

LIVORNO, 1680-1845

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1. Coverage

This questionnaire discusses Livorno (Leghorn in 18th century English spelling), the main port-city of the Grand Duchy of Tuscany.

The first registries of entries in the port of Livorno date back to 1680 – while Braudel and Romano 1951 reconstructed reliable data for 12 years in the second half of the 16th century (1573-74, 1577-85, and 1590-93). According to Filippini (vol. I, p. 23), the post-1737 (that is, the transfer of Tuscany to the Lorraine family after the Medici dynasty was extinct) registries went lost, “maybe due to negligence or lack of interest on the part of the new administration”. However, Filippini was able to retrieve two tables summarizing the information for the years 1737-1750. He then used “general tables of the merchant ships entering the port of Livorno” for the years 1751-1843, which he crossed-checked with Repetti 1833-1846, as well as with other data series related to freights and insurance of ships entering the port of Livorno (mainly “portate di mercanzie” e “portate di sanità”).

There are no data for exports.

2. Documents

1680-1737: 49 registers of “Avvisi di mare e portate dalla bocca del porto”, kept in the Archivio di Stato di Firenze (*Mediceo del Principato*, 1542-1561, 1612-1626, 1627-1632, 2301-2309). The period from April 1720 through December 1722 is missing.

1737-1750: 2 tables kept in the Archivio di Stato di Firenze (*Reggenza*, 800).

1751-1843: “Prospetto generale dei bastimenti mercantili giunti nel porto di Livorno dal 1751 a tutto il 1843” (Archivio di Stato di Livorno) and Repetti 1833-1846 (vol. II, p. 768, “Nota sommaria dei bastimenti a vela quadra e latina entrati nel Porto di Livorno”).

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Synthetic tables were produced on a yearly basis for the years 1700-1737.

3. Institutional setting

For the period 1680-1737, the *Capitano della Bocca del Porto* and the *Provveditore della Dogana* in Livorno, and the *Segretario di Stato alla Guerra* in Florence were responsible for the registers. Their relative responsibilities are still to be clarified. The *Capitano del porto* presided over the *Ufficio della Bocca del porto*, and exercised government and police functions in the port. The *Provveditore della Dogana* was in charge of all matters related to the custom system of the port, and was considered one of the city's first-rank officials. The function of *Provveditore della Dogana* disappeared in 1740, following the subcontracting of the states revenue: the contractors took over the *Provveditore's* administrative duties, and the *Auditore* his judiciary ones. As the subcontracting system came to an end in 1768, Livorno's custom was placed under the supervision of the General Administrators (*Amministratori generali*) in Florence.

4. Motivations

During the Medici period, registers were sent to the *Segretario di Stato alla Guerra* in Florence, who headed the department in charge (among other things) of Livorno's administration – which in turn testifies for the mostly military interest the city had in the eye of the Grand Duchy's ruling family. Under the Lorraine dynasty, relationships between Livorno and Florence became somewhat more articulate, with administrative registers being sent to specific magistratures instead of being centralized by the *Segreteria di Guerra*.

5. Methods

For the period 1680-1737, the data was collected by the *Capitano della Bocca del Porto* in Livorno, on the basis of estimates from the *stagliatore*, an official in charge of assessing the type of ships and the value of goods entering the port. By the end of the 18th century, the *Dogana* printed daily *avvisi* reporting on port arrivals and exchange rates. And every year, the *Provveditore della Dogana* sent to the Grand Duchy's *Segretario di Stato alla Guerra* in Florence reports and tables synthesizing the data, as well as other information related to Livorno's custom system.

Historians working on this material (Filippini 1998, Addobbati 2007) have established its fairly good reliability to calculate the volume of trade entering Livorno during the period under consideration. There are some discrepancies between the original material from the late 18th century and the figures produced by Repetti for the period 1766-1837 (vol. II, p. 768, “Nota sommaria dei bastimenti a vela quadra e latina entrati nel Porto di Livorno”). However, most of Filippini’s series are convergent with the numbers produced in the 18th century by Pietro Bernardo Prato in his 63-volumes manuscript *Giornale della Città e del porto di Livorno* (Biblioteca Labronica, Livorno), in which the author kept track of the entries of ships in the port of Livorno on a daily basis between 1764 and 1813 (in turn relying on the *Dogana’s* printed *avvisi*).

Eventually, Andrea Addobbati’s analysis of data related to the maritime insurance market (mostly drawn from the Archivio di Stato di Livorno’s *Sicurtà* series) constitute a major breakthrough in the city’s maritime business history (Addobbati 1996 and 2007). Most prominently, Addobbati produced a complete, year-by-year series of insurance prices for the period 1693-1815, which allows for a unique perspective over Livorno’s maritime business during the 18th century.

6. Information

The registers include information on the number, type, port of departure, flag and freight of the ships entering the port of Livorno. Depending on the period, we have information on the values and quantities of traded goods, but most of the data are related to ships.

Values were assessed by the *stagliatore* (see above); according to one source, the *stagliatore* based his estimates on his measurement of the ship’s dimensions in cubic feet². However, further research is required about how this work was carried out, and what kind of expertise was required in case one or more party disagreed with the estimate. There are no convenient price source that could be used to check his assessments.

Many different currencies and units were used. Filippini (1998, vol. I, p. 25-26) suggested to convert them all into one unit, so as to be able to compare the different values; yet his system remains rather empirical.

2. Lorenzo Cantini and Domenico Nenci, *Tesoro del Foro Toscano, o sia Raccolta delle decisioni del Supremo Consiglio di Giustizia e delle Regie Ruote civili*, Florence, Stamperia del Giglio, 1825, vol. XI, p. 448.

The names of the goods were given in Italian. Some categories varied from one period to the next, while some remained rather stable (*grano*/wheat, *cotone bianco*/white cotton, *cotone greggio*/raw cotton, etc.). Several dozens of different goods are mentioned. It is not clear who decided on the designation. Presumably the *stagliatore*, but merchant-captains might have played a role too.

Dozens of different geographical entities are mentioned in the data: see an example in Figure 1.

Figure 1. The source for Livorno in 1795

7. Availability

The data were first collected by Jean-Pierre Filippini, who published several figures synthesizing the original data (Filippini 1998, vol. I, p. 21-73, and vol. II, p. 149-153). Addobbatti 2007 and Tazzara 2011 also contain useful figures to balance Filippini's estimates.

8. Research questions

Filippini's main interest was to calculate the volume of maritime trade entering the port of Livorno in the 18th century. He therefore primarily used the data in a "quantitativist" perspective, paying scant attention to individual figures.

It would be extremely useful to cross-check the data with the few surviving archives of the Livorno customs, that kept track of commercial transactions in the port-city (for instance to calculate the fiscal benefits of maritime trade). Unfortunately, the rich *Dogana* series from the Archivio di Stato di Livorno were lost in the 19th century, probably on the occasion of a partial reorganization of the city archives in 1877. However, we can use the statistical series elaborated by Andrea Addobbati and Lucia Frattarelli Fischer on the basis of the archives of the *Soprasindaci e Sindaci poi Ufficio delle revisioni e sindacati* (kept in the Archivio di Stato di Firenze), a magistrature in charge of controlling the activities and accounts of the *Dogana*. In particular, the series of the *stallaggio* duty³ were published by historian Andrea Addobbati (2007, especially the tables p. 88, 92 and 99), and recently used by Corey Tazzara (2011).

9. Bibliography

9.1. Primary sources

Archivio di Stato di Firenze, *Mediceo del Principato*, “Lettere ricevute da Livorno dai Segretari di Stato alla Guerra”, n. 1542-1561 (years 1674-1699), 1612-1626 (1698-1713), 1627-1632 (1714-1720), and 2301-2309 (1723-1737), “Avvisi di mare e portate dalla bocca del porto”, 1680-1737.

Archivio di Stato di Firenze, *Reggenza*, n. 648 (1745-1763) and 800 (1737-1750).

Archivio di Stato di Firenze, *Appalto generale delle regie rendite* (1740-1768).

Archivio di Stato di Livorno, *Dogana*, “Rescritti e ordini”, 26 files for the period 1633-1799, with gap 1654-1701.

Archivio di Stato di Livorno, *Sanità*, “Miscellanea di Sanità”, f. 333, ins. 620, “Prospetto generale dei bastimenti mercantili giunti nel porto di Livorno dal 1751 a tutto il 1843”.

Archivio di Stato di Livorno, *Ufficio di Scurtà*, n. 1-148 (*Scritte di Scurtà*, 1763-1861; very thorough information on insurance prices for the years 1763-1861), and n. 149-159 (*Riscontro delle Scurtà e delle Polizze*, rather incomplete data for the years 1729-1762).

3. LoRomer 1987, p. 20-21: “A series of peacemeal customs’ reforms which began in 1451 culminated in a decree by Cosimo III (11 March 1675) abolishing the gabelles on most goods entering Livorno by sea and instituting in their place a small, fixed duty called the *stallaggio*. Having paid this charge, a merchant could introduce his goods into the city and sell, store, or refine them, then reexport them by sea without undergoing any further fiscal obligation. This provision provided the juridical basis for Livorno’s existence as a free port.”

Biblioteca Labronica (Livorno), *Giornale della Città e del porto di Livorno* by Pietro Bernardo Prato (63 volumes, 1764-1813).

Repetti, E., *Dizionario geografico, fisico, storico della Toscana: contenente la descrizione di tutti i luoghi del Granducato, ducato di Lucca, Garfagnana e Lunigiana*, Florence, presso l'autore e editore, 1833-1846, 6 vol. (especially, Vol. II, p. 768).

9.2. Secondary works publishing and commenting the data

Addobbati, A., (1996), "Il negozio della 'Sicurtà' marittima a Livorno (sec. XVIII)", *Nuovi Studi Livornesi*, 4, 9–63 (the appendix features year-by-year tables of insurance coverage).

Addobbati A., (2007), *Commercio rischio guerra. Il mercato delle assicurazioni marittime di Livorno (1694-1795)*, Rome, Edizioni di Storia e Letteratura.

Braudel, F. and R., Romano, (1951), *Navires et marchandises à l'entrée du port de Livourne (1547-1611)*, Paris, Armand Colin (especially tables 98–132).

Filippini, J.-P., (1998), *Il porto di Livorno e la Toscana (1676-1814)*, Naples, Edizioni Scientifiche Italiane, 3 vol. (especially Vol. I: 21–73, and Vol. II: 149–153).

LoRomer, D. G., (1987), *Merchants and Reform in Livorno, 1814-1868*, Berkeley, University of California Press.

9.3. Secondary works using the data

Baruchello, M., (1932), *Livorno e il suo porto. Origine, caratteristiche e vicende dei traffici livornesi*, Livorno, Soc. An. Editrice Riviste Tecniche, 1932.

Carranza, N., (1970), "La crisi del porto di Livorno nel periodo del dipartimento del Mediterraneo", *Bollettino Storico Pisano*, 39: 173–188.

Ciano, C., (1969), "A proposito della 'Fortuna di mare' e delle origini delle assicurazioni marittime", *Economia e storia*, 4: 373–397.

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Frattarelli Fischer, L., (1993), "Livorno 1676: la città e il porto franco", in Franco Angiolini, Vieri Becagli and Marcello Verga (dir.), *La Toscana nell'età di Cosimo III*, Florence, Edifir, 45–66.

Marzagalli, S., (1999), *Les Boulevards de la fraude. Le négoce maritime et le Blocus continental, 1806-1813. Bordeaux, Hambourg, Livourne*, Villeneuve d'Ascq, Presses Universitaires du Septentrion.

Tazzara, C., (2011), *The Masterpiece of the Medici: Commerce, Politics, and the Making of the Free Port of Livorno, 1574-1790*, Ph.D. diss., Stanford University.

10. Complementary sources

Notarial records might of course be of great help in assessing the value of goods that entered Livorno by ship, although it is unlikely they can ever help to reconstitute the whole volume of trade that transited through the city-port. A list of some of the most prominent notaries active in 18th century Livorno is available in Filippini 1998, vol. I, p. 256.