

During the 14th and 15th centuries, European Jews were dominant as shippers, navigators, cartographers and traders piloting the seas and exploring for new trade routes and sources of commerce. Their money backed many exploratory forays and their equipment and supplies filled many of the ships' holds. By the time they settled in the New World they had acquired hundreds of vessels to ferry their goods through the Caribbean and South American settlements and on to Europe. The Jews, in fact, were the largest ship chandlers in the entire Caribbean region and owned warehouses with inventories to outfit the largest sailing vessels and to make ship repairs. It was written of the Curaçao traders, that "nearly all the navigation was in the hands of the Jews."

Sugar came out and kidnapped Africans went in - an extremely profitable arrangement for the Jews involved in the trade. Slave shipping itself brought an immense return and there was no comparable endeavor for the profiteer. "It was generally agreed," says historian Philip S. Foner of the 19th century American trade, "that it was possible to gain almost \$175,000 on a single successful voyage, and even if this averaged one out of four trips, the reward was worth the risk." This profit potential was readily apparent to the Jews who concentrated their talents in the shipping trades. According to Rufus Learsi:

In each of the five towns in the original thirteen colonies - Newport, New York, Philadelphia, Charleston and Savannah - where organized Jewish communities existed in 1776, the Jews were only a small fraction of the population; but in the economic life of each, especially in maritime commerce, their share was considerable.

Jews had a natural inclination toward this maritime commerce having been masters of the trade, by this time, for centuries. And it was, continues Learsi, "their place in shipping and ocean commerce that made the Jews a factor in the economic growth of colonial America."

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