

captains gradually abandoned the Adriatic, and extended their operations to the Mediterranean and the Atlantic. Another of the great seafaring families was that of the Mašibradi. Girolamo Mašibradi was the founder of its fortunes, but his first ventures, like those of Prazzatto, proved unsuccessful, and he was surprised and captured by a fleet of twenty-two pirate galleys from Rhodes, and sent as a slave to Scio. But he was soon ransomed, and with his brothers ended by accumulating great wealth. He was eventually appointed Captain-General of Spain, and granted a salary of 2400 *scudi* a year. His brother Nicholas was in the Spanish service for many years, and was created Marquis and Knight of St. James of Compostella, and granted a large pension. Other Ragusan families attained to eminence, such as the Martolossi, the Bune (Bona), &c. All this brought riches to the citizens, but, on the other hand, it denuded the city of both ships and men. Gradually all the Ragusans who were not in the Spanish service sold their vessels, notwithstanding the laws forbidding these sales. The number of new ships built at Ragusa decreased to an alarming extent, and soon even the Spanish merchant navy began to decline owing to English and Dutch competition. Don Andrea, Count of Tuhelj, Admiral of Naples, made a series of proposals with the object of reviving the shipping and the trade of Spain and its vassal States, especially Ragusa. In a letter to the Senate of that city, dated March 4, 1634,¹ he mentions the fact that there had been at one time from 70 to 80 large ships of 1000 to 5000 *salme* flying the banner of St. Blaise, manned

¹ Ragusan Archives, 1600—lxix. 2119, in Gelcich, *Tuhelj*, 104.