then gave up seafaring and purchased a vessel of his own from John Weston in 1765.

~~24 September~~

24 November this vessel the SWEEPSTAKES captain Martin Cole sailed from Poole for South Carolina.

1766 7 February she ~~sailed~~ sailed from Carolina to Poole.

22 sep She then sailed again for Carolina, but had to put back 22 November having lost her mainmast. she again sailed for Carolina after repairs.

1767 23 May sailed from Carolina to Lisbon.
in this year he MARRIED Mary Holloway.

CHILDREN

1768 William.

1768 he sent the SWEEPSTAKES to Catalina in Trinity Bay Newfoundland (probably chartered by another Poole merchant. she was driven ashore there in a storm but got off with only light damage.

4 Dec. she arrived at Poole from Barrow Harbour (Bonavista Bay) and Ireland ~~at~~ where she had discharged passengers

~~BUT by this time he had DIED (buried)~~

1769 6 January HE WAS BURIED IN ST JAMES CHURCHYARD.

However his widow (who lived in Thames Street) carried on his business and continued to operate the ship until her ~~death~~ removal from Poole in 1778-9.

her personal income during the 1770s was £300 per annum a comfortable although modest revenue.

It can be seen that James Jolliffe was a small ship owner, not directly engaged in trade but living by chartering his vessel to merchants engaged in the Newfoundland, home and Carolina trades. His father seems to have left him very little money, although he probably financed the purchase of the SWEEPSTAKES in 1765. His early death effectively prevented him from building up any great fortune, but the action of his widow in continuing to run the business (I suspect the vessel was probably captured during the American Revolution) was by no means unusual during this era.

WILLIAM JOLLIFFE JUNIOR

Son of William (above)

Born 1735

Married circa 1756 Ann (surname Bowles?) which would have made him an in law of the Lester family)

This William spent most if not all of his short life working with his father but from 1756 ~~and 1757~~ seems to have concentrated on the Newfoundland side of the trade where he had an agent, John Chubb, in Trinity, Trinity Bay. in 1757 and 1759 he took on two apprentices Henry Price and William Nichols, both of Blandford and they would probably have been sent out to work in Newfoundland,

1758 had a son William Bowles Jolliffe (died 1761)

However in 1760 he died at Salisbury aged only 25 "A most amiable character, husband, relative, merchant and friend". One suspects he may have died of Tuberculosis. He died on the 14 August and his widow may have born another child (William Bowles Jolliffe) in 1761 but ~~this child probably died very soon after baptism.~~

WILLIAM JOLLIFFE (3)

1767 born the son of James and Mary Jolliffe

Was never involved in shipping or commerce but owned a fair amount of Property in Poole.

1801 leased Stables in West Street from Widow Hunt at £3 p.a.

1803 Member of the Poole workhouse committee and again in 1804 but defeated in the election of 1805.

1804-6 A Watch Commissioner in Poole. and a member of the Committee appointed to negotiate with the Devises of Sir John Webb over the question of enclosing the land at Great Canford. ~~He personally resided in Poole.~~ In 1806 he owned 5 houses in West Street the first of which (rated at £9 p.a.) he occupied but the rest valued at only £2 p.a. each were vacant. He also owned an adjacent stable occupied by himself and a blacksmith shop occupied by Thomas Barnes.

By 1814 his property holdings had grown considerably, whether by bequest or purchase is not at present known.

He owned lofts in High Street leased to Messrs Randall, Knight and Martin at £45 p.a. and an adjoining coal yard leased to Christopher Jolliffe at 22/10/- p.a.; a house and shop in ~~West~~ Thames Street

leased to Uriah Buss9n at £15 p.a. and his property in West Street was now occupied by various tenants yielding a total rent of £27 p.a. By 1817 the rents of the same West Street Properties had risen to £43 p.a.

In 1822 he was described as a MERCHANT but I have not found him engaged in either commerce or any ship owning in Poole so that his occupation was a bit of a mystery. However he was of some local prominence since he was Mayor of Poole in 1828.

In the 1850's mention is made of a Sir William Jolliffe who had been a Tory whip in parliament, whether they are connected I do not know.