

S U P P L E M E N T

*To the Appendix to the Fourth Report from the Select Committee
on the Affairs of The EAST INDIA COMPANY.*

Appendix, No. 47.—(Private Trade.)

Ordered, by The House of Commons, to be printed, 13 & 22 April 1812.

LIST OF SUPPLEMENT REFERRED TO.

(No. 1.)

*Papers printed by Orders of 15 & 18 June 1801; Ordered to be Reprinted 13 April 1812;
VIZ.*

- No. I.**—Copy of the PAPERS concerning the TRADE between INDIA and EUROPE; printed by Order of the Court of Directors of the India Company; and laid before the Court of Proprietors of India Stock, on the 28th of May 1801 - - - - - page 3.
- (1.) A LETTER from the Right Honourable Henry Dundas to the Chairman; dated the 2d April 1800 - - - - - ibid.
- (2.) REPORT of the Special Committee, to whose Consideration the Letter from Mr. Dundas was referred. - - - - - 8.
- (3.) MINUTES of the Court of Directors of the 4th February 1801, containing the Resolutions of the Special Committee, adopted by the Court - - - - - 26.
- (4.) A LETTER from the Right Honourable Henry Dundas to the Chairman; dated the 21st March 1801 - - - - - 29.
- (5.) A LETTER from the Governor General to the Court of Directors; dated Fort William, the 30th September 1800, and received Over-land the 2d March 1801 - - - - - 31.
- (6.) SECOND REPORT of the Special Committee - - - - - 39.
- No. II.**—Copy of the PARAGRAPHS lately transmitted by the Directors of the East India Company to the Commissioners for the Affairs of India, as intended to be sent out to the Governor and Council of Fort William, on the Subject of the Trade by British Subjects between India and Europe; together with the Answer returned by the said Commissioners - 48.
- No. III.**—Copy of the PROCEEDINGS of a General Court of Proprietors of India Stock, held on the 28th May 1801; together with the Result of the Ballot on a Question then adopted, 55.
- No. IV.**—Copy of a MEMORIAL from the Directors of the East India Company to the Lords of the Treasury, dated 7th May 1797, on the Subject of regulating the Duties on East India Goods; together with Copies of the Papers thereunto annexed - - - - - 57.
- East India House, }
the 15th June 1801. } W. RAMSAY, Secretary.

- No. V.**—PAPERS presented from the COMMISSIONERS for the AFFAIRS of INDIA: —VIZ.
- (1.) MEMORIAL of Merchants, Agents for Persons residing in the East Indies, to the Right Honourable the Commissioners for the Affairs of India, &c. - - - - - 63.
- (2.) AN ACCOUNT Shewing the Number of India-built Ships, that sailed from the Port of London, on their Returning Voyage to Bengal, and the other British Settlements in the East Indies, from June 1799 to August 1800; with an Account of their Cargoes shipped for India, and of their Disbursements during their Stay in England - - - - - 68.
- (3.) MEMORIAL of the Merchants and principal Agents in England, for Persons residing in the East Indies, to the Right Honourable the Lords Commissioners of His Majesty's Treasury, dated in May 1797, setting forth the Advantages that would arise from lowering the Duties on East India Goods - - - - - 70.
- (4.) MEMORIAL of the Merchants, Buyers of Goods at the East India Company's Sales for Exportation, to the Right Honourable the Lords Commissioners of His Majesty's Treasury, dated 31st May 1797, stating their entire Acquiescence in the Reasonings contained in the Memorial of the Court of Directors - - - - - 72.
- (5.) JUDGMENT of the Court of King's Bench, 21st November 1798, in the Case of *Wilson versus Murray*, establishing the Right of American Vessels to trade circuitously to the British Settlements in the East Indies, though their Exports from India are to be carried direct to some Port of the United States - - - - - 73.
- (6.) JUDGMENT of the Court of Exchequer, 6th May 1799, delivered by Lord Chief Justice Eyre, affirming the Judgment of the Court of King's Bench - - - - - 74.

151 & 182.

A

(No. 2.)

14213

(No. 2. to No. 14.)—MINUTES OF EVIDENCE, &c.—*Viz.*

Examination of John Innes, Esq. 6 die Maii 1809	page 79.
Examination of - - D° - - 9 die Maii 1809; with Account annexed	80.
Examination of Richard Campbell Bazett, Esq. 11 die Maii 1809; with Document annexed	85.
Examination of - - - D° - - - 13 die Maii 1809; with Document referred to;	89.
Examination of Henry Trail, Esq. 15 die Maii 1809	92.
Examination of Henry Fawcett Esq. - D° - with Document annexed	93.
Examination of John Bebb, Esq. 18 die Maii 1809; with Three Documents annexed	96.
Examination of - - D° - - 20 die Maii 1809	99.
Letter from - - - D° - - to the Chairman of the Committee, dated 26th May 1809, in Explanation of his Evidence of the 20th	102.
Examination of John Woolmore, Esq. 25 die Maii 1809	103.
Examination of - - - D° - - 27 die Maii 1809; with Two Documents annexed	106.
Examination of Grant Allen, Esq. 1 die Junii 1809	109.
Examination of William Bell, Esq. - - D°	110.

(No. 15. to No. 30.)—VARIOUS;—*Viz.*

- (No. 15.) Letter from William Ramsay, Esq. dated 24th January 1810; with, OBSERVATIONS of the Chairman and Deputy Chairman of the East India Company, upon the Evidence given before the Committee upon the Subject of Private Trade with India; and an Appendix - - - page 111.
- (No. 16.) Letter from John Innes, R. C. Bazett, H. Fawcett, and H. Trail, Esqrs. dated 10 April 1810; with REMARKS on the above "Observations" - - - 172.
- (No. 17.) Extract Minutes of Secret Court of Directors, held 17th November 1801 - 195.
- (No. 18.) Note from Mr. Ramsay to Mr. Creevey, dated 13th November 1806; with, REPORT of Committee of Shipping on Private Trade Rates of Freight - 196.
- (No. 19.) Note from Chairman of the East India Company to Mr. Creevey, dated 24th December 1806 - - - - - 198.
- (No. 20.) Letter from Messrs. Bruce & Co. and others, to the Court of Directors of the East India Company, dated 27th May 1808; with ACCOUNTS annexed - - 199.
- (No. 21.) Letter from Messrs. Colvins, Bazett, & Co. and others, to the Board of Trade at Fort William, Bengal, dated 23d November 1807 - - - - 204.
- (No. 22.) MEMOIR on the Private Trade to and from India; April 1805 - - - 205.
- (No. 23.) MEMORIAL of Merchants, Agents, and others engaged in the Export Trade from Calcutta to the Port of London, to the Governor General in Council at Bengal; dated Calcutta, 20th November 1807 - - - - 242.
- (No. 24.) Letter from Messrs. Bruce & Co. and others, to the Commissioners for the Affairs of India, dated 12th May 1808; with an Appendix - - - - 245.
- (No. 25.) Letter from George Holford, Esq. to Messrs. Bruce & Co. and others; dated 30th May 1808. - - - - - 254.
- (No. 26.) Separate Letter from Court of Directors to Governor General in Council at Bengal, relative to Customs; dated 6th November 1807 - - - - 255.
- (No. 27.) Separate Letter from Court of Directors, to Governor General in Council at Bengal, on same Subject; dated 3d August 1808 - - - - 256.
- (No. 28.) An Account of the Quantity of Cotton Wool imported into Great Britain, from 1804 to 1808; also an Account of the Quantity of Cotton Wool imported from the United States of America, and from Louisiana, in the same period - 260.
- (No. 29.) Copy REPORT from the Committee of the Court of Directors, on Warehouses; approved in Court, 31st May 1809 - - - - - *ibid.*
- (No. 30.) Extract Proceedings of the Board of Trade at Fort William in Bengal, 3d and 6th November 1807 - - - - - 264.

No. I.

Copy of the PAPERS concerning the TRADE between
INDIA and EUROPE.

(1.)

LETTER from the Right Honourable HENRY DUNDAS to the Chairman of the
East India Company; dated 2d April, 1800.

Somerset Place, 2d April, 1800.

SIR,

THE Subject of this letter is the question of Private Trade and India-built Shipping, on which I am anxious to lay my sentiments before the Court, in order to attract their early attention to a decision upon it; believing that from the state in which the question is now left, much mischief results to the Interests, both of the East India Company and of the Public at large.

I feel the more anxious to come forward on this subject, because it is impossible for me not to observe a shyness on all hands to come to the discussion: and I am not surprized at it; because, so far as my reading or observation goes, there never was any question where those who differ upon it went into such opposite extremes, as those have done who have taken an active part in the agitation of it. This very circumstance emboldens me to step forward in the manner I am now doing; because it being my lot to agree in the extreme of none of the opinions which have been held out to the public consideration, I am the more likely to suggest some proper medium between those extremes, which may bring together the discordant sentiments which are entertained upon it.

In the first place, I set out with disclaiming being a party to those opinions which rest upon any general attack of the monopoly of the East India Company, either as to the Government or Commerce of India. My sentiments, in that respect, remain exactly the same as they were when I moved the renewal of the Charter in 1793; and, if any thing, I am still more confirmed in the principles I brought forward at that time. That a direct interference by Government in the affairs of India is necessary for their stability and uniformity, I am more and more convinced; but that the ostensible form of Government, with all its consequent extent and detail of patronage, must remain as it now is, I am persuaded will never be called in question by any but those who may be disposed to sacrifice the freedom and security of our Constitution to their own personal aggrandizement and ill-directed ambition. I remain equally satisfied as to the propriety of continuing a Monopoly of the Trade in the hands of the East India Company. Those who maintain the reverse, appear to me to be misled by general theories, without attending to the peculiar Circumstances of the Trade they are treating of. Viewing it even as a mere Commercial question, I believe this proposition to be a sound one; and if the Trade were laid open, the supposed advantages thence arising are at best very problematical, and would certainly be very precarious and short lived. It is, however, totally to forget the question, to treat it as a mere Commercial one. The same principles which prove the necessity of the present form and mode of Indian Government, evince the necessity of the Monopoly of Trade. The Government and the Trade are interwoven together, and we have only to recur to a very recent experience to learn the immense advantages which have flowed from that connection of Government and Trade. By the Commercial Capital of the Company at home, acting in connection with the public Revenues under their administration abroad, they have mutually aided and administered to the wants of each other, and the result has been the fortunate achievement of those brilliant events, upon the success of which depended the existence of the Government, the Territorial Wealth, and the Trade of India.

You will observe, Sir, that it is not my intention at present, to argue those topics at large; but merely to state the principles I hold upon such topics, as may appear to be connected with the subject I wish to bring more particularly under your consideration.

With the same view, it is, that I find it necessary to say a few words upon the subject of what is called the Shipping Interest of the East India Company. Upon that subject, there seems to be a greater abuse of terms, and a more palpable confusion of ideas, than upon almost any other part of this complicated question; in so far as any person is loud in declaiming against the abuse of that great interest being confined exclusively to a few hands, who, by such a monopoly, might have it in their power to dictate such terms as they pleased to the East India Company. On the subject of Freights, I am as prepared as any

man to join in crying down that abuse. But I am equally adverse to the sentiments of those who contend, that the great interest of the Company's Trade is to be left to the chance of the Market at large; and that the extent of the Freight is either wholly, or primarily, to be the exclusive object of the Company's attention. I am decisively of opinion, that both on views of public policy and commercial security, the same description of ships should be continued in the Company's service, built under the same inspection and regulations, fitted and found, in every circumstance, in the same respectable way they have hitherto been; and though every partiality and lavish extravagance is to be avoided, a Freight fully adequate to secure those advantages ought not to be churlishly withheld. To what extent of Shipping of this description the Company ought to go, will be the subject of more minute discussion in a subsequent part of this Letter.

Having, I trust, made myself distinctly understood on those leading points, I proceed next to state, what I hold to be equally uncontrovertible, that although the Legislature has, for the wisest purposes, given a Monopoly of Trade to the East India Company, it is a monopoly attended with these two material circumstances.

1st. That the exportable Produce of India exceeds what at present the Capital of the East India Company is capable of embracing.

2d. That the Monopoly of the East India Company does not rest on principles of Colonial exclusion: for the trade, to and from India, is open to the subjects of other countries in amity with Great Britain. We must therefore accurately attend to the considerations which naturally result from those last-mentioned circumstances:

If it be true, that the Trade to be carried on by the East India Company must, of necessity, be limited by the Extent of their Capital, the natural question is, What is to become of the remainder of it? Is it to be left exclusively to Foreign Nations, or is the monopoly of the Company to be so modified in the exercise of it, as to open this Surplus Market to the Capital of British Subjects. This is a mere question of policy, to be decided on principles of expediency and sound discretion, upon a due attention to all the Considerations which enter into the discussion of it. And although nothing could be more invidious and impolitic, than to attempt to apply the principles of Colonial exclusion to other independent Nations; nothing certainly can be more just or natural, than, that those Nations who trade to India, should trade there on their own Capitals; and that the Capital of the British Subjects, resident in India, should be brought home to this country, in the manner most beneficial to their own Interests, and to that of the Mother Country, where it is desirable all that Capital should ultimately settle. This Proposition then clearly points out the true appropriation of the surplus Produce of India. When I state this, I am at the same time free to declare, that I totally disapprove of attempting to accomplish this by penal restrictive statutes. All such ever have been, and ever will be, nugatory, when resorted to for such a purpose. Trade never can be regulated or directed by any other certain rule than the interest of those concerned in it. But it is so much the interest and natural bent of a British subject, to send his fortune to that country which gave him birth, and where he means to close his days, that nothing but the most unnatural and impolitic restraints can suggest to him a desire to do otherwise.

But obvious as this principle may appear to be, it requires accurate attention in the application of it to the subject in question. If I am asked whether, in stating this principle, I mean that the Trade to and from India, in the common use of the terms, ought to be free and open to all His Majesty's subjects in India? I answer distinctly in the negative. The nature of the India manufacture, and the immemorial habits of the manufacturers, exclude the practical application of so indefinite a principle to the Export Trade from India. The manufacture of the finer and more valuable fabrics of India, have always been produced by advances from the Government, or Individuals, for whose behoof those fabrics are manufactured; and if the dealing with those manufacturers was to be laid open to the uncontrolled competition of every individual, the consequence would be a boundless scene of confusion and fraud; and, ultimately, the ruin of the manufacturers themselves. It is unnecessary for me to detail this part of the subject at any length, because it is so clearly and ably explained in a Letter from Lord Cornwallis to the Court of Directors, dated 1st November 1788, that I have only to refer you and the Court to the careful perusal of it: the whole of it is worthy of your serious attention, but Paragraphs 24 to 31 inclusive, are those to which I particularly refer, as bearing on the present question. It is not the purpose of the present Letter to point out, what the precise regulations ought to be; but it is obvious, that those employed in the agency of such a Trade, should be controuled by such regulations as may be requisite to secure both to the Company itself, and to other individuals, the full benefit of those advances they have made to the manufacturers of Indian fabrics.

It is immediately connected with the observations last offered, to consider by what agency is the Trade of individuals in India to be carried on? If this question was to be decided on the principles of an open and free Trade, the answer to the question would be, that every individual should send out, or employ, any Agent he thought best to manage his own business. But from what I have already stated on the former point, you will anticipate my opinion on this, namely, that no Agent should be employed in India, or permitted to reside there, except with the licence of the East India Company, and subject to the controul

troul of such Regulations as the habits, prejudices, and trade of the country, may render expedient. In addition to every other consideration, arising out of the peculiar nature of the trade and manners of the country, there is one decisive circumstance against the tolerance of every unlicensed adventurer in India. It would rapidly, though insensibly, lead to the settlement and colonization of the worst kind of adventurers taking root in that country, than which there could not be a more fatal blow to the permanence of the British power and pre-eminence in India. No principle ought ever to be tolerated or acted upon, that does not proceed on the basis of India being considered as the temporary residence of a great British establishment for the good government of the country, upon steady and uniform principles; and of a large British factory, for the beneficial management of its Trade, upon rules applicable to the state and manners of the country.

From these premises, the conclusion I draw is, that the surplus Produce of India, beyond what the appropriated Capital of the East India Company can bring home, should be considered as the means of transferring the fortunes of the Servants in India to Great Britain; and that the Commerce should be managed there, either by the parties themselves interested in it, or by their agents acting under the licence; and subject to the controul and regulations of the East India Company.

The question which naturally follows is, by what mode of conveyance is that Trade to be brought home? I answer, by the India-built Shipping. Upon the policy and beneficial tendency of this measure, I have only to refer you to the unanimous opinion of all your ablest servants in India, who have, from time to time, and in the most explicit terms, pointed out to you the expediency of this indulgence, both with a view to a just attention to the interests of your Servants in India, and with a view to make Britain the great emporium of the Trade of Asia. Indeed nothing has hindered your Servants abroad, sanctioned by the express advice of your Board of Trade, from acting upon these principles at different times, but the great quantity of unemployed Shipping sent out by the East India Company. I trust henceforward you will see the wisdom of desisting from such a wasteful system. If you fix the Capital you mean to apply to Investment, and accurately direct your Servants to provide that Investment, there can be no occasion for any extra Shipping. Your Investment and Shipping will correspond accurately together, and your Commerce be systematically conducted. I mean, in a separate Letter, to treat of what the Amount of that Investment ought to be, and what are the means by which it is to be provided. At present I mean only to state, that whatever the regular Investment is, it ought to be brought home in the regular home-built Ships, to which I have referred in the beginning of this Letter. If any accident shall befall any of those Ships in their outward passage, or if any circumstances exist to render it expedient for you to bring home Gross Goods, or any other articles of commerce from India, a discretion should be left with your Governments abroad to supply that deficiency from the Shipping to be found in India. But it ought to be adopted and adhered to as an invariable rule, that the regular Shipping to be sent from this country, should be in exact proportion to the amount of the Investment expected Home.

When I am thus adding the concurrence of my opinion to the weight of authority which the proposition derives from the unanimous sentiments of your most intelligent Servants in India, I am only adhering to the principles I detailed when I moved the renewal of your Charter in 1793. It was upon an application of those principles that the provision was made in the Act of Parliament, directing the East India Company to appropriate 3000 Tons annually to the Private Trade to and from India. Although I proposed that measure, I should be uncandid if I did not fairly acknowledge that experience has proved it to be inadequate to the purposes for which it was intended. If the object had been only to try an experiment how far individuals were not more competent to the Export of British produce and manufactures, than the East India Company, no other objection would lie against the measure, except what may be supposed to arise from the dearness of Freight, at which the East India Company could afford to give Shipping of that description. But in so far as the provision went to secure the transfer of the capital of our Servants in India to this Country, through the medium of Trade, it is clearly ascertained, that the measure was a nugatory one. I need not enter into an explanation of the reasons, for they are so distinctly and unanswerably stated, both in the correspondence of your Board of Trade at Bengal, and in the Memorials presented by the Merchants at Calcutta to your Supreme Government in India, that I have only to refer you to the perusal of these documents, in proof of the inutility of that provision in the Act of 1793.

I am therefore clear, that Clause in the Act ought to be repealed, and the Company relieved from the obligation it imposes upon them; and in place thereof, a power given to your Governments abroad to allow the British Subjects, resident in India, to bring home their funds to Britain in the Shipping of the Country. I see in the Records of the Company abroad, it is suggested, that those Ships should be contracted for by the Government, and re-freighted to the individuals. I don't exactly perceive what benefit arises from the Government having that kind of interference in the business; but if there is any good reason for it, there is not certainly any material objection against it. But it is material to attend to, and of course regulations will be made as to the time of sailing and other circumstances of detail, connected with the safe execution of the measure.

It may perhaps be objected, that this proposition is injurious to the regular Shipping of the East India Company, for the preservation of which system I have already given so decided an opinion.

The answer to this objection is twofold. First, in point of fact, it will not diminish their Shipping a single ton; for the East India Company would not, if the measure was not adopted, send out a single Ship more. They ought and will send out as much of the regular British-built India Shipping as is necessary to bring home the whole of their Investment, and they will act improvidently if they send out one ton more. The only effect of this measure not being adopted, would be to extend the Trade and Shipping of other nations, but in no respect to add to the regular Shipping of the East India Company.

In the next place, those interested in the regular Shipping of the East India Company, would do well to consider the benefits they already enjoy, in place of endeavouring to cramp and check the just pretensions of others. They ought to recollect the rapid progress they have made from the time of the commutation Act; and, above all, they ought to recollect, that it has always been considered as a very problematical question, how far, consistent with the National interests, so much of the Ship Timber of the country ought to be appropriated to its Commercial concerns, in the manner practised by the Builders of India Shipping. I am one of those who think there are reasons of public expediency, connected with the very interest on which the objection is founded, which ought to prevent any principle of that kind being inconsiderately acted upon. But one of the material grounds upon which I am disposed to think that the objection I have referred to ought to be well weighed, before it is given way to, arises from the reflection, that we have a National resource in India, which ought to lead to the reverse of any invidious or unjust discouragement being given to the Ship Building of India.

In some of the many speculations I have heard, and the publications I have perused on this subject, it is usual to ask, in a tone of complaint, if it is not unjust and unfair, that the Merchants and Shipping of this country, other than the Shipping of the East India Company, should be excluded from a participation of that Trade which is allowed to the Subjects of Foreign Nations?

The statement at first sight may appear plausible; but when examined to the bottom, it has no solidity. In truth, it is only another mode of objecting to the monopoly of the East India Company. If there are reasons of sound policy why the Legislature has decided that the Indian Trade should be carried on by a monopoly, it is because, viewing the interests of the Public as one aggregate, it is of opinion that those interests are best cared for by that mode of conducting the Trade. Those, therefore, who state this objection, being themselves part of that whole, are in common with the rest of His Majesty's subjects, reaping the benefit of that influx of National wealth and capital which the East India Trade, so conducted, brings into the National stock. They cannot, therefore, more than others, because their occupation happens to be that of Merchants or Ship Owners, complain of being injured by the means which the wisdom of Parliament has devised for introducing that flow of wealth into the Kingdom.

The case is totally different with regard to the subjects of Foreign Nations. They are not the objects of the care of the British Legislature; neither are their interests at all in the view of its provisions. They reap no benefit, but the reverse, from the growing wealth and prosperity of the British Empire; and therefore are, in no respect, on a footing of comparison with any of the subjects of this country, to whom the restraints of the Company's Charter, for the reasons already assigned, do with perfect propriety apply.

It is quite a separate question, how far it would be right to hold our Indian possessions upon principles of colonial Monopoly? and it would be deviating from the strict matter of the objection, to enter into that discussion in this place. It is sufficient, in point of fact, to observe, in answer to the Merchants and Ship Owners, that is thought expedient for the interests of the Empire at large, that the East India possessions should not be regulated on the principles of colonial exclusion; and, therefore, no part of the subjects of Great Britain can be permitted to set up a separate interest of their own, against that general policy. If the Colonial principle was to be applied to the Indian territories, it would not advance, by one step, that separate interest set up by the Merchants and Ship Owners to whom I now refer.

Another turn is given to this objection, in the mouth of the same objectors; and, it is asked, Why, at least, should not the Merchants and Ship Owners, subjects of His Majesty, resident in Britain, have the same indulgences which are contended for by His Majesty's Subjects resident in India? The answer is plain and conclusive, that, in contending for this indulgence to the British Subjects resident in India, I am contending for a material National interest, which is no other than this, that their Fortunes, Capitals created in India, should be transferred from that country to this, in a manner most beneficial for themselves, and the Kingdom at large, in place of being transferred through the medium of commerce by Foreigners, and thereby adding to the wealth, capital, and navigation of Foreign countries.

There is not a single circumstance in which this applies to the case of Merchants in this country. It might be proved, if necessary, that the only effect of giving such an indulgence to the Merchants resident in this Country, would be a temptation to withdraw a part of the capital of the country from a more profitable trade, and more beneficial application of it, in order to divert it to another trade, less profitable to themselves, and less beneficial to the Public. Without therefore, one single reason, either of private justice or public policy, it would be introducing a rival Capital in India against the Remittance Trade of the East India

India Company, and in competition likewise with those Individuals, whose Capitals, by the proposed indulgence, it is wished to transfer to Great Britain.

It is argued, that the extension of this indulgence to the British Merchants would be an additional encouragement to the export of British Manufactures. I need only observe, that the argument proceeds on an erroneous view of the subject; The Export Trade to India can never be extended in any degree proportionate to the wealth and population of the Indian Empire; neither can the returns upon it be very profitable to Individuals. Those who attend to the manners, the manufactures, the food, the raiment, the moral and religious prejudices of that Country, can be at no loss to trace the Causes why this proposition must be a true one. The importance of that immense Empire to this Country is rather to be estimated by the great annual addition it makes to the wealth and capital of the kingdom, than by any eminent advantages which the Manufacturers of the country can derive from the consumption of the Natives of India. I do not mean to say, that the Exports from this Country to India have not been very considerably increased of late years; and I make no doubt, that from recent circumstances, they may be still considerably increased. But the prospect, from the causes I have already referred to, must always be a limited one; and I am positive, that the Shipping and exertions of the East India Company, joined to the returned Cargoes of those Ships, who bring home the Private Trade of India, is more than adequate to any present or future increase of Export Trade, that this Country can look to upon any rational ground of hope.

In this view, therefore, the British Merchants are equally mistaken, in supposing that there is any national interest implicated in their attempt to break in upon the Monopoly of the Company, as they are in supposing that any material benefit would accrue to themselves individually.

In some of the collections of papers I have read upon the subject of Private Trade, I have observed a difference of opinion entertained, to what places in India it has been or ought to be allowed. I am at a loss to discover the grounds of this controversy. If individuals are to be allowed to bring goods from India in India Shipping, and to carry back goods to India in the same Shipping, I cannot see the ground for restraining them in coming from, or returning to any part in India.

In like manner, with regard to Agents, provided they are licensed by the Company, and subject themselves to the controul of the regulations which the Company may see cause to establish for the conduct of Agents in India, I see no reasons why those Agents may not be permitted to exercise their agency for behoof of their constituents in any of the territories of India. I state this with regard even to Agency exercised for behoof of Foreigners trading to India. It is clearly beneficial for the interests of India, in every point of view, that Foreigners should rather employ British Agents residing under the protection of the Company in India, than that these Foreign Nations should establish Agents of their own in any part of India. In the former case, they are under the controul of the Company, and bound to adhere to such rules as the Company may think proper to lay down for the conduct of Agency; but there can exist no such controul or restraint over the Agents of the other description.

With regard to the Agents to be employed at home to manage the Private Trade of Individuals from India, and to take care of their interest in the Cargoes of the returning Ships, I do not see the use of any interference by the Company. The great interest to be attended to on the part of the Company is, that no Goods come from India that are not deposited in the Company's Warehouses, and that the Goods so imported are exposed at the Company's Sales, agreeable to the rules prescribed for that purpose.

This Letter has extended to a length far beyond what I intended or expected; but I was desirous to have my opinion, on all the points connected with the subject, distinctly understood; and I shall less regret the trouble I have given you in the perusal of so long a Letter, if I shall be successful in calling your attention to a speedy and final decision of the question, which has been too long in discussion, from the very discordant opinions and opposite extremes which have appeared in the agitation of it.

I have the honour to be, Sir,

Your most obedient humble Servant,

HENRY DUNDAS.

The CHAIRMAN of the East India Company.

(2.)

REPORT of the SPECIAL COMMITTEE, to whose Consideration the Letter from Mr. Dundas was referred.

I.

YOUR Committee have proceeded to the discussion of the subject referred to their consideration, under a deep impression of its great importance, not only in itself, but as involving a variety of important interests and relations. The preceding agitation of it had led the individuals now forming Your Committee, in common with the other Members of the Court, to regard it with very serious attention; and they have since endeavoured, in some measure, to qualify themselves for the performance of the task assigned to them, by diligent enquiry and reflection; seeking to obtain from all the sources of information within their reach, a comprehensive knowledge of facts and opinions relating to this subject, and fairly to appreciate their nature and import, that thus they might be assisted in forming intelligent and just conclusions.

With this design, Your Committee have perused a great variety of writings, which they will beg leave to class under distinct heads, referring to the margin for a more particular enumeration of them.

1st. A voluminous collection of Records of the Government General of Bengal, from the year 1785 to the year 1799, which contain numerous applications and proposals from the Free Merchants of that Presidency, and the other British Settlements, for indulgences and enlargements in the Private Trade between India and Britain; with the sentiments and proceedings of the Company's Commercial Servants and the Supreme Board, in relation to that and other subjects of Commercial Policy.

2d. Applications made directly to the Court here in behalf of the Free Merchants of India, and of the Merchants of London, for a systematic admission with Ships of their own, into the Commerce and Navigation between India and Great Britain, and for the indefinite extension of that Commerce; under which head may be ranked the motion brought forward last year in a General Court of Proprietors on this subject; without adverting particularly to works not immediately addressed to the Court, but calculated to influence the public mind respecting the conduct of the Company, and the extent and appropriation of the Indian Commerce, points which they profess to discuss.

3d. A letter from the Right honourable Henry Dundas to the Court of Directors, dated 2d April 1800, wherein he delineates the leading principles and views by which the Trade of the Company and of individuals from India, and the intercourse between that country and Great Britain, ought to be regulated.

Another letter, which the same Right honourable Gentleman was pleased to address to one of the Members of the Court, and now of Your Committee, in consequence of some observations which that Member had made on the question of enlarging the Private Trade from India.

In this great diversity of materials, Your Committee have before them the Merchants of India proposing their own objects, and the arguments which support them; they see also how far, and with what views for the public advantage, those objects were favoured by the Company's Governments abroad. The writings with which the cause of the Free Merchants has been seconded in this country, and the proposal which another set of Merchants in London have grafted upon it, display the vast consequences to which the principles and reasonings whereon Commercial enlargements in India have been urged, may be pushed both in theory and practice; the observation of which has suggested to Your Committee the necessity of previously examining, with care and foresight, the nature and tendency of every proposed innovation of the nature in question; since innovation once admitted, cannot easily be set aside, but rather has the property of acquiring, in every step it proceeds, an increased impulse towards further advancement.

In the letters from the President of the Board of Controul, Your Committee have the satisfaction of seeing the main outlines of Indian policy, traced with (as they conceive) equal energy and justness, and with a liberality which must command respect and applause. The propositions these letters contain for adjusting the objects and the limits of Private Trade will, both on account of the authority, and the public views from which they proceed, eminently engage the attention of your Committee; though it may previously be necessary to review distinctly the principles and opinions maintained in other quarters, respecting the Commerce and connexion between India and Britain.

In availing themselves of all these materials for the assistance of their judgment, it will be the duty of Your Committee to aim at ascertaining what, on the whole, will be for the true interest of the Company and that of the Nation, which, in their opinion, are not at variance with each other, but indeed the same; and as such they will be regarded in this Report.

Besides

Besides these numerous documents, Your Committee have received written opinions on the present subject from several of their own Members; for though in the Meetings of Your Committee the prominent parts of the question before them were discussed *visà voce*, and it may be hoped with general elucidation, yet as in a subject of so much complexity, it was not easy thus to introduce and keep in view every pertinent topic, with its due relation to the whole, it was agreed, that those Gentlemen who might be disposed to treat of the question at length, with its bearings and dependencies, should deliver their sentiments upon it in writing. The minutes noted in the Margin*, were in consequence brought forward; and Your Committee must beg leave to refer to them, as containing much supplementary detail, and larger illustrations of a variety of relative topics, than will well consist with the proper structure of such a Report, as in their opinion they ought to submit to the Court.

* sic. orig.

II. To avoid the confusion and indistinctness that might ensue from a diffusive treatment of all particulars, Your Committee conceive it should be their business, and it will accordingly be their endeavour, to present with clearness a succinct view of the great points on which the just decision of the present question depends, and of the conclusions which result from a fair consideration of them.

In order to execute this design, it will be expedient, as a preliminary, to take a short retrospect of the privileges which have been already conceded to Individuals in the Trade of India, with the reasons for which they were accorded; then to state the claims now advanced, and the grounds and principles, professed or implied, on which they stand; after which Your Committee will proceed to examine those grounds and principles, with the consequences to which they lead; and under this head will consider, among other things, what relates to the Commerce of British India with Europe and America, the amount of that Commerce, and its distribution to different Countries; the Indian Capital applicable to it; the share of it which Great Britain ought to attract to her own Ports; the nature of the ability which British India possesses for extending its produce and exports, and the policy of promoting, indefinitely, such an extension; which last point will lead to the consideration of the true principles of policy by which the dependency of India on Great Britain should be maintained, and the Commerce and intercourse between the two countries carried on.

The *facts* which, it is hoped, will thus be ascertained, respecting the actual state of the foreign Commerce of British India, and the manner in which any large augmentation of it is practicable, with the *principles*, political and commercial, which should regulate our Indian System, will, in the opinion of your Committee, constitute those great points by which the extent and the mode of any farther enlargements in favour of individuals should be governed and determined.

III. It may be proper to recollect, that the original source of the interest which British residents in India have obtained in the Trade between that Country and Europe, is to be traced to the Company's acquisition of territorial dominion in the East. Before that æra, the number of those residents is small; they were confined solely to commercial pursuits; and the few moderate fortunes which, in a slow course of years were to be remitted home, easily found a conveyance by the bills of the Company. The vast wealth which poured into the coffers of individuals, upon the ascendancy of the English Power in India, at the same time that their number, in consequence of this great change, rapidly increased there, soon overflowed the usual channel of remittance through the Company, who not having immediately adjusted their measures to the policy which this new situation of things ought to have dictated, had it been regarded as permanent, nor indeed being well able, at first, to invest in goods, even the great revenues which came into their own hands, many of the fortunes acquired by individuals found their way into Europe by Foreign channels; and these channels being once opened for the remittance of British property, have ever since continued to serve, in a greater or less degree, for the same end, though the modes have varied. Foreigners, at first, gave bills on Europe, for the money advanced them in India, with which money they purchased the Investments that carried on their Indian trade, and provided the funds for the payment of those bills; but in process of time, British resident Merchants, not confining themselves solely to the original object of paper remittance, became, clandestinely and unlawfully, parties in the trade carried on to Foreign Europe, and at length, as is supposed, in many adventures, the real though concealed principals; in which cases remittance was rather the medium of trade than the primary motive: so that they, in fact, came to stand in the place where Foreigners, who, first received the fortunes of British subjects for Bills on Europe, had stood; and thus was the monopoly of the Company grossly invaded, and the trade of Foreign Europe from India greatly carried on with British capital, which was an issue so little consonant to the protection and prosperity enjoyed by British residents through the government of the Company, that to trace it to its remote cause, is certainly not to make any sufficient apology for it. Prohibitions were enacted, but they did not prevent the continuance of it; and the example of laws, inefficient and disregarded, became a new evil. To remedy both these abuses, was one professed object of the Act of 1793, which renewed the Company's Charter; and it proposed to do this by abrogating the former prohibitory laws, and permitting British residents in India not only to act for Foreigners, but to export from thence, annually, a certain quantity of goods in the Company's ships. It was intended by this last new privilege, to furnish a legal and patriotic channel

for the trade, which the fortunes of British residents carried on from India to Foreign Europe, by admitting that trade directly into the Thames. It is true, that at the period here spoken of, large channels of remittance, by bills on the Company, were open; and it was sufficiently obvious, that British residents, who had been carrying on a traffick in violation of the laws and their engagements with the Company, had not thereby merited new privileges; but this consideration was absorbed in the national object of bringing a trade, which it was found difficult to suppress, immediately to our own Ports. Yet even in the way of establishing this privilege, the Free Merchants of India were regarded rather as secondary than as principal objects; for it was primarily conceded to the Manufacturers of Britain, who were allowed to send their productions in the Company's ships to India for sale, and to bring back the proceeds in Indian goods; and the permission to lade home such goods was then also extended to British subjects residing in India. But the Manufacturers have made so little use of it to the present day, that they need not be further considered in this privilege, which rests, therefore, almost wholly with the residents abroad. The extent of it was 3000 tons annually, with a proviso for the augmentation of this quantity, if such augmentation should be found necessary. Thus, for the first time, individuals were admitted, by law, into a participation of the trading privileges of the Company, by being allowed to send goods for sale in the Company's ships.

IV. In proceeding to an account of what the Free Merchants now demand, it is fair to state, that they do not appear ever to have been satisfied with the concessions of the Act of 1793. The causes of their discontent will presently be seen; and the measures they require, in the way of remedy, are, that they be allowed to send their own goods, on their own ships, from India to this Country, and, in like manner, to carry returns from this Country to India; in both cases taking a licence from the Company, dealing in the assortments of goods permitted by the Act of 1793, and passing all their imports here through the Company's Warehouses, to be sold at their sales; also to subject their ships to the general regulations of the Company, in respect to discipline on board, and the conduct of the navigation between India and Europe; but those ships to be dispatched at the periods chosen by the owners, without let or hindrance; to be allowed to trade from port to port in India; and even, instead of being freighted to the Company, and relet on the same terms, to the individuals chusing to lade goods on them, as has hitherto been usual in any cases of permission to private ships, to be left in this respect entirely between the owners and the shippers.

Some advocates here for the Free Merchants explicitly advance views of enlargement, which if they may be said to be virtually educible from the propositions of the Merchants, are nevertheless not avowed, and probably not intended by them. These advocates urge, in terms that seem to have no limit or qualification, the encouragement of British enterprize and capital in the trade of the East; and that British subjects, as such, and the Natives of our possessions, shall have such a freedom in the trade of India, as Foreign Europeans enjoy; that is, be permitted to send, at pleasure, to their own country, through the channel of the Company, their own goods and their own ships. They propose, moreover, that a regular conveyance, over land, for the speediest transmission of the correspondence of both, be furnished; and that the new system of enlargement, with every facility and encouragement, on the part of the Company and the State, be established by law. The Merchants in London have in more general terms proposed, that their ships shall, in like manner, be allowed to navigate to and from British India, carrying all such goods as the Company do not exclusively reserve for themselves.

V. The grounds and reasons on which the Free Merchants prefer the claims which have now been stated, are in substance these; First, in respect to the Company's ships, that the Tonnage accorded to them in those ships does not answer the design of the Legislature in granting it, and defeats the objects they must necessarily have in view as Merchants, because the rate of freight in the Company's ships is so extremely high, that many species of goods cannot bear it. Those ships also are, in consequence of the warlike and political operations, which make a part of the Company's system, so uncertain in the times of their arrival and departure, and subject to so many deviations in their voyages; the times, too, at which private goods are required to be ready for them are so inconvenient, and the whole quantity of Tonnage so limited, and so little adequate to the wants which may occasionally arise, that Merchants are exceedingly disconcerted and discouraged in forming their speculations, neither knowing what quantity of tonnage they may depend on, nor when it will arrive, nor when the ships that do arrive may again sail, nor whether they may be intermediately destined; and if extra ships are allotted for the transport of their goods, though the rate of Freight be less, the cost of Insurance is higher, and the other disadvantages nearly the same; from all which circumstances they are rendered quite uncertain what provision to make of goods, or how to form their arrangements, in taking up money and drawing Bills on Europe, and regulating their insurances with most safety and advantage; whence, in conclusion, it happens, that they are frequently left at the end of a season, with goods on their hands, which either must remain in their Warehouses till another season, or be sold to Foreigners (at least shipped to foreign Ports) to the manifest loss of this Country.

Another head of complaint among them, though less explicitly stated, is, that Foreign Europeans enjoy greater privileges in British India than they do, who are Natives of the governing State. "Foreigners," say they, "come into the British Territories without re-

"strait,

“strait, and they export ships and goods at pleasure, to their own country, and even to all the states of foreign Europe and America; whilst we, Subjects of Britain, are destitute of such privileges, restrained from sending our ships to our own Country, deprived of freedom in our Commercial speculations, and in territories belonging to that country are degraded below the state of Aliens.”

It is represented by the Free Merchants, in the third place, that the objects they propose are calculated, directly and greatly, to promote the benefit of British India, and of the sovereign state, by increasing the produce and exports of the one; the imports, duties, exports, and profits of the other; the shipping and navigation of both. That the Company cannot take off all the export Produce of their territories, much of which also is now carried away by Foreigners, whereas nearly the whole, both of these exports, and of the surplus not wanted by the Company, might be brought by the Ships of British residents, if licensed, into the Thames, to the entire extinction of the clandestine trade. That, moreover, the productions of those Territories, particularly in Indigo, Sugar, Cotton, and other bulky articles, are capable of being exceedingly extended and improved, if sufficient encouragement were given to that end; and in proof of these positions, the Merchants adduce the rapid increase in the Exports from India to this Country, since the liberty given by the Act of 1793, notwithstanding all the disadvantages which have cramped the freedom of Commercial enterprise; whence it is inferred, that the trade is, in its own nature, progressive, and if permitted to expand freely, would soon become highly important to the Nation.

Some of the advocates for the same cause on this side, have gone much farther in their reasoning, as well as in their views, than the Free Merchants themselves. Those advocates charge the Company with having designedly obstructed the operation of the Act of 1793; with having followed a narrow jealous policy, which, by preventing the Capital and enterprise of British residents from being freely employed in the direct Trade of England, has thrown it into Foreign Channels, whereby a fatal rivalry against ourselves has been nourished, the clandestine and neutral Trade from India, in particular the Trade of America with that country, has been most alarmingly increased, and even the India Trade of our enemies the French and Dutch, which a contrary conduct might have extinguished, has been upholden; so that Great Britain is thus, by the preposterous policy of the Company, in danger of losing the carrying trade of India, and the maritime ascendancy she has obtained over other nations: Whereas, say those advocates, if free scope were given to the enterprise of British Merchants, if they were allowed to employ their resources in the direct Trade from India to Britain, nearly the whole Commerce of the East might center in, or pass through, the Thames; and they add, that it was the spirit and design of the provisions of 1793, to produce these effects. The privileges thus proposed, are said to be the *natural Right* of British Subjects, and of the Natives of our Indian possessions. The Capital which may be employed in the Export Trade of that Country, is asserted to be immense, and the capabilities of the Country for exportable produce of many valuable sorts, unbounded.

VI. Your Committee having thus exhibited what they conceive to be, in substance, the requisitions of the Free Merchants, with the arguments urged in support of them, and also the more extensive speculations with which they have been followed up here, will proceed to make their observations on the whole.

And first, with respect to the Company's Ships. During War, a state in which we have been ever since the Act of 1793 passed, the regular course of Commercial operations must every where be more or less interrupted, whilst the expence of Freight and Demorage will be greatly enhanced; and the safety of the Company's Fleets, as well as the military expeditions, and political objects that occur in such a period, doubtless expose the voyages of their Ships to delays, changes, and uncertainties. The Commerce of the Company has greatly suffered from these causes, and individuals who have embarked property in their Ships, have no doubt shared in their inconveniences; but the Company have gone upon no design of obstructing the fair operation of the Act of 1793, as their proceedings will testify; nor could they make the greater objects of their complex system bend to private interests; yet in the article of Freight they have generally favoured those interests, charging individuals considerably less than they have themselves specifically paid for the goods of those individuals to the Ship Owners. And if the Merchants were, during War, to load on ships entirely in their own management, those ships must be subject to detentions for convoy, both out and home, or incur a proportionably higher charge for insurance, and greater hazard of capture, by which the Expeditions would be frustrated.

Nevertheless, after making these proper distinctions, Your Committee are ready to allow, that much uncertainty, in the times of arrival and departure of Ships, and in respect to procuring Freight on them, with long detention and circuitous routes, may naturally and justly be a ground of objection with individuals, who are required to depend on them for Freight; and that it is fit all inconveniences of this kind should be remedied, though it will not follow, that there is no other remedy but that which the Merchants propose. And here Your Committee feel themselves obliged, in justice to the subject before them, to state what they find from the proceedings of the Bengal Government, that the proposal of the Merchants to employ their own Ships in the transport of their goods from India, did not originate merely from experience of the inconveniences resulting from their being confined to the Company's Ships, nor had for its sole object a better mode of conveying their goods; but

proceeded, in part, from a desire which seems to have been cherished, as early as the last renewal of the Charter, of introducing Indian Ships into the navigation to Britain, with a distinct view to the profit to be obtained by employing such Shipping in that new Channel: For various applications appear on the Bengal Records from owners of Indian Ships, therein specified, admitting that those Ships were built on the speculation of their being employed in the Trade to Europe, stating the loss to which disappointment would expose the owners, and requesting either that the Ships may be taken up by the Company, or that individuals may be allowed to freight goods on them to Britain; and in other places, the wish of those Exporters of goods, who are also Ship Owners, to prefer their own Ships, although freight might be had on the Company's, is acknowledged, and acknowledged to arise from the profit and advantage expected by them as owners. Thus the scheme of employing private Ships is not, on the part of the Merchants, purely an auxiliary expedient for facilitating the transfer of British property in goods to this Country. The transfer of goods is, indeed, the object originally and principally insisted on: It is the strongest ground on which the Court could be required to relinquish part of their privileges; but the Merchants of London, who have lately claimed a share in any new enlargement that may be conceded to individuals, do not even place their application on this ground; and though the Merchants of India so often urge the policy of bringing the produce of the East into the Thames, this transfer is not the *sole End*, and the employment of Indian Ships merely the *Means*; but in part the Transfer is the *Means*, and the Ships the *End*.

VII. With respect to the alledged inferiority of the condition of British Subjects in our Territories, compared with that of Foreign Europeans, it is an objection which a brief explanation will answer; but the implied principle on which it rests may deserve serious attention.

The Rights of several European nations to commercial establishments in those countries of Hindostan, now subject to our Government, existed and were enjoyed long before we acquired territorial power there, and have ever since been exercised by the subjects and the flags of those Nations, except as the fate of war has, in particular instances, suspended or extinguished them. Our acquisition of territorial power, though we did not employ it to divest Foreigners of their privileges, brought them, however, gradually into more dependance upon us for the provision of their Investments; so that at length, finding, in Bengal particularly, a greater facility in transacting their business at our Settlements than at their own, some of them began to bring their Ships directly to our ports; and as thus their dependence on us would be increased, and the duties on their goods, with their expenditures whilst in harbour, center with us, it was evidently good policy to encourage them in this practice, which therefore received the sanction of the Supreme Government, and of the Authorities at home. It was about that time (some years after the Peace of 1782) that the Ships of several States which had no settlements in India, as the American, Tuscan, and Genoese, began to resort thither, particularly to Bengal; and as they might, if refused entrance into our ports, have proceeded to those of the French, Dutch, Danes, or Portuguese, it was but an extension of the same principal of policy, which recommended our admitting the flags of these powers, to admit also the flags of other countries in amity with us; and the French and Dutch possessions on the Continent having since fallen into our hands, besides an increased Foreign resort at our other ports, Calcutta has become the seat of almost the whole Export Trade of Bengal.

These changes, with the greater security derived from our Government, have indeed increased the number of foreigners in the Trade; for single Ships of countries holding no footing of their own in India, now visit its shores with a confidence and safety which the protection of joint companies and factories could never give in the time of the Moguls. But still these changes are only other forms of exercising rights which existed under the native Government; and British Merchants, far from suffering injury by them, find in the transfer of the business of foreigners to our ports, one of the causes of the elevation, at which they have arrived since our accession to territorial power; for they are the main Agents in the transaction of all that business; and instead of being now, in *any* respect, worse, their condition is, in *every* respect, raised; they possess far the greater part of the Trade of the Indian Seas, they carry on extensive manufactures in the interior of our provinces, they have in their hands the Trade formed by the remittance of British fortunes from India. Many who were in that country, under the discredit of entering into it irregularly, and the suspicion of forwarding an illicit traffic, have been relieved from those depressing circumstances, by receiving licences of residence, and by the indulgences of the Act of 1793. That Act, besides its other benefits, invested them with a valuable privilege in the Trade to England, through the Company's Ships, which was a new and very important concession. They now desire to send their own ships, and their own goods to England, without any other material limitation, except that of passing them through the channel of the Company; and this is, in effect, to desire the Opening of the Trade altogether; for it is not to be imagined, that if such a concession were made in favour of one class of subjects, the rest would not claim it likewise. Nay, the advocates of the Free Merchants already contend, that it is the right of British Subjects as such. The Merchants of London, in their application to participate in any intended enlargements, follow up this argument practically; and the question, therefore, thus brought forward, is not merely whether the Company, in its commercial capacity, shall, though remaining a Corporate Body, be

be divested of its most valuable exclusive Privileges, but whether this Country shall carry on its Trade to India on the same principle it trades to its American Colonies, and by multiplying communications and intercourses, open the way to the gradual colonization of Europeans in its Eastern possessions, contrary to the policy hitherto adopted by the Legislature?

Of the wisdom of this Policy there will be occasion to say something hereafter; but it will be proper to note here, why the danger apprehended from the unrestrained intercourse of our own Subjects, is not to be dreaded from the permission which Foreigners have to visit the country. *It is because we are the governing Power.* We have already great establishments of Europeans there, Civil and Military; our flourishing Settlements attract multitudes, not in the service; the connections, public and individual, already subsisting between that country and this, send continually fresh supplies thither; the number of uncovenanted British subjects has very considerably increased there in the last twenty years; new enlargements of the intercourse, it is obvious, would exceedingly augment their number; the vast Capital and Shipping of this country, with the natural relations subsisting between it and India, all peculiar to itself, could at once pour in tides of men and money there; the sanction of any public Acts at home would, of course, dispose the Governments abroad to afford the Commercial encouragements there, which would correspond with the spirit of enlargement adopted here; the public opinion of a great European Society, formed in this spirit, would have an influence on the sentiments of those Governments; through the medium of Natives, also, Lands might be extensively occupied by Europeans; and the *genius* of this system, without any formed plan, would gradually and insensibly antiquate the present one, and become impatient for all the rights of British Colonists; to give or to refuse which, would then be a most momentous question. With respect to all these points, the circumstances of Foreign Europeans are very different. In the territories ruled by us, they have only circumscribed factories; they are not allowed to spread themselves in the country; they can have none of its honours or internal advantages; the numbers, capital, and influence of our own people, keep them from much share in the Maritime Trade of India; their numbers and their actions are watched with jealousy by our Governments; their Capitals are small; they are not one Body moved by one mind, but detached and fluctuating parties, issuing from nations distant and discordant from each other; they form not themselves into distinct Societies, but come, as already observed, chiefly to our Ports; and in a word, whilst common care is observed on our part, they can have neither numbers, nor concert, nor means, nor, above all, any *growing principle of strength*, that can become formidable to us.

VIII. The Trade of Foreigners to our Indian possessions, is a topic naturally connected with that which has just been discussed. Some late writings, in insisting strongly on the dangerous growth and tendency of that Trade (a point which will be examined hereafter) seem to imply, that it should be the policy of this Country, as much as possible, to draw the whole Commerce of India to its own Ports. A proposition of this import, loosely taken up, may lead to very erroneous conclusions. Certainly we ought to observe the nature and progress of the intercourse of Foreigners with our possessions with vigilant attention; but we cannot, without some adequate provocation on their part, in justice seek to deprive them of the rights they have acquired to a share in the Indian Trade; and if we had the power of accomplishing such an object, it would not be our true interest to use that power; for were we to exclude them from the shores of India, it is obvious that, in return, they would prohibit the entrance of the productions of that country into their Ports; and thus the trade which we had sought to engross, would in fact be lost both to Britain and to the British possessions. The true and fair line of policy, with respect to Foreigners, seems to be to allow them to supply their own wants of Indian commodities, purchasing them with their own funds; but to prevent them, as much as possible, from trading upon British capital; and always to exact from them due order and submission, in the countries belonging to us, where they come to traffic.

With respect to an idea lately advanced, that the Company might and ought to have attracted the productions of the Indian possessions, still in the hands of our enemies, into the channel of our own Trade to this country, it is so unsupported by fact, probability, or policy, that Your Committee deem it unnecessary to go into any serious discussion of it. There appears no reason for believing the assertion on which this idea proceeds, that the Trade carried on with Europe, from the Indian settlements in the hands of the French, Dutch, and Spaniards, has increased during the war, and has been nourished by the impolicy of the Company. That Trade, as every one knows, flourished long before the present times; It flourished in a greater degree than it does now, as it naturally would, when the mother countries were far more commercial than they are at present, and when our Fleets did not render the navigation of the world nearly impracticable to our enemies. No conceivable measures of Commercial policy within the power of the Company, could have farther depressed that Trade; and to bring that Trade to our Ports, had the thing been practicable, would indeed have been to nourish it most unwisely.

Your Committee will next proceed to state what they find respecting the nature and amount of the Trade of Foreigners with British India, concerning which such alarming representations have been made. And as, in order to judge more intelligently of this

article, the extent of the Private Trade carried on directly between our own country and our Indian possessions should also be known, this, which is separately a necessary head of inquiry, will be introduced at the same time. These together will furnish, as far as informations go, a view of the whole Trade carried on, both by Foreigners and British individuals (that is, excluding the Company's Commerce) between British India on one side, and Europe and America on the other; and the view to be thus given will, in the opinion of Your Committee, form a very material part of this Report.

The view will not, indeed, be complete, because no authenticated Accounts are obtainable of the Private and Foreign Trade, which has been carried on from the Presidencies of Madras and Bombay; but in Bengal, on the contrary, a luminous and correct register has of late years been kept, by order of Government, of all the Exports and Imports of Calcutta, the great emporium of that country, and indeed (excepting the Danish settlement of Serampore, where some business is still done, of which there are also particulars from equal authority) the sole Port: and as Bengal, with the adjacent allied Provinces, far transcends the other Presidencies in population and wealth, in rich productions for Commerce, and is the attractive center of our power in the East, it may be concluded, that an accurate account of its Foreign Trade will go far to furnish us with all the grounds of reasoning, necessary for political purposes in the present case. In this opinion, Your Committee, without resorting to any informations of inferior authority, submit to the Court the following collective views, formed from the public register above mentioned.

ABSTRACT ACCOUNTS of the IMPORTS and EXPORTS, in Foreign and Private Trade (that is, exclusive of the Trade of the English East India Company) to and from all Parts of Europe and America; for the Years 1795-6 to 1798-9, both inclusive, being the latest Accounts received.

IMPORTS—CALCUTTA.							EXPORTS—CALCUTTA.		
	Total in Four Years.			Annual Average.			Total in Four Years.	Medium per Annum.	Balance of acc. deducting Imports.
	Goods.	Bullion.	Total.	Goods.	Bullion.	Total.			
London - - R ^s	55,42,677	17,91,019	73,33,696	13,85,669	4,47,755	18,33,424	2,45,67,473	61,41,868	43,08,444
Hamburgh - -	9,40,550	1,18,036	10,58,586	2,35,137	29,509	2,64,646	31,64,456	7,91,114	5,26,468
Copenhagen - -	16,59,735	3,25,692	19,85,427	4,14,933	81,423	4,96,356	30,55,002	7,63,753	2,67,394
Liston - - -	3,33,084	21,08,386	24,41,470	83,271	5,27,096	6,10,367	46,18,772	11,54,693	5,44,526
Leghorn - - -	74,190	- - -	74,190	18,547	- - -	18,547	97,781	24,445	5,898
America - - -	13,96,368	33,77,203	47,73,571	3,49,092	8,44,301	11,93,393	77,24,730	19,31,182	7,37,789
R ^s	99,46,604	77,20,336	1,76,66,940	24,56,659	19,30,084	44,16,735	4,32,28,214	1,08,07,052	63,90,319
Deduct London	55,42,677	17,91,019	73,33,696	13,85,669	4,47,755	18,33,424	2,45,67,473	61,41,868	43,08,444
R ^s	44,03,927	59,29,317	1,03,33,244	11,00,980	14,82,329	25,83,311	1,86,60,741	46,65,184	20,81,875
Add Serampore*, from the authority of the Reporter of External Commerce -	9,03,720	12,15,480	21,19,200	2,25,930	3,03,870	6,29,800	38,28,000	9,57,000	4,27,200
R ^s	53,07,647	71,44,797	1,24,52,444	13,26,910	17,86,199	32,13,111	2,24,88,741	56,22,184	25,09,075

* Which may be supposed to have been consigned chiefly to Copenhagen.

	IMPORTS into Calcutta, in Private and Foreign Trade.			EXPORTS from Calcutta, in Private and Foreign Trade.			BALANCE of Exports above Imports.	
	From London.	From Foreign Europe and America.	Total Imports.	To London.	To Foreign Europe and America.	Total Exports.	London.	Foreign Parts.
1795-6 - - R	22,73,161	32,95,628	55,68,789	84,08,800	66,81,864	1,50,90,664	61,35,633	33,86,236
1796-7 - - -	17,83,002	26,72,725	44,55,727	50,79,310	57,62,458	1,08,41,768	32,96,308	30,89,733
1797-8 - - -	15,34,219	19,86,142	35,20,361	69,71,529	38,83,737	1,08,55,266	54,37,310	18,97,595
1798-9 - - -	17,43,314	23,78,749	41,22,063	41,07,834	23,32,682	64,40,516	23,64,520	over imported. 46,067

ABSTRACT ACCOUNT, to shew the Amount of the PRIVATE and FOREIGN TRADE in each of the above Years.

	IMPORTS.			EXPORTS.		
	London.	Europe and America.	Total.	London.	Europe and America.	Total.
1795-6 - Lacks	22	33	55	84	66	150
1796-7 - - -	18	26	44	50	57	108
1797-8 - - -	15	20	35	60	38	108
1798-9 - - -	17	24	41	41	23	64

These Accounts will be found, on attentive inspection, to afford detailed information of the Private and Foreign Exports and Imports, in the whole, and in respect to each of the heads, namely, the ports of London, Foreign Europe, and America, distinguishing their several proportions; also shewing the proportion of imports brought in bullion by each, the excess of the exports to each place above its imports, and the total excess of the exports above the imports; likewise the variations in exports and imports in each of the four years, which shew their annual increase or decrease.

From all these Particulars the following facts are derived:

The total medium of Foreign and Private Exports of Bengal, per annum, to London direct, is	R ^s 61,00,000	
To Foreign Europe and America, whether on neutral or clandestine account,	56,00,000	1,17,00,000
If to this sum of private and foreign exports be added the English East India Company's, which is about per annum		1,00,00,000
The total Exports of Bengal, public and private, will be	Rupees	2,17,00,000

And it will hence result:

First. That the Company's export trade to Europe is nearly *one-half* of all the foreign exports of Bengal to Britain, Foreign Europe, and America.

Second. That the direct *legal trade* of individuals to London, exceeds all the *neutral* and *clandestine trade* taken together.

Third. That foreign Europeans and Americans, whether trading on their own account, or covering the clandestine trade of British subjects to their ports, have very little more than *one-fourth* of the foreign export trade of Bengal, the *other three-fourths*, centering, as just stated, on public or private account in London.

Fourth. The exports from Bengal, on private and foreign account, to Europe and America, exceed the imports on the same accounts from those places, in the sum of Rupees 68,17,519.

Of this excess, London receives on private account	43,08,444
Foreign Europe and America	25,09,075

Rupees 68,17,519

These sums, which Bengal pays on the balance to individuals and foreigners, must be presumed to be the acquisitions of British residents, because the natives neither adventure themselves in foreign trade, nor lend to others for this purpose, to any extent; and resident foreigners have little property to remit. According to this fair conclusion, therefore, the fortunes remitted by British residents, in goods, directly to London, on an average of these four years, amount in round Numbers, to

And the fortunes they have either remitted through foreigners, or lent to them appear to be, per annum

Rupces 43,00,000

25,00,000

Fifth. London does not pay a *third* of the amount it receives from Bengal on private account, by the amount it carries thither, the bullion included in which does not exceed a tenth of what it receives. Foreigners pay to Bengal *above half* of the amount they carry away, and of this half, the *greater part* is bullion; that is, *more than a fourth of their exports* is paid in bullion. London, however, carries *more goods* to Bengal, than all Foreign Europe and America; and it carries *more goods* than *specie*. Foreigners carry *more specie* than goods.

Sixth. The ancient practice of exporting silver from the West to India, appears of late years to have considerably revived.

The Imports into Bengal in the last four years, appear to have been about eighty-nine Lacks of Rupees, of which seventy-one Lacks were from Foreign Europe and America.

Seventh. That in the course of the four years of which the accounts are here exhibited, there has been a *progressive decrease* in the exports from Bengal to Foreign Europe and America. This may be more concisely represented in the following view :

IMPORTS.			EXPORTS.		
London.	Europe and America.	Total.	London.	Europe and America.	Total.
1795-6 Lacks 22	33	55	84	66	150
1796-7 - - 18	26	44	50	57	108
1797-8 - - 15	20	35	69	38	108
1798-9 - - 17	24	41	41	23	64

Eighth. It will also be seen, from the larger Accounts above abstracted, that America and the Foreign parts of Europe, have not maintained the same relative proportion of this trade in each year; but that the proportions of their exports have varied in the following manner :

	1795-6.	1796-7.	1797-8	1798-9.
The American Exports were - - Lacks	19	25	20	11
Which leaves for Foreign Europe - - -	47	32	18	12
	66	57	38	23

These well authenticated facts disprove and discredit all the assertions which have been so long and confidently advanced, of the great extent of the *foreign and clandestine trade of India*, and of the *progressive increase* of that trade. Both positions appear to be alike groundless, since of the total exports of Bengal to Europe and America, amounting to Rs. 2,17,00,000, only 56,00,000 go to foreign parts. Of that sum, the really neutral trade appears to be 31,00,000, and the clandestine trade carried on under foreign colours, 25,00,000. This is upon an average of four years, of which the latter years are in amount of exports the least.

That the exports of Bengal to Foreign Europe and America, taken together, have not, on the whole, increased in the last thirty years, there is also reason to believe, from a comparison of its foreign trade at the present and at former periods: And that the clandestine trade has greatly decreased, there is positive evidence, both from the vast increase of remittances, in bills and goods, directly to this country, whilst the standard of British acquisitions in India has had no increase, but rather the contrary; and from the present little amount of that trade.

Thus the main argument, on which extensive enlargements of the privileges of British individuals have been pressed, namely, the alarming increase of foreign and clandestine trade, completely fails.

IX. Another Argument urged to the same end, remains now to be considered; the improvement of the productive powers, and the export Commerce of our Indian possessions. These objects, the Free Merchants believe, will be promoted by the measures they propose. More than one opinion which has come before Your Committee, represents the capabilities of those territories as prodigiously great, and nothing to be wanting for turning them to the happiest purposes; but the removal of restraints. This is a subject that particularly merits attention; for to the interests of our Indian dominions, with which the interests of the sovereign

reign state are now so much united, hardly any thing can be more important, than a proper system of political economy. It may, however, be observed, in proceeding to this head, that the Merchants, in resorting to it, lost sight of the ground upon which the privilege of sending goods to this country, was conceded to them by the Act of 1703, namely, the remittance of British fortunes, and thereby the annihilation of the clandestine Trade. They propose now objects of much greater magnitude. In the reasonings used by some of the Free Merchants, it has been said, *that the surplus produce of British India, which the Company's Commerce cannot take off, should be left to the industry of other Traders.* Such a position may be understood to imply, that the Company wish to prevent the exportation of what they do not themselves require, or that the produce of that country remains on hand for want of sale; and when applied more particularly, to infer, that the surplus produce should be brought immediately to Britain, it does not discriminate the *bonâ fide* Foreign Trade with India, which ought to be permitted. But as the produce of every country must, in the course of things, bear a certain proportion or relation to the demand made for it, so there appears no reason to doubt, that the productions of British India, fit for the European market, whether raised by its own native stock of Capital, or occasionally quickened by importations of Bullion from foreign Europe and America (which is a precarious thing, and quite distinct, in its nature and consequences, from the transfer of private Capitals from the Sovereign British State to the Dependent Asiatic State) have usually had a current vent into one or other of the channels of Trade now open with that country; that hence the alledged difficulties, of conveying goods by the Company's ships, have not prevented the disposal of all the produce which the capital of the country raised.

But if this position were to convey any such idea, as that the Company desired to limit the productions and exports of their possessions to what they themselves can invest, it would be most unjust. The admission of the Ships of all friendly Nations to their ports, the Indulgences given to British subjects before the Act of 1703, the privileges of that Act, and the large importations of these subjects have made here since, all serve to confute such a notion. It is the principle of the Company, to give free scope to the internal powers of their territories, in Agriculture and Manufactures, and a free vent, by exportation, to the commodities thus raised. They therefore, long before the Act of 1703, encouraged the culture of Indigo, which from being no article of export, is now produced in such quantity, and of such excellence, as to supply nearly the demands of all Europe. They also gave various encouragements to the culture of Sugar, and other articles, *not* as imports from India into this country. Indigo is become one of the grand staples of the Indian trade, and with Sugar, has been the chief cause of the increase in the sale amount of privileged goods for some late years. But the indefinite terms in which the improvement of British India is now urged in some writings, will comprehend principles of a very different kind from that which has just been stated; and a clear understanding on this head, as well as respecting the means which British India possesses for Foreign Commerce, is become necessary: for the whole of the system by which the Commerce and the government of India should be regulated, is involved in this enquiry.

It is sufficiently known, that India, under Asiatic Sovereigns, never had any capital of its own, applied to the European Commerce. The great body of the people of that country have always been, and still continue, averse to distant and hazardous enterprizes, especially by sea. Their genius and their means have ever mainly turned into the channels of domestic industry, little adventuring even upon coasting voyages. From the remotest times of which we have account, down to our own days, the manufactures of India, fit for the European market, were set on foot by money imported into that country. Since the period of British acquisitions there, this order has been reversed. The tribute of India and the gains of British individuals, have furnished the Capital of the exports to Europe, from at least all the territories possessed by this country; but besides that tribute and those gains, there is, at this day, no Capital in those territories, applicable to an extension of their exports to Europe; and the vent of European manufactures there, is limited by physical and moral causes. If it were practicable for us to take off, and India to supply, ten times the quantity of produce we now receive from it, that country would not increase its consumption of our Manufactures in any proportion. After then, India has paid by her commodities for her limited purchases of European manufactures, there remains with her no other means of an export Trade to Europe, but the public and private British Funds above-mentioned; for those which resident Foreigners may acquire by trade, hardly merit any attention. The public Funds, or the tribute by which chiefly the Company's Commerce is carried on, need not be further noticed, since the inquiry is about enlarging the trading privileges of Private Merchants. It is evident, that there are no means of doing this upon any great scale, consonant to the ideas held out of improving our possessions, but by capital transferred thither in Bullion from this country. The first question, then, to be determined, is, whether it would be good policy thus to employ any large portion of the Commercial Capital of Great Britain, either in addition to all that it has already laid out in its Plantations and Colonies in the American States and in Europe, or by withdrawing such portion from some other branch of Trade nearer home, in which it must be now engaged; for it cannot be supposed, that any considerable part of the National Stock lies dormant and useless.

It is to be observed, that with regard to old staple articles of Import from India, such as Piece Goods and Raw Silk, which are of great value, in proportion to their bulk, the present scale of importation into Europe seems nearly equal to the vent for them; and as,

from the largeness of that importation, and other causes, the profit on these articles is very moderate; there could be no encouragement, on that score, to increase the Importation; nor, as the Law has left it optional with the Company to permit individuals to trade in Piece Goods to this Country, could the court be expected to extend the participation they now give to Private Merchants in that article, because a great increase in the Importation would only make it a losing one to both parties. And indeed the Merchants themselves, in their plans of enlargement, profess to look chiefly to articles new, or lately introduced in the Imports from India, most of which are generally bulky, in proportion to their value. These articles are *Indigo, Cotton, Sugar, and Coffee.*

Upon the probability of advantage, from largely speculating in any of those articles, Your Committee will beg leave to make some remarks.

Indigo, as has been observed above, is already carried to an extent, that nearly suffices for the consumption of all Europe. The Company, after advancing their Funds to give a solid establishment to this manufacture, left the whole trade in it to individuals, for whom it is brought home in the Company's ships, usually at a War Freight of only £. 22. 10s. per Ton, which is less than they pay the Ship Owners; and being comparatively of small bulk for its value, can no great way enhance the occasion for private tonnage. The undertakers in it have actually suffered severely from too rapid an increase in the Manufacture, and too eager a competition; to push this article, therefore, further at present, by encouraging new adventurers in it, would be unjust to those who are yet hardly emerging from their difficulties; and on the general principles of Trade, it would be evidently impolitic: but if, on fair investigation, any further reasonable encouragement should be found necessary for the culture of this article, or for bringing it to Europe, there can be no difficulty in according it.

The article of *Cotton* is liable to such sudden and great variations in the price, that it is natural the home Manufacturers should turn their thoughts occasionally towards India for a supply. At one time, these Manufacturers were clamorous with the Company to import the raw material for their use; but the Court of Directors very wisely declined their request; at the same time they manifested the desire which has always distinguished the liberal principles of the Company, to contribute towards the prosperity of every part of the Kingdom, by offering to those Manufacturers free permission to send Ships to India, to import Cotton from thence for their account; but this they declined. The truth is, that in consequence of the astonishingly rapid increase of the demand for Cotton goods, there must, at intervals, be a want of the raw material arising from particular circumstances, chiefly occasioned by the War; but as the produce of the raw material has increased, and is still increasing in the southern parts of the American States, in the West Indies, in Brasil, and, above all, in Dutch Guyana, now settled by British Planters, the Cotton of India cannot succeed, the rate of freight being always too high, except on some very extraordinary occasions. Further, the Cotton which has been imported here from the East, is not the produce of British India. A considerable quantity of that Cotton is required to give employment to the Manufacturers in the Company's Provinces, where enough is not raised for the demand; and a large quantity of it also is every year sent to China, as a means of providing the Company's investments of Teas. In former times, the Cotton was imported from Bombay, where it was collected from the various districts in that quarter to Bengal, to the Coast of Coromandel, and some part of China. At present, and for some years, none has been imported into Bengal from the Bombay side of India by sea; but on a reference to the Bengal register of Exports before quoted, Your Committee find very large Imports into the Company's possessions in Bengal from the upper provinces, which imports they have reason to believe, may have been produced in those districts that furnish part of the large export of Cotton from Bombay; and your Committee are more confirmed in this opinion, from the very advanced price to which they find this article has arisen in Bengal. On the other hand, if, from the vast importation of Cotton from so many quarters, part of it is again exported, it may deserve consideration, whether we ought thus to minister to the support of Foreign Manufactures which affect our own. On the whole; therefore, Your Committee must submit whether it would be proper, on the part of the Company, especially with the chance of aiding a Foreign rivalry, to encourage the importation here of an article, not the produce of British India, especially when attended with injury to the subjects of the Company depending upon them for support; and materially interfering with their China Trade, which, whether considered as profitable to the Company, or yielding a large revenue to the State, must be regarded as of the first consequence.

Sugar is an article which the Company have been at pains to encourage; but the prices here are known to have been variable and precarious; and from the experience hitherto acquired in a time of war, indeed, when high freights have prevailed, it does not appear to be a commodity which, unless changes are supposed in other parts of the world, and in the duties on home consumption here, promises to produce, on any large scale of Importation, a sure or adequate Profit. On the finer sorts which the Company have imported they have gained a little, on the coarser there has been a loss; and from the present state of the Trade in this article, in the great European Market and in India, your Committee do not see the inducements which the Indian Merchants can have to embark largely in it, unless the procuring of freight for their Ships be a leading consideration, which is a very distinct object, that has yet no title to the attention of the Court, as will be shewn hereafter.

Coffee.

Coffee. The Trade in this commodity has been very great, and not much understood. The Coffee imported here from the East is almost wholly the produce of Java; little, if any, from the British Dominions. In consequence of the War, the produce of several years had accumulated. The Dutch India Company, therefore, sent Ships under the Danish flag for a considerable part; but the larger proportion was brought to Europe, circuitously by Americans, and of course sold at the Company's Sale. In the Appendix will be found a list of the Ships, with their Cargoes, which were sold by the Company in the preceding season, whereby it will appear, that a very small part, if any, is the produce of British India.

Your Committee have observed, among the articles imported by Individuals, that of Salt-petre, as forming one of the commodities, without which there cannot well be an assorted Cargo. This being both of high political importance, and essentially necessary in various Manufactures in this country, the supply should, in no degree, be permitted to Individuals. The Company have always taken care to provide for every demand; but if the Private Traders are allowed to deal in it, as an article which is bulky, and of little value; and they, from the fall of price in Europe, or other causes, should cease to provide the requisite quantity for properly loading their Ships; the Company might not only suffer loss in the first instance, but the Public be materially disappointed.

X. Your Committee having made these specific remarks on the principal articles, which it is understood, would supply the new enlargements proposed in the Indian Trade, will beg leave to proceed to some further observations, which have relation to the influence those enlargements, though they should be far short of what sanguine speculation has conceived, may have on the Investment of the Company. And first, with respect to the supply of Funds. From the heavy expences incurred by the Company in the course of the present War, there remains, in effect, at present, little or no Surplus Revenue, to aid the provision of Investment; therefore the requisite Funds must be furnished by the proceeds of the Exports from this Country, and by money received for Bills on the Court of Directors. Those Exports, it is sufficiently known, supply but a small proportion of the advance which the Investment demands; especially at the present juncture, when Bullion is not procurable at any price, and a bar is put to the exportation of Copper, beyond a small limited quantity. On the money, therefore, of Individuals abroad, in exchange for Bills on the Court, the Company must depend for the provision of the greatest part of the Investment; and when it is considered, that the fortunes of most of those Individuals have been accumulated from the very ample allowances granted by the Company, and that every fortune has been acquired under their protection, it cannot be deemed an unreasonable hope, that they should have a preference over persons, who now come forward as rivals to that very Body, whose protection and fostering care has enabled them to become what they are. It is from their competition for Money, that the Company's difficulties to borrow, in time of War, and the rate of Interest on their Loans, have been aggravated. The higher terms, on the other hand, which the Company have thus been obliged to give, have raised the price of Money to Individuals, who complain hereof in their turn; but surely, if the preference commercially due to the Company were out of question, the safety of the whole, which is intimately connected with the Company's ability to raise supplies for the exigencies of necessary war, has a better right to be considered than the conveniency of a part.

Secondly, with respect to the freedom and extent of the Company's purchases. It seems to be an idea entertained by some, that the excessive freight and charges of the Company's Commerce, incapacitate them from attempting any profitable speculations on Mercantile principles, especially where competition is to be encountered; that they lose on various Articles of the Indian Trade, and that their main use, in a Commercial view, is to serve as the channel of the Eastern tribute; and therefore, that all new attempts will be best conducted by the enterprise and economy of Individuals. These ideas go to deprive the Company of all Commercial freedom, and may even be extended to a formal partition of the Indian Trade; the old staples to be left to the Company, and the new articles to Private Merchants; but Your Committee feel themselves warranted to maintain, that the Company ship their Goods in India at a less aggregate of costs and charges than Individuals do, and realize the proceeds here at a less expence, saving only in the article of Freight on the regular Ships, which may be reduced, with respect to coarse articles, by hiring Ships of inferior equipment; and though, amidst the fluctuations of War, the Company may occasionally lose by some articles, there are various reasons why they should not immediately strike such articles out of their Investment; and it will still be true, that by their resources and numerous establishments, they have great advantages over private persons, in all attempts, either to introduce new Articles, or extend the provision of them; for they have only to avail themselves of Institutions, already existing, whereas Private Merchants must, for these ends, in many cases, form new establishments. It is without sufficient foundation, therefore, that the superior capabilities of Individuals for striking out new branches of Trade have been insisted on; and whilst so many arguments have been industriously used, to obtain new Privileges for Private Traders, that there has been such a tendency shewn to reduce the Company to a mere routine of bringing home the tribute in a few old Staples. It is fit they should possess full as much freedom as Private Merchants have, in managing and ordering their Commercial affairs, to the extent of the Funds and the credit which they may fairly apply to Commercial purposes, without increasing the present high scale of Indian Debt. And if

it should be occasionally found expedient for them, either with a view of the Profit, which in particular junctures may accrue, or to furnish a saving Tonnage for their Ships, to make an extraordinary provision of new Articles, it will not only be their duty to do so, but they may do it with greater advantage than Individuals can; for if there be any new methods, by which they can increase their Commercial gains, the vast Expences incurred in warlike operations, require they should be adopted; and at a time when the Company have straitened themselves in achieving Conquests, highly beneficial to the Nation, they have least reason to conclude, that they shall be expected to make any undue sacrifices of their Privileges.

Thirdly, with regard to the competition which a great enlargement of Private Trade may occasion in the Indian Commerce. That the Law of every Market should be a free permission to those who enter into it to buy and sell, need not be disputed; but it is a question not of Commercial principle, but of the Policy of States, whether their subjects shall be encouraged to enter into competition with each other at any particular Foreign Market. There can be no doubt, that a great increase of demand and of purchases in India, would enhance the Cost of commodities there; and that a like increase in the quantities sold here, though this mart should be the largest, would, on the whole, lower the Proceeds. The consequence from both branches of competition would, therefore, be evident and direct disadvantage to this Country, and disadvantage not to be compensated, in this case, by the extent of the Trade.

Upon the whole, then, of this part of the subject there is not, in the opinion of your Committee, such a rational certainty of Mercantile profit to individuals, from largely increasing the importation of these new Articles (for the hope of profit by freight is not an admitted plea) as ought to induce them to embark in such speculations, in the face of a strong rivalry, to most of the articles from the produce of other Countries; and where there is little appearance of benefit, the inconveniences of disturbing the established order of things should not be encountered.

XI. But the grand objection, of a commercial nature, to this new Trade is, that a considerable Capital must be transferred from Great Britain to carry it on. In one of the Papers from Bengal it is hypothetically stated, that in a few years the Export of Sugar from that country might be raised to 100,000 Tons. Doubtless, in a vast extent of fertile soil, stretching from the Sea almost to Delhi, it may be possible to carry the culture of Sugar, and various other articles, to very great length; and persons unacquainted with the circumstances of that country, might imagine, from reading such a statement, that the main thing to be done was only to open the doors wide enough for exportation. The fact, however, is, that four or five Millions sterling from this country must be furnished, to pay for the first cost, and the transportation of that quantity of Sugar; for Bengal has no such fund of its own, applicable to any purpose of that kind; and the same observation must be applied to any large extension of other new articles.

The first point to be decided here, therefore, is, whether the nation ought to embark its Capital in such a Trade? This is a question of commercial policy, interesting to the Public, who ought to know the concern they have in it; and a question on which it belongs to the Legislature to determine. If there are reasons for withdrawing part of the Capital employed in raising produce in some other dependencies of the Empire, and for encouraging preferably the productions of India, these reasons, doubtless, ought to be heard; but this new business should not be plunged into, without examining and understanding its nature and consequences; and in the opinion of Your Committee, unless there are some special motives for the preference just mentioned, or unless where some imperious exigency arises, it would be utterly impolitic to transplant much of the capital of Great Britain, to carry on the Agriculture and Manufactures of that remote region.

XII. But your Committee must believe, that the proposed enlargements would involve a consequence still more serious, on which they have already touched, in considering the claim of British subjects to a like freedom with Foreigners in the Indian Trade. This claim is, in other words, the present question. If, instead of carrying on the intercourse, commercial and political, of this country and its Indian dependencies through one great channel, the East India Company, which has so much contributed to preserve a vast people in their original habits of submission, the Ships of British individuals were permitted to go and come at pleasure, a great change in the political circumstances of British India must, from the nature of things, be expected. Hitherto the want of an unexpensive legal channel to India, and the difficulties of getting into employment in our dominions [for native Governments invite only desperate Military Adventurers] have prevented a great influx of British subjects into them, though Foreign Ships have been open to those who could afford to pay them, and our Governments have chosen rather to license persons who had found means to settle themselves there, than to force them from all their concerns. But the proposed system would, at once, confer both right and employment on multitudes; and it is from an institution communicating these encouragements, that, in the opinion of Your Committee, danger is to be apprehended. The residence of a limited number of Europeans in our Provinces, as things at present are, is not a ground of any alarm, provided that number can be kept from increasing; but in the proposed system, there would be a principle of progressive increase, and this, Your Committee fear, might justly be considered as the first principle of a colonial system.

A continual

A continual course of detached Commercial adventurers would entail the residence of greater numbers of Europeans abroad; many others would be tempted to resort thither, in the hope of establishing themselves; gradually, in consequence of these changes, they would be enabled to strike out new modes of employment, and spread themselves in the country. Even now, the society of Merchants in India discover a wish to be emancipated from every material restraint: that spirit would live and be more powerful in the larger society. Governments, then, would find it a new and arduous task to maintain order and subordination. Every port in India would be accustomed to the visits of adventuring Europeans; connections between them and the Country Powers could hardly be prevented; part might go into the service of those Powers; all could not expect fortunes to return; and those who saw no prospect of this kind, would naturally commence Colonization. That the rights and usages of our Native subjects might not be encroached upon in this progress, that these people, though passive, might not be at length exasperated, and that they might not, from example, gradually lose their habits of submission to Government, no man can be warranted to deny: nor is it less probable, that the vast mass of Native subjects, thus put into a new state of agitation, a numerous European community, progressively enlarging its views with its importance, and the combinations of Indian politics influenced by, and influencing these circumstances, might render it extremely difficult for this Country to maintain, in that remote quarter, a Government sufficiently strong and energetic to contain all these interests within their due bounds.

XIII. For these reasons, the enquiry concerning the principle by which our Indian possessions may be best preserved, though it appertain to the present subject, need not be a long one. That system cannot be best, which, by the adoption of Colonial principles of free ingress and residence, would expose us to all the hazards just described, and, through them, to the loss of the Indian Empire. The Legislature has already determined to maintain the dependency of that Empire, not on Colonial principles, but through the medium of that Body by which it was acquired, the East India Company, who are therefore constituted the sole national organ for its local government, and its communication with this Country. The rights of that Company, who through a long succession of years sustained alone the expences and perils which ended in the acquisition of territorial dominion, have not been sacrificed to the unfounded claims set up for every British subject, as such, to enter into the free enjoyment of what had cost them so much. The advantages of a sure and great Commerce, of a large Tribute, of a Dominion maintained by its own resources, have not been staked in following uncertain theories, which could only be tried at the risk of losing what was possessed; and experience, as well as sound reason, demonstrates the wisdom of this system.

XIV. If then, in respect of *facts*, it be true that the Foreign Trade of India, either carried on by our Enemies, or by neutral Nations, or clandestinely under their Colours by our own Subjects, is not progressively increasing; that Nations in amity with us, and already trading to India, ought to be allowed to continue to trade on their own account, for the supply of their own wants; and that India has no Capital within itself, for effecting the great enlargements of its Exports now proposed: If it be also true, in respect of *principles*, that it would be impolitic in this Country to transplant any considerable portion of its Capital to India, for extending the Agriculture and Manufactures of that distant Dependency, and yet more impolitic to open the way for British Colonization there; the conclusion resulting from the whole is, that the only object for which the Company, or the Nation, can now justly be called on to make new provisions in favour of individuals, is that of bringing directly into this Country the remainder of the Trade yet carried on clandestinely by British subjects, with the removal of any inconveniences which now obstruct the ready and easy transportation of the whole Trade, which can be carried on by the fortunes of British residents in India, directly to the Port of London.

Those individuals who, thriving under the protection of the Company, still abet that clandestine Trade, certainly act neither worthily nor gratefully; nor do they entitle themselves to new privileges. The Company, however, desirous to secure to the Nation all the Trade carried on from India by the Capital of British residents, are willing to adopt such measures as depend on them, for bringing directly to the Thames the merchandize which that Capital yet conveys, in any form, to Foreign Ports: but as the comparative rates of Duties payable at their ports and in our own, will always be regarded by the Proprietors of Indian Goods in the direction of their consignments, it seems requisite, in order to secure the object in question, that the Duties on the Exports of Goods from India, or the Duties on Indian Goods imported into this Country, undergo still further modification.

XV. Your Committee, reflecting on the various positions which have of late years been advanced, to impugn either the conduct of the Company or the established system of Indian policy, were induced to take the present occasion, to point out the errors by which those positions, had they still remained uncontradicted, might have misled the public mind.

Of this labour, which they hope will not be unacceptable to the Court, a great part would have been needless, if they had confined themselves to the Letter of the 2d April last, from the Right honourable the President of the Board of Control, which chiefly fixed

the attention of the Court in relation to the present subject, as it has been all along first in the consideration of the Committee: for between the opinions which are therein delivered and those they entertained, as well respecting the leading principles of Indian Government and Commerce, as the conclusions to be formed from them, they found, on the whole, so much agreement, as greatly limited the necessity of particular discussion.

On those leading principles Your Committee have reasoned; and the same general views which are presented by the longer investigation into which the motive just assigned has led them, are with brevity and force exhibited in that Letter. It infers from the whole two practical propositions; one concerning the object and measure of the privilege to be given to individuals in the Trade from India, the other concerning the mode in which that Trade should be brought to this Country.

The first is substantially the same which Your Committee have had in view through the whole of this discussion, and have, they trust, here established, that to bring the fortunes of British residents, not invested in the Bills of the Company, directly through the medium of merchandize into the Thames, should be the main object of the privilege to be conceded to individuals; and that this privilege ought not, in reason, to extend beyond the total amount of those fortunes, allowance being always made for returns of British manufactures sent from hence, according to the Act of 1793.

The second proposition recommends that the Trade thus constituted shall be permitted to be carried on by Indian Ships.

Your Committee are aware of the public motives which dispose Mr. Dundas to make the resources of India serviceable to the Naval interests of this Country; and are at the same time persuaded that the measure which those motives may have more easily inclined him to favour, he means to be perfectly compatible with his own principle of continuing the Company as the one great national organ for the Government and Commerce of India.

Your Committee regard those motives with respect; and in as far as the Court can, consistently with the great interests entrusted to them, safely afford the aid of the Company to well digested views of that kind, the disposition they have ever manifested to benefit the Nation may, in such a case, be expected to appear.

Your Committee are further ready to grant, that if the occasional admission of Indian Ships into this Country, or an admission continuing solely in the discretion, and changeable at the option of the Company, were the thing here in question, it would be a matter of comparatively small import, in respect to which the indulgences allowed at different times by the Company in the course of the last seven years, shew that they can, at fit seasons, exercise with liberality privileges which still remain entire to them; but after a very mature and anxious consideration of the present subject, Your Committee are constrained to state, that they regard the admission of Indian Ships, or any class of Ships, British or Foreign, into a formal systematic participation in the Commerce and Navigation between Britain and India, with most serious apprehension. They consider it as involving a latent principle that may eventually supersede that very system of regulated intercourse with India, which both Mr. Dundas and the Court are solicitous to preserve. They are of opinion, moreover, that for the ends proposed the measure is unnecessary, and that the Company can themselves provide, as Your Committee will hereafter shew, all the Shipping which that end requires, free of every fair objection hitherto made to the occupancy of Tonnage provided by them. Impressed with these sentiments, the duty imposed on Your Committee requires they should declare them; but in doing this, and in proceeding to explain farther the grounds on which they entertain those sentiments, they desire to act in the spirit of men looking only to a public object, and canvassing a measure proposed in a like spirit.

XVI. A systematic admission of any class of Ships into the Trade between this Country and India would, in the opinion of Your Committee, virtually form a new society, which having one interest would, in effect, act with much of the spirit and unity of a joint Company, and a Company whose interest would not perfectly coalesce with those of the present one: standing upon a legal foundation, and possessing a privilege enjoyed by none but the East India Company, it must at once be invested with a certain degree of importance. The principles common to individuals and societies, self-preservation and advancement, would naturally lead the Members of this Body into those views and measures which would be most likely to give it permanence and power. The continuance of its exertions would not depend altogether, nor perhaps chiefly, on the gain of the commodities carried to and from India. If commodities brought only prime cost and charges, and yet the Ship Owners could make out a profitable employment for their Ships, which is avowed to be a leading motive for the present requisitions of the Merchants, it might still be their interest to carry on the Trade; and the private Commerce now supported by a Remittance Capital, would thus owe its enlargement to a Shipping interest, though a Trade which maintained only the Ships engaged in it would be one of the least beneficial; and if those Ships were Indian, the benefit of it to this Country would be indeed small. In bringing to Europe Indian commodities, in which the Trade mainly consists, Indian Ships would have a clear advantage over others, because the equipment of them could be adjusted with certainty to the number and times of the Cargoes procurable, and therefore the comparative probability of the permanence of such a set of Ships is the greater.

It would be easy to employ capital belonging to the Mother Country in building and repairing those Ships; thus English Merchants might become parties in the concern, and this would in a certain degree be the same as if British Ships were licensed directly from this Country. The necessity of employing Ships once built is obvious. The channels of Trade in Europe, in a time of peace especially, would not be likely to afford space for this new class; the Owners must therefore continue as long as possible in a line into which they have once entered, even if difficulties should occur in it; and difficulties would be likely to put the adventurers on seeking whatever further indulgences remained to be granted them. To further indulgences the recognized enjoyment of the first privilege would more easily lead; and in this and other views, the probable effects of *usage* deserve to be considered. What is once established obtains authority in the public mind; and new claims may, with less danger of shocking opinions, be raised upon it. From these causes the exercise of this new privilege would be likely to be durable, and its operation progressive. One certain effect hereof would be to force a Trade from India with a capital not its own. As the numbers concerned in this complex Trade of Ships and Goods increased, so would their power, influence and connexions in both countries. If inconveniences should be found to result from this institution, great interests formed under the sanction of it would plead against a suppression of it; and it seems entirely probable, that as soon as the privilege to Indian Ships were thought to have acquired sufficient solidity, if not before, the Merchants of this Country would become clamorous for admission into it; nor is it easy to conceive how, after prescription had smoothed the way, and English Merchants were known to have become, though unallowedly, partners in the Indian Ships, their claim could be long resisted; for it could never be maintained that one British subject residing in London might carry on a Trade with India, because his Ship was built there, whilst another British subject in the same place should be interdicted because his Ship was built in the Thames. And indeed whenever the Trade from India came to be any other than a Trade of remittance for the fortunes of British residents, the reason on which Indian Merchants only were permitted to carry it on would cease. In a Commercial view, the systematic introduction of any class of private Ships appears, from what has been already said, to be unnecessary. As the true interest of the country does not require that it should transfer capital to India to raise a Trade there, so it is sufficiently obvious, that there is in India no great capital which wants to exert itself in the European Trade; no such general swell in the tide of Indian Commerce as seeks a new channel. Far the greater part of the Europeans there have nothing to do with the Export Trade, which rests chiefly with the Houses of Agency, in whose hands much of the remittable property of European centers, by which means they are enabled to enter into great speculations; neither is there any surplus of British property there, which the Company cannot convey in Ships furnished by themselves, as cheaply and expeditiously as it could be conveyed by private Ships; therefore, to privilege a class of Ships for the Trade of individuals, when the scale of that Trade does not require it, would be to introduce an innovation, which Your Committee cannot but regard as a hazardous one, without any adequate cause. Considering then that there is no necessity for the proposed measure; that it would be the genius of the new Trade, as of all others, to seek its own enlargement; that so many causes would probably concur to render it permanent and progressive; that above all, a constant intercourse, by private detached Ships, with every part of India, familiarizing European adventurers with that country, Indian Sailors with this, would gradually and indefinitely widen the channel of that intercourse, extremely multiply the relations between the two countries, and tend to disturb and shake our Government there, to which danger is more likely to arise from our Domestic Commerce than from the Foreign one; considering all these circumstances, Your Committee cannot but deprecate the systematic establishment of any class of Ships in the Trade between India and Britain, as what in their most serious judgment would, in its nature and consequences, tend, however the contrary might be meant, to supersede the Company's privileges, and open the way to what all agree ought to be prevented,—the colonization of Europeans in our Indian territories, and the dangers connected with that system.

XVII. Besides these objections, which apply to the measure generally, there is one that lies peculiarly against Ships whose voyages commence from India, that they will usually be manned, in great part, with *Lascars*, or Indian Sailors. Men of that race are not, by their physical frame and constitution, fitted for the navigation of cold and boisterous latitudes; their nature and habits are formed to a warm climate, and short and easy voyages performed within the sphere of the periodical winds; they have not strength enough of mind or body, to encounter the hardships and perils to which Ships are liable in the long and various navigation between India and Europe, especially in the winter storms of our Northern Seas; nor have they the courage which can be relied on for steady defence against an enemy. To have any considerable portion of the Property and Trade of this Country, therefore, dependant on the energy of men of this stamp, unless on the Coasts of India, where they are less exposed to dangers, cannot be advisable: Yet on the employment of Indian Sailors the chief freight of Indian Ships seems materially to turn: for if these Ships, rigged and fitted out as they are with Stores chiefly brought from Europe, were manned with Europeans, receiving wages far higher, and provisioned at much greater cost than *Lascars*, it does not appear how they could be afforded at a lower rate of freight than British bottoms. But this is not all. The native Sailors of India, who are chiefly Mahomedans, are, to the dis-

grace of our national morals, on their arrival here, led into scenes which soon divest them of the respect and awe they had entertained in India for the European character: they are robbed of their little property, and left to wander, ragged and destitute, in the streets; a sight that, whilst it wounds peculiarly the feelings of men connected with India and the Company, raises both the compassion and indignation of the Public; the one in favour of those miserable objects, the other against the Company, as if they had drawn the poor creatures into such a state of suffering, or neglected them in it; when in fact, though individuals bring them home, the Company are at great pains and expence to collect, maintain, and return them; but such are the bad habits they acquire, that they often escape from the state, for the chance of obtaining from the pity of passengers new means of vicious indulgence. From causes of this nature, and from exposure to the severity of our Winters, not a few have lost their lives, or become incapable of further service. On the Continent of Europe, and even in America, where some of these Lascars are also now carried, they have no protector as here, and their case must be still more deplorable; so that, instead of a larger introduction into the Western World of this feeble race, it is very seriously to be wished, that before their numbers are thinned by fatigue, climate, and disease, some means were devised for preventing them from leaving their own Seas.

The contemptuous reports which they disseminate on their return, cannot fail to have a very unfavourable influence upon the minds of our Asiatic subjects, whose reverence for our character, which has hitherto contributed to maintain our ascendancy in the East (a reverence in part inspired by what they have at a distance seen among a comparatively small society, mostly of the better ranks, in India) will be gradually exchanged for the most degrading conceptions; and if an indignant apprehension of having hitherto rated us too highly, or respected us too much, should once possess them, the effects of it may prove extremely detrimental.

From the waste of life, and other losses attending the employing of this class of Sailors, perhaps it may appear at length necessary to resort to European Mariners: these, in such case, will flock in great numbers to India; and hence it may be expected, that colonization will be accelerated there. Indeed the return of peace might call for this substitution of British Seamen, many of whom must then have to seek employment in the Merchants' Service; and no British heart would wish that any of the brave men who had merited so much of their country, should be without bread, whilst the Natives of the East brought Ships belonging to our own subjects into our ports. Considered therefore in a commercial, physical, moral, and political view, the apparent consequences of admitting these Indian Sailors largely into our navigation, form a strong additional objection to the concession of the proposed privilege to any Ships manned by them.

XVIII. It will be proper, in this place, to advert to the reasons which induced the Company's Governments and Servants abroad to countenance, and in some instances to recommend, the applications of the Free Merchants in India for leave to send goods here in their own Ships. They were chiefly these: To direct to this Country, in preference to foreign Ports, all the merchandize which could be supposed to be in the disposal of British individuals, and so to prevent the growth of Foreign Trade; to assist in reducing the Freights paid by the Company, immediately before and after the commencement of the present War, for their regular Ships, which reduction, it was hoped, would be forwarded by the introduction of a class of cheap Ships between India and Europe; to promote the industry and Export Trade of India, and thereby to augment the sources of its Revenue, and to increase the Commerce and Government Customs of this Country.

With regard to these objects, all, doubtless, laudable in themselves, and sought from public motives, it may be observed, that the reduction of the Company's Freights has been some time accomplished; that the Court have been, on their part, also desirous to bring all the property of British residents invested in goods directly to our Ports; and that the measures now to be proposed, will, in the opinion of Your Committee, amply suffice for this end. The other objects of preventing the growth of Foreign Trade, and promoting the produce of our Indian possessions, have been discussed in this Report, and Your Committee have endeavoured to discriminate the true principles on which they should be followed, and the extent to which they should be sought. Into these enquiries the Servants abroad do not seem to have felt themselves called to enter deeply and systematically; nor do they appear to have looked forward to all the probable remote effects, commercial and political, of a progressive increase in the Trade and intercourse of individuals between India and Britain. They rather seem to have acted on the view of existing circumstances, and to have recommended the measures which, under those circumstances, they deemed to be, both for public and for individual interests, beneficial and convenient. But as they did not profess to investigate remote consequences, so they certainly do not appear to have proposed or expected, that the discretion of the Company should be taken away in the admission of Indian Ships, or that any class of Ships should be invested with a permanent systematic participation in the Commerce and Navigation between India and Britain: And this, in the opinion of your Committee, is the great point of importance in the whole of the present subject.

If, therefore, the reasons which they have thought themselves obliged to advance against this new principle, should prove satisfactory to the Court, Your Committee take the liberty

to suggest, that they may be submitted to the judgment and candour of Mr. Dundas, who, your Committee are persuaded, will not, when he sees no imperious necessity, wish for the adoption of any measure, which, immediately or in its consequences, shall be found materially to trench on the privileges of the Company.

XIX. Your Committee will now proceed, in the last place, to propose the means by which, in their opinion, all the property of British residents in India at any time invested in goods, together with the Returns of Manufactures sent from hence, may, with every requisite convenience, be brought directly to this country, without any change in the principles of the present system. It may be difficult to ascertain exactly the annual remittable amount of that property; but in the nature of things it must have a moderate limit, and a considerable part of it is sent home in bills upon the Company. From a general retrospective view, carried back for several of the last years, of the goods consigned from India directly to London, whether on account of British residents or in return for British Manufactures, and of those consignments to Foreign Ports which may be supposed to have belonged to British subjects, together with the Bills drawn on the Company in the same period, the total aggregate of these different branches will probably be rated fully, if estimated about or somewhat beyond a million and a half sterling. Of this amount, £.650,000. may have come in bills; and the whole, therefore, of what has of late been sent from India in goods, either to our own or Foreign Ports, on account of British Residents or British Manufactures, on an average of several past years, ending with April 1799, may be taken at a little more than £.850,000. per annum; and of this sum about £.600,000. comes already into the Thames; the rest, as shewn in a former part of this Report, has gone to Foreign Europe and America. To encourage the consignment of this remainder also to our own Ports, and to provide for the more convenient transportation of what already comes here, is, in reality, as Your Committee apprehend, all that is now to be performed: But to remove every ground for complaint in future, Your Committee are of opinion, that the Company may at once undertake for the conveyance directly to our Ports in goods of the whole remittable property of British residents in India, and the whole Returns of British Manufactures, supposing that no part of either should be sent home in bills on the Company, which however is at present, and likely to be at all times hereafter, utterly improbable.

For this end, your Committee propose, that the Company shall themselves furnish whatever amount of Tonnage shall be wanted for bringing home the Private Trade, as here described; that they shall supply this Tonnage, in ships either wholly destined to bring home that Private Trade, or whether so destined or not, in ships which shall not be applied to political or warlike purposes, but sail from India directly for the Port of London at fixed periods, and those periods most convenient for the Shippers of Goods within the fair weather season.

That the rate of Freight on those Ships shall, during War, be as low as that at which the Indian Ships arrived here in the present season are chartered to the Company; and that in time of Peace, the rate shall be proportionably reduced.

That the Commodities to be permitted in the Private Trade, the manner of warehousing and shipping them in India, and receiving and bringing them to the Company's Sales here, shall be settled in the spirit of the existing Regulations, and with every fair attention to the interest of the Private Trader.

That a particular class of Ships, suitable for this service, shall be built by the Company, to be manned with Europeans, and armed so as to make them equal, in point of defence, to the best of the Indian Ships which have come to this country; and until these are built other proper ships to be supplied.

That if at any time the Tonnage provided by the Company for private Exports shall not be sufficient, it shall be allowable for the Governments abroad, on the part of the Company, to freight Indian Ships, for the conveyance of such goods as cannot be otherwise accommodated; care being taken that this concession be not strained into an indirect sanction to the ordinary stated employment of those Ships, nor as holding forth any expectation of connivance at fictitious pleas for the introduction of them; the sole object of the Company being the ready transportation of private goods, furnished by the capital of British residents, as before mentioned, and the removal of every pretence for Complaint on this score.

That no Person shall be permitted to embark in this Trade, in any form, who has not the licence of the Company to reside in India.

Your Committee trust, that these propositions make full provision for the removal of all the defects and inconveniences hitherto complained of, in respect to the conveyance of Private Goods; they provide for the certainty of a sufficient quantity of proper Tonnage, for a reasonable rate of Freight, for the sailing of the Ships at the seasons most convenient for the Merchants, and for the direct performance of the voyages, without detention or deviation on account of political or military objects.

If these outlines shall be adopted as the basis of the arrangement to be now made, it will then remain to fill them up with such Regulations of detail, as shall be found requisite, in

order properly to act upon them, of which a few Particulars will be found under the head to be presently mentioned.

XX. Your Committee having now, in performance of the duty with which they were charged, brought the task they proposed to themselves to a close, will beg leave to wind up the whole with a set of Resolutions, comprehending the principal matters of this Report. These Resolutions have been agreed upon and passed by Your Committee; and it will afford them great satisfaction, if, by the means here proposed, or any means proceeding on the same general principles, the momentous question which, from its intricacy and extent, has engaged their attention and that of the Court so long, shall be settled once for all.

(Signed)
East India House,
27th January 1801.

HUGH INGLIS,
DAVID SCOTT,
FRANCIS BARING,
STEPHEN LUSHINGTON,
ABRAHAM ROBERTS,

JACOB BOSANQUET,
JOHN ROBERTS,
CHARLES GRANT,
EDWARD PARRY.

(3.)

MINUTES of the COURT of DIRECTORS of the 4th February 1801,
containing the Resolutions of the Special Committee, adopted by the
Court.

AT a COURT of DIRECTORS,

Held on Wednesday the 4th February 1801;

THE Court proceeding to consider further the Report from the Special Committee appointed to take into consideration the Letters from the Right honourable Henry Dundas, of the 2d April and 28th June 1800, and the Resolutions founded thereon, which were submitted to the Court on the 27th ultimo;

The Report was read, and on the question unanimously approved.

The said Resolutions were then read; and the Court approving thereof,

It was, on the question,

First. Resolved Unanimously, That in the Opinion of this Court, the system by which the British possessions in the East are now held and governed, is the system best adapted to secure to the Nation the benefits, Political and Commercial, which are derivable from those possessions; and that the establishment of an open Trade between them and Great Britain, would not only be subversive of the rights and privileges of the East India Company, but, without insuring to this Country Commercial advantages, equal to those it now enjoys from them, pave the way for European Colonization, and ultimately hazard the loss of those invaluable acquisitions.

Second. That it is therefore equally the interest of the Nation, and the duty of the Company, to guard against all principles and measures, which by an indefinite enlargement of the present channel of communication, in their nature tend to the introduction, immediate or gradual, of such an open Intercourse, and its probable consequent, Colonization.

Third. That the East India Company, far from entertaining the erroneous policy of limiting the Industry and Trade of their provinces to the demands of their own Commerce, have given such encouragement to both as they never received under the Native Government; so that the Ships of all nations in amity with this Country have free admission there, and the Maritime Exports from India, exclusive of those for the Company, are now greater than they were at any former period.

Fourth. That if it were practicable it would not be expedient, to prevent the other European nations, who, by privilege or concession, now trade with British India, from enjoying such a share of that Commerce, as may serve to supply their own consumption of Indian commodities, and at the same time to bring Bullion into our Eastern Territories.

Fifth. That the Regulations established by the Legislature in 1793, with the professed view of extending the Exports of this country to India, and bringing directly to it the Trade clandestinely carried on by British capital from India to foreign ports in Europe and America, have not been misapplied or evaded by the Company; but that the Company have, as far as consisted with the necessary course of their own affairs, political and commercial, given effect to those Regulations, though at a considerable expense to themselves; and that all allegations of the growth of the Trade of Foreigners with India, and the extension of the clandestine Trade from India, by means of any such misapplication on the part of the Company, are unfounded.

Sixth.

Sixth. That, according to the most authentic information which has appeared on the subject of clandestine Trade, particularly the public Register of Exports and Imports kept in Bengal, that trade has not of late years increased, but rather diminished; and that the amount of the clandestine Trade of Bengal, the center of our Eastern power and commerce, whether the said trade has been fed by that part of the capital of British residents which was not sent directly to this country, or by any other source, cannot, on an average of four years, ending with 1798-9, reasonably be estimated to have exceeded twenty-five Lacks of Rupees per annum.

Seventh. That from this important fact, as well as from a variety of other evidence, existing in the recent proceedings of the Company's Governments abroad, it may safely be concluded, that any increase which has taken place in the course of the War, in the trade of Foreigners with our settlements, is the increase of a trade carried on, *bonâ fide*, for their own account, and, in a great degree, with Specie which they import into India, and pay for the goods they export, and that this is a Trade which, in sound policy, ought to be permitted.

Eighth. That the Trade carried on with Europe from the Indian settlements of our enemies, the French, Dutch, and Spaniards, which is said to have greatly increased through the late mismanagement of the Company, flourished long before the present times, in a greater degree than it does now, and could not have been depressed by any measures within the Company's power; nor would it be a wise policy, under the notion of bringing that Trade to our Ports, to nourish, as in fact we thus should, the source whence it proceeds.

Ninth. That as it is the wish of the Company to give free scope to the native powers of their Indian subjects in Agriculture and Manufactures, so it is also their wish to exercise the rights and privileges they possess in the government and commerce of India, not in the narrow spirit of rigid Monopoly, but liberally to the benefit of the nation at large. They thus, before the last renewal of their Charter, occasionally permitted the importation of Private Goods on their ships, and encouraged the culture and importation of several valuable articles on private account, particularly Sugar and Indigo, the latter of which has become one of the grand Staples of the Indian Trade, as both together constitute the chief causes of the increase in the Sale Amount of privileged goods for some late years. And the Company are still desirous to secure to the nation all the trade which the Capital of British residents in India yet carries on from that country to Foreign Europe and America.

Tenth. That the only certain considerable Capital, which at present exists in British India, for an Export Trade from that Country to Europe, is formed by such part of the savings of British residents in India, as is not remitted to England by Bills of Exchange, of one description or another, on the Company, who now provide so amply in this way for the purpose of transferring the fortunes of individuals; and that the amount of such portion of the savings of British residents, as is not sent home by Bills on the Company, can never, in the nature of things, exceed a certain moderate limit, which will probably be estimated largely if taken at half a million sterling per annum. Should, indeed, the natives of British India desire to invest any money, *bonâ fide*, on their own account, in Exports from India to Britain (to which it does not appear that they shew much disposition at present) this may be admitted under proper regulations, as an addition to the Capital of Indian Export to Europe; and these two sources, with any circulating property possessed by British Traders and Manufacturers in India, not in the service of the Company, which circulating property in the whole, after allowing for the part of it that ought to be employed in the Coasting Trade of India, can hardly be imagined to amount to any considerable sum, supply the whole aggregate of the Capital of British India, applicable to an Export Trade in articles, either new or old, from that country to Europe.

Eleventh. That if to this aggregate Capital, which may be termed the present Maximum of the native stock of British India for a trade to Europe, it became a practice to add Capital belonging to private residents in Great Britain, and transplanted to India for the purpose of forcing the productions of that country beyond the ability of its own means, this would be the introduction of one of the first principles of the Colonial or West Indian system; and if it were sanctioned, directly or impliedly, by any public Regulation, it would tend greatly to extend the relations and intercourses between those countries and this, as well as to supersede covertly, if not openly, the prohibition to Europeans not to occupy Lands there, which prohibition is already, in a variety of instances, dispensed with; and thus, without any certainty of ultimate commercial Benefit to the British Empire at large, a change would be commenced in the present system of Indian policy, which is allowed to be the best for the maintenance of those distant possessions.

Twelfth. That as the produce of every country must, in the course of things, bear a certain proportion or relation to the demand made for it, so there appears no reason to doubt, that the Productions of British India, fit for the European market, whether raised by its own native stock of Capital, as above described, or occasionally quickened by importations of Bullion from Foreign Europe and America, have usually had a current vent into one or other of the channels of Trade now open with that country: That hence the alledged difficulties of conveying goods by the Company's Ships have not prevented the disposal of all the Produce which the Capital of the country raised; and therefore the plea so often urged by persons interested in the Private Trade, that the Company should permit the *Surplus Produce*

Produce of the country to be exported, proceeds upon loose erroneous implications, because when used in these general terms, it seems to convey what is not the fact, either that the Company wish to prevent the Exportation of what they do not themselves require, or that the Produce of the Country remains on hand for want of sale; and when applied more particularly, to infer that the Surplus Produce should be brought immediately to Britain; it does not discriminate the *bonâ fide* Foreign Trade to India which ought to be permitted.

Thirteenth. That as from an early period of the Company's territorial administration, the acquisitions of British Subjects in India have, in a greater or less degree, unhappily supported the Trade of Foreign Europe from the East, and notwithstanding the means which the Company have used, by opening channels for the remittance of private Fortunes, both in Bills and in Goods, directly to this Country, that medium of conveyance through Foreigners appears to be in some measure still employed; this Court, following the principles before laid down, agree in opinion with the Right honourable Henry Dundas, as to the expediency of affording to British residents, who may chuse to convey their property to Europe in Goods, whatever means, in addition to those already subsisting, may be fairly sufficient to induce them to consign those goods immediately to the Mother Country. And though the Court consider the Fortunes of British Individuals not remitted by bills on the Company (in which a very large sum is sent home annually) together with such consignments as European Manufacturers and the Natives of India may furnish from their own stock, to constitute the total Capital of British India, at present applicable to a Trade with Europe (that is, of Capital originating in India, contradistinguished from Capital transferred thither from Europe) yet being of opinion that to remove all colour for complaint on this score, the Company may afford ample means for conveying in goods, even the total remittable property of British residents, they offer the following propositions for bringing accordingly the whole Trade formed by that aggregate Capital, as well as the consignments of European Manufactures, directly to the Port of London.

1. That in addition to the quantity of Three Thousand Tons of Shipping, now annually allotted to the Exports of Individuals from India, Three, Four, or Five Thousand Tons more, or as much as may be wanted, shall be assigned.

2. That the Shipping to be thus annually employed shall be wholly applied to the use of Private Traders, and shall neither be destined nor detained for political or warlike services in India, but sail from thence directly for the Port of London, at fixed periods within the fair weather season.

3. That the rate of Freight from India on those ships shall, during War, be as low as that at which the Indian Ships, arrived here in the present season, are chartered to the Company; and in time of Peace, the rate of Freight shall be proportionably reduced.

4. That all Commodities of the *Produce of the Continent, or of the British Territories in India*, shall be permitted to be laden on those Ships; excepting only Piece Goods, Raw Silk, and Salt-petre, which shall not be laden unless by special Licence from the Company, or their Governments abroad.

5. That the Goods to be exported on Private Account, be, as now, received into the Company's Warehouses in India; and that the same care be taken in assorting them into Cargoes, in due proportions of light and heavy Goods, according to the deliveries into the Warehouses, as is observed in forming the Company's own Cargoes.

6. That these Goods shall be brought to the Company's Warehouses in London, and thence to their Sales, in the regular order, subject to the charge of 3 per Cent. now allowed to the Company, for landing, warehousing, and selling Private Goods.

7. That the Ships to be employed in this service shall be built for the purpose by the Company, and shall be of the description best calculated for the proposed trade. In the opinion of this Court, they may be of the burden of Five Hundred Tons, Builders measurement, or thereabouts, equipped on what is called the dismantled plan; but be manned with Europeans, and armed so as to make them equal in point of safety and defence to the best of the Indian Ships which have come to this Country. The size and equipment, however, of these Ships, may be more minutely considered hereafter; and until they are built, other stout and proper Ships, or the regular Ships of the Company, as far as they shall be wanted, shall be employed in this service, on the terms before mentioned.

8. That when the Private Goods provided for exportation from India shall not serve to fill all the ships sent out for them, the Company shall put Gross Goods into those ships on their own account.

9. That if at any time the Tonnage provided by the Company for Private Exports, should not be sufficient for all the goods prepared for Exportation, it shall be allowable for the Governments abroad, on the part of the Company, to freight Indian Ships for the conveyance of such goods as cannot be otherwise accommodated; care being taken that this concession be not strained beyond its just object, the ready and convenient transportation of Private Goods furnished by the Capitals of British Residents, or sent, as the returns of British Manufactures.

10. That no Person shall be admitted to embark in this Trade, as Principal or Agent, who is not licensed by the Company to reside in India.

Fourteenth. That although this Court is well convinced of the public views with which the Right honourable Henry Dundas has countenanced the idea of bringing the produce of India, exported thence on account of British residents, to this Country, on Private Indian Ships, yet the proposals which have been brought forward by certain descriptions of men, both in India and in England, for the admission of their Ships into the Trade and Navigation between India and Europe, proposals which extend to the establishment of a regular systematic Privilege in favour of such Ships, appear to this Court, when maturely weighed, and followed into all their operations, to involve principles and effects dangerous to the Interests both of the Company and of the Nation. In the opinion of this Court, the adoption of those proposals would immediately and essentially affect both the system of policy which the Legislature has established, for maintaining the connection and communication between this Country and British India, and the chartered Privileges of the East India Company; and the introduction of any practice of this nature, would tend to widen, gradually and indefinitely, the channel of intercourse between India and Britain; to multiply the relations between individuals in the two countries; to pour Europeans of the lower sort into India, and Indian Sailors into this Country; to lessen, by both these means, the respect for the European character, which has hitherto contributed to maintain our ascendancy in the East; to disturb and shake our Government there; and, in a word, to lead progressively, but surely, to Colonization.

With respect to the East India Company, the introduction of this practice would set up a certain class of persons with peculiar Privileges, who would, in effect, constitute another Company, having a common interest, and that interest very likely to be understood as opposed to the interest of the old Company, and hence to generate disputes and hostilities.

With respect to British subjects in general, new rights would thus be established in favour of a few, to which all might think themselves entitled, which many would endeavour openly or clandestinely to share (invited by the expected profits of Freight as well as of Trade) and in the end would unavoidably succeed in sharing; all which, this Court fear, would tend more and more to throw the communication between the two countries quite open, and to remove that great and effectual medium, the East India Company, by whom the connection has hitherto been preserved so much to the benefit of both. And in a commercial view, the introduction of a privilege of this kind is unnecessary, since the true interest of this Country does not require, that it should transfer Capital to India to raise a Trade there, since it is sufficiently evident that there is in India itself no great Capital which wants to exert itself in the European Trade; and since, for the conveyance to this Country of the property of British residents invested in merchandize, the Company are willing to make, and this Court now propose, ample provision. The object of acquiring profit by the Freight of Ships, proposed to be thus introduced, instead of being an argument for their admission, is a strong argument against it; because that object would excite the employment of private Ships to and from India, independent of any previous occasion for them, for the transportation of Goods, and thus force a Trade, in which, sooner or later, Merchants in Europe would become parties, and such various competition be introduced, as would necessarily tend to antiquate the present system of regulated Monopoly, without any assurance of equal advantage and safety to the political, financial, and commercial interests of this Country. And for all these reasons this Court cannot but earnestly deprecate the systematic admission of any such privilege as is now required by the above descriptions of persons.

Fifteenth. That this Court, persuaded the view given in these Resolutions of the important subject referred to their consideration, will be justified by the Documents that have been before them, some of which, material in themselves, and others only lately arrived from India, they suppose have not yet been perused by the Right honourable Mr. Dundas; and persuaded also, that it is the principle of that Right honourable Gentleman fairly to maintain the rights and privileges of the East India Company, as therein consulting the true interest of the nation, beg to propose a full discussion of this important subject with Mr. Dundas, in the deliberate manner observed at the late renewal of the Charter, and do accordingly lay before him the Judgment of this Court, with all the reasons and authorities on which it is founded.

(4.)

LETTER from the Right Honourable HENRY DUNDAS to the CHAIRMAN;
dated the 21st March 1801.

Sir,

Wimbledon, 21st March 1801.

I HAVE attentively perused and considered the Resolutions which the Court of Directors unanimously came to on the 4th of February last, respecting the Correspondence I have had with them on the subject of the Private Trade between India and Europe; and it will not be necessary to trouble you with many additional observations on the subject.

The Resolutions are distinctly and clearly stated, and the proposition in the last of them, expressing a desire for a free and full discussion of this important subject, is perfectly fair and candid, and the Court of Directors may rest assured, that upon this and every other subject connected with their interest, I shall be ready and happy in every situation, public or private, to give every aid to their deliberations which they may desire to obtain from me.

Upon the First, Second, Third, Fourth, Ninth, Tenth, Eleventh, and Twelfth Resolutions, I have only to observe, that my opinions entirely accord with the general principles detailed therein.

With regard to the Fifth, Sixth, Seventh, and Eighth, I only pause in giving any opinion, from not having before me the particular documents and materials establishing the facts upon which those Resolutions are founded.

The Thirteenth Resolution contains the principles and details of the measure upon which the Court of Directors are disposed to act; and if the basis upon which the Resolution proceeds is admitted to be the best which is applicable to the subject, the details seem aptly devised for the due execution of those principles. But it is upon the principle and basis of the measure, which I still have the mortification to find myself in a difference of opinion from those whose integrity and talents I am equally bound to acknowledge; and this radical difference is the more to be regretted, because the great object of solicitude which both parties entertain, is precisely the same. We are both strenuously maintaining, that the preservation of the Monopoly of the East India Company is essentially requisite for the security of every important interest connected with our Indian Empire; and so deeply am I impressed with the truth of that proposition, I am prepared explicitly to declare, that although the first formation of an East Company proceeded upon purely Commercial considerations, the magnitude and importance to which the East India Company has progressively advanced, is now so interwoven with the political interests of the Empire, as to create upon my mind a firm conviction, that the maintenance of the Monopoly of the East India Company is even more important to the political interests of the State, than it is to the Commercial interests of the Company.

With this conviction so strongly impressed upon my mind, you will give me credit when I assure you, that I have reviewed my own opinions with the most jealous attention, and that I have weighed, with the most anxious care, the arguments of those who suppose that the system which I have recommended is likely to produce any inconvenience or danger to the rights, privileges, and exclusive interests of the East India Company; but it is my misfortune to view the subject in an opposite light. If any thing can endanger that Monopoly, it is an unnecessary adherence to points not essential for its existence; and on the other hand, if it is seen and felt by sober, thinking, and wise men, that every facility is given spontaneously by the Company which can be given consistently with their Commercial interests, and the political welfare of the State, that consideration will present an impregnable rampart against any attack, which at any time either the secret or the avowed enemies of the Company may be disposed to make against the system of Indian Government now established, in connection with the exclusive Charter of the East India Company.

It was my intention to have entered more at large into a detailed consideration of this view of the subject; but since I began to write, I have received, and carefully perused the Letter of the 30th September last, recently transmitted from the Government General of India: and as that Letter has, with clearness and perspicuity, ably detailed, and, in my opinion, demonstrated the grounds of those opinions which I have from time to time taken the liberty of laying before the Court of Directors, upon the subject of Indian Trade, I should consider it as an unnecessary waste of time, if I was to trouble you with a repetition of the topics therein stated.

It is scarcely necessary for me to observe, that in all the discussions I have had on this subject with the Court of Directors, I have not been entitled to exercise any authority in the determination of the subject. It is a subject over which the Commissioners for the affairs of India have no controul; and whatever I have stated, or now state, or may hereafter state, must be received from me in my individual capacity; and therefore if either my reasoning and judgment, or the reasoning of your Government abroad, has not the effect of varying the opinion of the Court of Directors, I trust you will not delay acting upon the principles detailed in the Resolutions you have done me the honour to communicate to me; for the worst result that can arise from the discussion is, any further delay in coming to a decision upon it.

I have the honour to be, Sir,

Your most-obedient humble Serrant,

HENRY DUNDAS

The CHAIRMAN of the East India Company.

(5)

LETTER from the GOVERNOR GENERAL to the Court of DIRECTORS, dated Fort William, the 30th September 1800, and received over Land the 2d March 1801.

Honourable Sirs,

Fort William, 30th September 1800.

1. HAVING deemed it to be my duty to revert, during the present season, to my Plan of the 5th of October 1798, for the encouragement of the Private Trade between India and the Port of London, I now have the honour to submit to your Honourable Court, a view of the urgent considerations which have determined me to adopt this temporary arrangement for the current year; and to add the reasons which induce me to hope, that your Honourable Court will speedily confirm my proceedings, by a permanent system of Regulation founded on similar principles.

2. Your Orders of the 25th of May 1798, were not received by the Governor General in Council until the 29th of October in that year, when the arrangement for the Private Tonnage of the season of 1798-9 had already been published, and several Ships and Cargoes had been already provided, according to the terms of the Advertisement of the 5th of October 1798. Under such circumstances, it would neither have been just nor expedient to have disturbed that arrangement; but my Dispatches in Council of the 1st of March, and my separate Letter of the 9th of March 1800, will have apprized your Honourable Court, that I had considered it to be my duty to adhere strictly, in the year 1799-1800, to your Orders of the 25th of May 1798, and that in deference to your authority, I had suspended for the season 1799-1800, the operation of the plan contained in the Advertisement of the 5th of October 1798, although my conviction, remained unaltered with regard to the expediency and justice of that plan.

3. I entertained a confident expectation, that I should have received, at an early period of the season, the sanction of your Honourable Court, for reverting to the plan of October 1798, or for adopting some arrangement equally calculated to facilitate and encourage the Private Trade between India and England; and my Letter in Council of the 1st of March, as well as my separate Letter to your Honourable Court of the 9th of March 1800, will have satisfied you of my disposition to await your final determination on this important subject, and to avoid even a temporary departure, without your direct authority, from your Orders of the 25th of May 1798.

4. But I have been disappointed in my expectation of receiving an early and seasonable notification of your final commands; and the usual season for exportation from this Port to Europe is already opening, under such circumstances as absolutely compel me to adopt a Resolution which my duty and inclination would have induced me to delay.

5. In the Dispatch * from the Governor General in Council to your Honourable Court, dated the 13th instant, I had the honour to submit to you a statement of the intended distribution in India of the Tonnage provided by you for conveying the Company's Investments of Bengal, Fort St. George, and Bombay, and those of Ceylon and Fort Marlborough, to England, in the season of 1800-1.

6. From that statement, your Honourable Court will observe, that the expected amount of the Tonnage of 1800-1 is inadequate to the demand in India, and that a large proportion of the Gruff Goods belonging to the Company at this Presidency, and nearly † the whole of the Private Goods, for which the Company is bound by law to furnish Tonnage, cannot be shipped during the season 1800-1 for England; unless Ships built in India shall be employed between this Port and that of London.

7. The employment of Ships built in India between this Port and that of London, is therefore no longer merely a question of expediency, or of liberal commercial policy. The deficiency of the Tonnage expected from Europe, reduces me to the absolute necessity of providing a large proportion of Indian Tonnage for the service of the present season, in order to secure the conveyance of the heavy articles of your Investment, and to fulfil your legal obligations. The only question on which I retain the power of exercising a free judgment with relation to this subject, is confined to the mode of obtaining the necessary Tonnage for these indispensable purposes.

8. In forming my decision on this question, it was also necessary to consider what provision should be made for the conveyance to the Port of London of such goods as might be provided during the current season by private British Merchants resident in India, beyond the amount of the statutable Tonnage of 3,000 tons, and by what regulation the exportation

* Not received.

† The whole of the Private Goods of this season must be shipped in Indian shipping, with the exception of a small proportion of light Goods, which may be employed to assort the cargoes of the extra ships.

N. B. This and the following Notes to this Letter (except the Note in page 33) are inserted by the Governor General himself in the original.

of such Goods should be governed. The importance and urgency of both these considerations were greatly enhanced by the actual state of the Foreign Trade of this Port.

9. The nature of the case appeared to me to limit my decision to an option between the Regulation observed in the season 1799-1800 (conformably to the Orders of your Honourable Court of the 25th May 1798) and the plan contained in the Advertisement published by the Board of Trade, under my Orders, on the 5th of October 1798.

10. I have carefully compared the principles, objects, policy, and practical operation of both systems; and I have now the honour to lay before your Honourable Court the result of that comparison.

11. The Orders of your Honourable Court of the 25th May 1798, were framed with a view of facilitating and encouraging the Private Trade between India and England. The primary objects of those Orders were to protect the Merchants, not being Proprietors of Ships, against any undue enhancement of the price of Freight by the Proprietors of Ships, and to prevent persons, being Proprietors of Ships, and also Merchants, from trading to greater advantage than such Merchants as might not unite both capacities.

12. From the Dispatches of the Governor General in Council, dated the 1st March 1800, and from the correspondence to which those Dispatches refer, your Honourable Court will have observed, that your Order of the 25th May 1798, was considered by the Merchants, for whose benefit it was intended (particularly by the Proprietors of heavy Goods) to be extremely prejudicial to their interest.

13. Those Orders were received with equal dissatisfaction by the Proprietors of Ships, who manifested the greatest reluctance to let their Ships unconditionally to the Company, although the rate of Freight allowed for the Ships was comparatively high.

14. The same Correspondence affords abundant Evidence, that the Proprietors of Ships and the Freighters (possessing no Property in Ships) considered it to be for their mutual advantage that they should be left to make their arrangements with each other; both Parties appearing equally adverse to the intervention of the Company's Agency.

15. Under the Plan contained in the Advertisement of the 5th October 1798, the Proprietors of Ships were enabled to make a more perfect assortment of the Cargoes, to load their Ships in the most advantageous and expeditious manner, to dispatch them at the most favourable periods of the Season, and to prevent the loss which (under the Plan adopted in conformity to your Orders of the 25th of May 1798) the Proprietors of Ships sustain, by unavoidable delays in the adjustment of Accounts, and in the payment of the Freight by the Company in England.

16. The Proprietors of Ships were enabled, under the Plan of October 1798, to afford the Freight at a reduced rate, at the same time that they derived a greater profit on that rate, than on the higher rates of Freight fixed by the Governor General in Council in 1799-1800, in conformity to your Orders of the 25th May 1798.

17. To the Merchant who is not Proprietor of a Ship, the Plan contained in the Advertisement of the 5th October 1798, affords the most important advantages: He obtains a considerable reduction in the rate of Freight; he is enabled to settle his engagements with the Proprietor of the Ship, previously to the purchase of goods; to purchase such goods as may be advantageously invested under the existing rates of Freight; and to regulate every Consignment and Draft, according to the quantity of the Tonnage engaged to the period of dispatching the goods from India, and to that of their expected arrival in England.

18. The Merchant is embarrassed, if compelled, under any modification, to depend on the Company for Tonnage, for the arrangement of the rates of Freight, or for the distribution of the Cargo; he can neither be secure of the requisite quantity of Tonnage, nor of the time of dispatching his Goods from India, nor of the Ship on which they may be laden, nor of the mode in which they may be distributed; and his Trade is burthened with an expensive rate of Freight, which deprives him of all reasonable expectation of profit.

19. The quantity of tonnage (exclusive of the goods sent in the privileges of the Commanders and Officers of Ships) annually occupied by Private Goods shipped from this Presidency alone; in the several years elapsed subsequent to the Act of Parliament in 1793, is stated in the following Account:

	Tons.
1794-5 - - -	2,473
1795-6 - - -	5,346
1796-7 - - -	4,659
1797-8 - - -	3,787
1798-9 - - -	6,223
1799-1800 - -	7,748

20. The Correspondence* of the Board of Trade with the Governor General in Council, on the subject of the provision of Tonnage, has been submitted to the consideration of your

* Not received.

Honourable Court. The Reports of that Board, with the Documents annexed to them, afford abundant proof, that a much larger quantity of Private Goods would have been shipped for England, during the seasons enumerated in the preceding Account (particularly during the year 1799-1800) if adequate encouragement had been extended to the navigation and commerce of your dominions, in Ships built in the Ports of India; and if the British Merchants resident in India, had been assured of permanent indulgence to their Trade with the port of London.

21. Upon an average of the six years specified in the preceding Account, about 5,000 Tons of Private Goods from Bengal alone were annually exported to England; the amount, therefore, of the Private Goods exported from Bengal alone, during that period of time, has exceeded, by 2,000 tons annually, the amount of the tonnage allotted by law for all India. It is to be observed, that a considerable Portion of the total amount of these 5,000 tons was annually furnished by Ships built in India.

22. Exclusively of two Ships recently engaged and provided with Cargoes, to the amount of 1,500 Tons, the Port of Calcutta now contains above 10,000 Tons of shipping, built in India, of a description calculated for the conveyance of Cargoes to England. This Tonnage has already been tendered, and is actually at command for that purpose.

23. From the preceding Statement, and from the correspondence of the Governor General in Council with the Board of Trade, it is evident, that the wise policy which dictated the clauses of the Act of Parliament passed in 1793, with respect to the Trade of Private Merchants between India and England, has been to a great degree frustrated, by the insufficiency of the Tonnage furnished from England, and by the unavoidable expense and inconvenience attending the terms and manner of its Provision.

24. From the quantity of Private Tonnage now at command in the Port of Calcutta, from the state of perfection which the art of Ship-building has already attained in Bengal (promising a still more rapid progress, and supported by abundant and increasing supplies of Timber*) it is certain, that this Port will always be able to furnish Tonnage, to whatever extent may be required, for conveying to the Port of London the Trade of the Private British Merchants of Bengal.

25. The considerable amount of Tonnage occupied by Private Goods from Bengal in the years 1795-6, 1798-9, and 1799-1800, compared with the amount occupied by Goods of a similar description in the year 1794-5, 1796-7, and 1797-8, affords a satisfactory proof, that the permission granted to individuals of providing their own Tonnage, was equally favourable to the interest of the Proprietors, and to that of the Freighters of the Ships.

26. This conclusion is not affected by the large quantity of goods shipped in 1799-1800, under the arrangement made in conformity to your Orders of the 25th of May 1798; for it is well known, that under a confident expectation of enjoying the continued advantages of the Plan of 1798, the Merchants had considerably extended their provision of goods for the European markets. Many from necessity, others from motives of respect to the Laws, shipped their Goods on the Tonnage provided by the Government, while others disposed of their Goods to the numerous Foreign Agents then employed in the Port of Calcutta.

27. The quantity of Private Goods shipped for England in 1799-1800, affords, therefore, an incontrovertible proof of the eagerness and alacrity, with which the British Merchants, resident in Bengal, provided goods, with a view to embrace the expected opportunity of conveying their Trade to London on terms of advantage; but no argument can justly be drawn from the same circumstance, to prove that the continuance of the Regulations adopted in 1799-1800, would afford adequate encouragement to the Private Trade between India and England.

28. The preceding considerations satisfied me, that the plan of hiring Ships on the part of the Company, and of reletting them to the Proprietors of Ships, leaving the Proprietors of Ships and the Merchants at liberty to settle the terms of Freight, is more advantageous both to the Proprietors and Freighters of Ships, than the arrangement adopted under your Orders of the 25th of May 1798.

29. In your Letter of the 25th May 1798, your Honourable Court appears to have intimated an opinion, that Persons uniting the capacities of Proprietors and Freighters of Ships, may trade from Bengal to the Port of London to greater advantage than Merchants possessing no Property in Ships. It appears to me that the difference between the actual charge incurred by Merchants, being Proprietors of Ships, on account of the Freight of their goods sent to England in their own Ships, and the rate of Freight paid by Merchants not being Proprietors of Ships, cannot be deemed a profit derived by the Proprietor of a Ship on his goods. No Person will employ any part of his Capital in the purchase of Property in Ships, without the prospect of deriving an adequate Profit on the Capital so invested. I am satisfied, that it would not be practicable for the Proprietors of Ships in this port to maintain an effectual combination for the establishment of enhanced rates of Freight. Unless such a combination should be maintained, it is to be presumed that the profits of

* Large and thriving Plantations of Teak have been made in Bengal, and the cultivation of that Timber is spreading over the whole Province.

the Proprietors of Ships on their Capitals invested in Ships, will never exceed, on an average a reasonable advantage on the amount of those Capitals, after defraying all the Expenses of their Ships. This profit must, therefore, be deemed entirely distinct from the profit which the Proprietors of Ships may derive on their goods conveyed to England in their own Ships, and, consequently, the Proprietors of Ships cannot be supposed to possess, in the general course and conduct of their trade, in the Purchase, Transportation, or Sale of their Goods any material advantage over Merchants who are not Proprietors of Ships.

30. Various additional arguments, involving consequences of a more complicated and comprehensive description, appeared to me to demand, not only that I should recur without delay, to the plan of the 5th of October 1798, but that I should respectfully represent to your Honourable Court, in the most distinct terms, my decided and conscientious conviction, that the permanent establishment of a systematic Intercourse between the Ports of India and that of London, regulated by principles similar to those adopted by this Government in October 1798, is become indispensable to the united and inseparable Interests of the Company and of the Nation in India.

31. Under the beneficial influence of the British Government in India, combined with the increased demand, both in Europe and in America, for Indian Commodities, the produce and Manufactures of the British territories in India have increased, to an extent far exceeding the amount which the Capital applicable to the purchase of the Company's Investment can embrace.

32. The wise Policy, the just Pretensions, and the increasing Commercial Resources and Political Power of Great Britain in India, claim for her Subjects the largest attainable share in the valuable and extensive Commerce of such articles of Indian Produce and Manufacture, as are necessarily excluded from the Company's Investment.

33. A large proportion of this valuable Trade is already in the possession of Foreign Nations; and unless means be immediately adopted for depriving those Nations of the undue share which they have obtained in that Trade, the most serious consequences are to be apprehended to the combined interests of the English East India Company and of the British Nation.

34. In the Letter of the Governor General in Council of the 1st March 1800, I stated to your Honourable Court, that the British Merchants at this Presidency, not having obtained the expected permission to freight their Ships to the Port of London in the last year, agreeably to the plan adopted in October 1798, Goods to a large amount, originally intended for the Port of London, had been sold to Foreigners in the Port of Calcutta, and thus diverted to the channel of the Foreign Trade. At the same time I transmitted a list of the Foreign Ships, which either had sailed or were preparing to sail from the Port of Calcutta to Europe and America, in the season 1799-1800.

35. The nature and extent of that Trade have since undergone a particular investigation. From the accompanying statements, your Honourable Court will observe, that the Trade of America and Portugal with the Port of Calcutta alone, in 1799-1800, amounted,

In Imports - - - - -	Sicca Rupees 81,81,005
In Exports - - - - -	71,30,372

being an increase, in 1799-1800, of the Trade carried on in Ships bearing American and Portuguese colours, compared with the average of that Trade in the three preceding years:

In Imports of - - - - -	Sicca Rupees 63,98,678
In Exports of - - - - -	43,92,768

36. On the other hand, the Imports of the British Subjects in the year 1799-1800, amounted only to sicca rupees 47,87,101, and the Exports to 67,66,649.

37. Of the Trade carried on in Foreign Bottoms with the other Ports in India, from Europe and America, I possess no sufficiently accurate information. It is, however, known to be conducted on a very extensive scale.

38. In the present season, the Trade conveyed in Foreign Bottoms, if left unrestrained, promises to increase beyond even the rapid progress of last year. From the accompanying Statement, your Honourable Court will observe, that the Port of Calcutta, at this early period of the season, contains about 8,500 Tons of Shipping, under American, Portuguese, and Danish Colours.

39. I possess no means of forming an accurate estimate of that proportion of the Foreign Trade from India to Europe and to America, which is supported by Capital actually belonging to the Nations under whose Flags the Ships are navigated.

40. It appears, however, from the statements prepared by the Reporter of external Commerce, that less than one-fourth of the Funds imported by the Americans in 1799-1800, for the purchase of their Investments, was brought from America. Of the Bullion, £.200,000, was imported from London, and the remainder from other parts of Europe, and from the Island of Madeira. I have not been able to ascertain the proportion of British Capital employed in the Trade between India and Portugal. Admitting the whole Capital employed in the Foreign Trade with India, to belong to the Nations under whose Flags the Ships are navigated,

navigated, the undue proportion which they have obtained of that Trade, to the injury of the British Merchants, demands the most serious attention.

41. The Trade conveyed in the Foreign Ships is conducted with all the advantages of a comparatively low Rate of Freight, of strict economy in the management of the concern, and of voyages and returns of extraordinary expedition and celerity. The voyage from America to Calcutta is frequently performed in less than four months. In the last season, several American Ships disposed of their Imports, purchased their Cargo for Exportation, and left the Port within twenty-five, and some within twenty days from the date of their arrival.

42. Under all the existing impediments, and under the uncertainty which has hitherto embarrassed the Trade of the British Merchant in India, it is impossible that his goods can reach the markets of the Continent of Europe, through the channel of the public Sales in England, at so low a price as the goods conveyed directly from India to the same markets in Foreign Bottoms. The Company's Sales in England must necessarily be affected by the quantity of Indian goods passing into the markets of the Continent of Europe, through the channel of the Foreign Trade; and the profits of the Private British Merchant, whose goods are disposed of at the Company's Sales, must be proportionably diminished.

43. Although the voyage by which the produce of India is conveyed in Foreign Ships to Europe may occasionally be circuitous, the superior advantages enumerated in the preceding paragraphs, enable the Proprietors of the goods to dispose of them at a lower price, than that for which the same descriptions of goods can be brought to the continental markets of Europe, if exported from India by British Merchants under the heavy Freight, and * other incumbrances, to which their Trade is at present subject.

44. It must ever be impracticable, if it were justifiable or politic, by any restrictions or penalties on the Trade of the British subjects, to prevent the increasing produce and manufactures of India from being conveyed to the markets in Europe, where a demand for such articles shall exist. Such restrictions tend to throw the Trade into the hands of Foreign nations, and to enable them to supply the markets of Europe on terms which must equally affect the Company's Sales in England. If the same goods which now pass to the continent of Europe, through Foreign hands, were brought to the Company's Sales in England, the effect on the general price of articles exposed to sale at the Company's Warehouses would be less prejudicial, than that now experienced from the sale of those goods in the markets on the continent of Europe. The Company and the private British Merchants would equally feel the advantage in the improvement of the general Sales in England, and the Private Trade of India would become a fertile source of wealth and strength to the British Nation, instead of contributing to the opulence and aggrandisement of Foreign Powers.

45. The interests of the Company and of the British Nation are undivided and inseparable with relation to this important question. Every principle of justice and policy demands the extension of the utmost practicable facility to the British Merchants in India, for the export from India to the Port of London of the largest possible proportion of the manufactures and produce of India, not required for the Company's Investment. Such advantageous terms of Freight, and such other benefits, should be opened to the British Merchants in India, as should not only remove every inducement to conduct the Trade through Foreign channels, but should enable the British Merchants in India to enter into a competition in the markets of Europe, with Merchants trading in goods of similar produce or manufacture, provided by Foreign Capital.

46. To Foreigners, the indulgence may safely be extended, of purchasing with their own Capital such part of the manufactures or produce of India, calculated for the European or American markets, as may not be embraced by the Capital employed in the purchase of the Company's Investment, and of the cargoes of the British Merchants resident in India.

47. It is, however, doubtful whether † Foreign nations would be able to retain any considerable proportion of the Trade from India to Europe, were the British Merchants in India permitted to avail themselves of their superior means of drawing the whole of the Trade to England. Their local knowledge, added to all the advantages necessarily

* The Portuguese Americans pay only one per cent. on Indian produce imported and re-exported by the Warehousing Act lately passed in Great Britain. Callicoes pay $2\frac{1}{2}$, Muslin $7\frac{1}{2}$ per cent. on the Sales, if sold for Exportation; all other goods (excepting Cotton, Spices, Bullion, &c. Diamonds, precious Stones, which pay no duties) pay two per cent. exclusive of the Convoy duty, payable by the Importers. A reduction of those Duties in England is absolutely necessary to complete the system of drawing the Private Trade of India to the Port of London.

† The Americans obtain Indian Goods so much cheaper, by a direct intercourse with India, than they could through the circuitous route of Europe, that they will probably continue to deal largely, even on their own capital, with India. It is now the ordinary practice of the Americans, under the last Treaty of Commerce, to ship Cargoes in India for America, to reach at some Port in America, and without trans-shipping or unloading the Goods in America, to proceed directly to Europe, and to dispose of their Indian Cargoes in an European Port. This practice is, unquestionably, contrary to the Treaty of Commerce with America.

derived from a constant residence on the spot, must always enable them to command a supply of goods, of a better quality, and at a cheaper rate, than Foreign Merchants can obtain. In the conveyance of Indian Goods to Europe rests the Foreign Merchants sole advantage over the British. The superior facility which the Foreign Merchant enjoys, in this respect, gives him so decided a command over the Trade, that he is enabled not only to outbid the British Merchant in India, but also to undersell him in the markets of Europe.

48. Were the British Merchants in India permitted to provide their own Tonnage, as occasion might require, every reason exists to justify a belief, that they would soon possess themselves of nearly the whole of the Private Export Trade from India to Europe, and would render London the universal Mart for the manufactures and produce of Asia.

49. If the Capital of the Merchants in India, and the remittance of the fortunes of individuals, should not supply funds sufficient for the conduct of the whole Private Export Trade from India to Europe, no dangerous consequences could result from applying to this branch of commerce, Capital drawn directly from the British Empire in Europe.

50. Beneficial consequences of the utmost importance would certainly result to the British Empire in India, from any considerable increase of its active Capital, which is known not to bear a just proportion to the productive powers of the country.

51. The necessary effect of such an increase of active Capital in India, would be to augment the produce and manufactures of your dominions, to the full extent of any possible demand. The high rate of interest on money applied to mercantile purposes, and the charge of the public Debt, would consequently be diminished in India; while every source, both of public and private Credit, would be proportionably improved. No possibility appears of any injurious consequences resulting to the British Empire in Europe, from an event so advantageous to India. It cannot be supposed, that the Private Trade of India will ever absorb any portion of British Capital, which can find more advantageous employment at home. If any portion of British Capital be now employed in the American, or Portuguese, or Danish Trade with India, the general interests of Great Britain will unquestionably be promoted, by inviting, under increased advantages, the application of the same funds to the Trade of the Private British Merchants resident within the Company's dominions.

52. From whatever source the Capital of the Private British Trade in India might be derived, the Goods would be obtained in India under the same wise, humane, and salutary regulations now enforced with respect to the provision of every article of produce or manufacture in this country, either by the Company or by Private Merchants: Great Britain would enjoy all the advantages of that Trade, which is now a source of increasing wealth and strength to Foreign Nations, and which tends ultimately to introduce Foreign intrigue, to establish Foreign influence, and to aggrandize Foreign power in India.

53. It would be equally unjust and impolitic, to extend any facility to the Trade of the British Merchants in India, by sacrificing or hazarding the Company's Rights and Privileges, by injuring its Commercial Interests by admitting an indiscriminate and unrestrained Commercial Intercourse between England and India, or by departing from any of the fundamental principles of Policy, which now govern the British Establishments in India.

54. It may be urged, that if a considerable proportion of the goods now exported from India to the Continent of Europe by Foreigners, were to be imported into England by the British Merchants in India, under rates of Freight more advantageous than those now paid by the Company, the demand for the Company's goods would be reduced, and the value of the Company's goods would be impaired.

55. It has already been observed, that the public sales of East Indian goods in England, must necessarily be affected by the aggregate quantity of those goods sold in the Continental markets of Europe; and that the effect on the sales in England would probably be less prejudicial, and could not be more so, if a larger proportion of the goods provided in India for the European markets, should be imported into England, and sold, in the first instance, at the Company's sales.

56. The long establishment of the Company's Factories in India, the skill of its Servants regularly educated for the conduct of those Factories, the habitual confidence of the Manufacturers in the good faith and integrity of the Company, have secured to the Company so decided a superiority in the provision of the most valuable articles of Piece Goods and Raw Silk, that no Private Merchant, by any practicable reduction of Freight, can be enabled to rival the Company in those important articles of its Investment.

57. In the first purchase of Sugar and other Gruff goods, the trade of the Private British Merchant has more nearly reached that of the Company; nor will the Company ever be able to trade advantageously in these articles, unless the Government in India shall resort to ships built in India, for the conveyance of such goods. The valuable branches of your

your Investment will, it is supposed, be always conveyed with more advantage in your regular Ships.

58. If the British Merchant should be permitted to employ Ships built in India under the plan of October 1798, the Company's gruff goods may also be conveyed to England in Ships of a similar description, at rates of Freight equally advantageous with those paid by the Private Merchants*. The Company will therefore derive a considerable benefit in this branch of Trade, from encouraging the trade of the Private British Merchant in India. At present, neither the Company nor the Private British Merchant can rival Foreigners in the markets of Europe, in the less valuable articles of Indian Produce and Manufactures.

59. It is now evident, that the extra Tonnage engaged in England by the Company for the service of India, can never be rendered a practicable channel through which the British Private Trade of India can contend with Foreign adventure. This observation necessarily applies with more force to the regular Ships of the Company; although experience has proved those Ships to be admirably calculated for the conveyance of the Company's valuable Investment.

60. The plan contained in the Advertisement of the 5th of October 1798, affords to the British Merchants every necessary facility for the conduct of the Private Trade from India to England, while the important principles of the Trade and Government of India are preserved from hazard, and sufficient precautions are provided against all the dangers justly apprehended from an unrestricted Commercial Intercourse between England and India.

61. The essential object of preventing the resort to India of Persons unlicensed by the Company is not affected; the powers of the Government in India over unlicensed Persons remain in full vigour and efficiency; no goods or passengers can be received in the private Ships, either in India or England, without the sanction of the Company or of its Government; the voyage to England, and the return to India, are required to be performed under the instructions and controul of the same authority; and as the Proprietors of Ships, the Commanders and Officers, the Seamen (mostly natives of India) and all the Persons concerned in the immediate conduct of the Trade, are subject to the authority of the British Government in India, it is always in the power of the Company and of its Government to prevent the perversion of an intercourse thus regulated between India and England, to any sinister purposes endangering the Rights and Privileges of the Company, or the Interests of the British Empire.

62. Omitting the difference in the rate of Freight, these considerations alone are sufficient to recommend the employment of Ships built in India, in the Private Trade between India and Great Britain: over private Ships furnished from England, the Company and their Government in India could not exercise an equally efficient controul.

63. It is remarkable, that the principle which has hitherto regulated the Commercial Intercourse between India and England, has actually occasioned the very evils which it was intended to avert.

64. The operation of this erroneous principle has forced the Trade between India and Europe from a channel in which it could have been controuled and regulated without difficulty, into the hands of Foreign nations, where it cannot, without considerable difficulty, be subjected to any degree of controul, regulation or restraint. The same mistaken policy has filled the Ports of India with the Ships of Foreign nations; has enabled those nations to rival the Company, both in Europe and in India, in many articles of its Export and Import Trade; has invited from Europe and America adventurers of every description; and by the number and activity of these Foreign agents, has menaced the foundations of your Commercial and Political Interests throughout every part of Asia, and even within your own Dominions.

65. If the extension of additional indulgences to the British Merchants necessarily involved the admission of numerous British adventurers into India, the wisdom of your Honourable Court could not fail to remark, that your Government can always with less difficulty controul the operations of British than those of Foreign agents; while the danger to be apprehended from the views and designs of Foreigners of every description, must ever be greater than any which can probably arise from an increased resort of British subjects, under such Limitations and Restraints as your wisdom may frame, and the vigilance of your Governments in India may be enabled to enforce.

66. But it does not appear probable, that any increase of the Private British Trade of India would necessarily produce a proportional augmentation in the number of British agents resorting to your dominions: the British Merchants now resident in India, being equal to the conduct of much more extensive concerns, and likely to be employed by persons engaged in commercial concerns at home, who might easily conduct their operations with India through those British subjects actually established within your dominions.

67. On the other hand, Foreigners generally deal directly with the Natives, or with Foreign Houses of Agency. The number of these houses (in consequence of the War) is

* The probable saving to the Company in the present season, by the conveyance of their Gruff Goods in Ships built in India, may amount to £20,000.

now inconsiderable; the increase of Foreign adventurers will therefore be a necessary consequence of any considerable increase of the Trade in Foreign hands. Foreign Ships also being necessarily exempt from the controul of the British Government in Europe, offer to every emissary of the Enemy, and to every dangerous political adventurer, an easy entrance into India. In proportion to the increased resort of Foreign Ships to our Ports in India, Foreign intrigue will find a more ready channel of admission. It is a well-known fact, that those to whom your permission and licence to visit India have been refused, usually resort to Foreign Ships, and thus evade your authority. The same channel is also always open to afford refuge, and the means of escape, to every public defaulter and delinquent, from the authority of your Government in India.

68. It is impossible to check the resort of the Ships of Foreign nations to India by any other regulation than by rendering the Trade unprofitable to Foreign adventure: this effect cannot be accomplished, otherwise than by enabling the British Merchants in India to undersell Foreigners in the markets of Europe. A system which, under due regulation, shall afford to the British Merchants in India the greatest practicable facility of conveying their Trade to England, instead of endangering the stability of the Trade, and power of the Company, and of the Nation in India, will therefore constitute the most solid basis of security for the preservation of both.

69. The preceding observations may, I trust, satisfy your Honourable Court, that the principles of the Plan of the 5th of October 1798, combine the requisite indulgence to the Private Trade with the indispensable precautions necessary for securing your interests in India.

70. It is not my duty to enter into any detailed discussion of the objections urged by the Ship-builders in England, against the admission of Ships built in India, to a participation of the Trade from India to the Port of London. It may not, however, be useless, to add some remarks on this part of the subject.

71. Experience having proved, that Tonnage cannot be furnished from England on terms which would enable the British Merchants in India to rival Foreigners in the Trade between India and Europe, the exclusion of Ships built in India from the Port of London, would not increase the number of British Ships hitherto engaged in the Indian Trade, in any proportion which could materially benefit the Ship-builders in England. This measure, therefore, without any proportional benefit to the Ship-builders in England, would perpetuate and aggravate the evils now experienced from the restraints imposed on the Private Trade between India and England: On the other hand, by admitting Ships built in India to partake of the Trade to England, the Ship-builders and other Artists, Manufacturers, and Traders in England, will reap all the benefits arising from the large sums expended in the repair of the numerous Ships annually resorting to England from the Ports of India. Other interests, connected with the building of Ships in England, will also derive the profit resulting from the great demand for the articles necessary in the construction and outfit of the Ships built in the Ports of India; the fact being established, that many of those articles must necessarily be brought from England.

72. On their return to India, these Ships, from the moderation of their rates of Freight, will afford a most advantageous mode of conveyance for such of the Manufactures of the British Empire in Europe, as may be demanded in India; consequently, the facilities granted to the Private Trade, and to the Ships built in India, will serve to encourage the exportation of British Manufactures to Asia, to whatever extent the demand may be enlarged.

73. I have thus carefully revised the Plan contained in the Advertisement of October 1798, for the encouragement of the Trade of the British Merchants resident in India with England: I have compared that Plan with the arrangement adopted under the Orders of your Honourable Court of the 25th of May 1798: I have considered the probable effects of any future attempt to provide for the conveyance of the Private Trade of India to the Port of London, either in the Company's regular Ships, or in extra Ships hired in England; and I have adverted to the comparative practical operation of the systems adopted by this Government, in the years 1798-9 and 1799-1800, as it appears on the Accounts of the Exports and Imports of the Port of Calcutta in each of those years. I have also submitted to your examination, a combined view of the motives which induce me to revert to the Plan of October 1798, for the present season; and to form an anxious expectation, that my conduct in this proceeding may meet with your approbation and countenance, and may become the foundation of an improved and durable system of intercourse between India and England, under the sanction of your authority.

74. The rapid growth of the Foreign Trade, during the last season, urgently demanded the immediate interference of your Government on the spot: The number of Foreign Ships actually in the Port of Calcutta; the alacrity, enterprize, and skill of the Foreign Agents, now assiduously employed in providing Cargoes, and the necessary inaction and languor of the British Private Trade, embarrassed by the restraints of the existing Law, created a serious apprehension in my mind, that any further delay in the decision of this momentous question might occasion evils, of which the remedy might hereafter become considerably difficult, if not absolutely impracticable. The unrestrained progress of the Foreign Trade in the present season, added to its great increase during the last, might have established its predominance

predominance over the Private Trade of British subjects, to an extent which no future Regulation might have proved sufficient to limit or restrain. The difficulty of diverting this lucrative Commerce from the channel into which it had been forced, would naturally be aggravated in proportion to the length of time during which the Trade should continue to flow in that course.

75. Under these serious impressions, and convinced that a prompt decision was demanded, with a degree of exigency equal to the importance of the question at issue, I directed the accompanying Notice to be published at Fort William, on the 19th instant; and I ordered the Governments of Fort St. George and Bombay to publish correspondent Advertisements at those Presidencies, with such modifications as local circumstances may render indispensably necessary.

76. It will rest with your Honourable Court to determine whether this Plan shall be rendered permanent. A temporary restraint is now applied to the progress of the Foreign Trade in India during the present season; and a temporary encouragement is granted, for the same period of time, to that of British subjects resident within your dominions. Ample time is thus afforded for the deliberate formation of your final judgment; the result of which I shall await with a respectful, but confident hope, that your wisdom may approve and perpetuate the policy which dictated my Orders of the 5th of October 1798, and of the 19th of September 1800; and that your liberality may confirm, to all the interests affected by this important measure, the lasting enjoyment of those commercial and political advantages, which it has been my constant endeavour, under your countenance and favour, to cultivate, to improve, and to extend.

I have the honour to be, Honourable Sirs,
With the greatest respect,
Your most obedient and faithful Servant,

The Honourable Court of Directors.

WELLESLEY.

(6.)

SECOND REPORT of the SPECIAL COMMITTEE appointed to take into Consideration the Letters from the Right Honourable HENRY DUNDAS,

YOUR Committee have considered, with due attention, the two Letters, on which the Court were pleased, by their reference of the 24th instant, to require the opinion of Your Committee, namely;

One from the Right honourable Henry Dundas to the Chairman, dated the 21st March 1801;

Another from Marquis Wellesley, Governor General of Bengal, to the Court of Directors, dated the 30th September 1800;

Both on the important Question of enlarging the Trade of British Subjects between India and this Country.

The first of these Letters is an answer to the Report of Your Committee, dated the 27th of January last, which the Court submitted to the consideration of Mr. Dundas.

In that Report, Your Committee endeavoured to take a comprehensive view of the nature, the grounds, the consequences of the enlargement which has been contended for, of the extent to which it might be safe and expedient to carry it, and of the limits which, not merely the Rights of the Company, but with more commanding energy, the interests of the Empire, require to be prescribed to it.

Upon a subject so momentous, Your Committee could not but attend, with solicitude, to the opinion of so high an authority as Mr. Dundas; and it is, in the first place, with sincere satisfaction, that they see from him, a declaration so well becoming his candour, that the discussion which has been maintained between him and the Court of Directors, on the Subject in question, has not been a controversy about the respective powers of the Department of Controul and of the Company, but rather an argumentative enquiry into the measures, which the present situations and claims of the Private Trade between India and Europe, rendered it proper for the Court to adopt. As he intended to argue, not less for the interest of the Company than of the Nation, in which Your Committee trust the Court have imitated him, by viewing the public good equally with that of their constituents, so he explicitly affirms, that this is a subject over which the Commissioners for the Affairs of India have no controul; and it is therefore his conclusion, that if the Court of Directors are not convinced, by the reasonings opposed by him and others to the opinion they have formed, it remains only that they immediately act upon that opinion. This instance of correct regard to the rights of the Company, Your Committee hope, may hereafter be instructive to those who, dissatisfied with the exercise of the Company's commercial powers, might naturally be disposed to presume upon their uncertainty or inefficiency.

Your Committee also cannot but testify the pleasure they receive from finding, all the great principles asserted in their Resolutions of the 27th of January last, as the fittest for the government and preservation of British India, strenuously professed by Mr. Dundas; particularly

ticularly that the administration of our Indian Empire, and the intercourse between it and this Country, should be maintained by the great national organ the East India Company; that the Colonization of Europeans in British India, and all measures leading to it, should be prevented; that the Transfer of Capital from Great Britain to the East, in the manner Capital has been sent to our American Colonies, in order to raise Produce there, would be the introduction of one of the first principles of the Colonial System; and that the *bonâ fide* Trade of Foreigners with our Indian Settlements, should, under due Regulations, be permitted.

On the views exhibited in the same Report, of the actual state of the Trade of Foreigners and British Residents in India, and of the conduct of the Company in respect to the latter, Mr. Dundas only pauses in giving any opinion, because he has not before him the documents and materials on which those views were founded.

In a word, none of the principles or facts, advanced in the Report of your Committee of the 27th January, is controverted by Mr. Dundas. He differs from your Committee only in a single point, respecting the application of those principles in a point of practice; but that, to be sure, a point of very great moment; whether the systematic establishment of any class of Private Ships, in the Commerce and Navigation between Great Britain and India would trench upon those principles, would tend to introduce European Colonization in India, and finally endanger the system by which that Country is now held to this? Being still an advocate for the stated admission of Indian Ships into that Commerce and Navigation, he is of course persuaded, that none of the consequences now mentioned, and before more fully stated, would follow from it.

Your Committee have given, in their former Report, their reasons at large, for very strongly apprehending that such consequences would ensue. Those reasons have not been particularly examined, and they remain unrefuted; nor has any other matter come under the notice of your Committee, which at all affects the conclusion they, after mature deliberation, deduced from them.

Hence your Committee are unable to alter the opinion they have already delivered to the Court. In this momentous case, they conceive that the probability only of great danger is a sufficient objection to the proposed innovations; and that, in order to render those innovations admissible, it ought to be satisfactorily shewn, that no such danger is at all probable.

Mr. Dundas has referred to the Letter of the Governor General of the 30th September last, as ably detailing and demonstrating the grounds of those opinions, which he has stated to the Court on the subject of the Indian Trade. Your Committee have thus had an additional motive for perusing with care, a Document which the Order of Court, as well as the authority from which it comes, pointed out to their particular attention; and this attention they have bestowed upon it. Its professed design is, first to give a view of the urgent considerations which have determined the Governor General to revert, in the way of temporary arrangement, to his plan of October 1798, "for the Encouragement of the Private Trade between India and London," rather than to follow the Court's Order on that subject, of May 1798; and secondly, to state the reasons which induce him to hope, that the Court will speedily confirm his proceedings by a "*permanent System of Regulation*, founded on similar principles."

The Court's Order of the 5th May 1798, which the Governor General treats as a System, and under that notion of it, considers "its Principles, Objects, Policy, and practical Operation," was merely incidental and occasional, arising from a particular fact which came before the Court.

The Bengal Government had, in the year 1797, allowed two Country Ships to come to London, laden *on account of the Owners*. The Court were of opinion, that if the privilege of sending home Private Ships with Cargoes were at all conceded, it ought to have a general operation; that those who possess Ships should not be entitled to load them entirely with their own goods to the exclusion of other Exporters, who had Merchandize but not Ships; they therefore directed, that when the Bengal Government should grant permission to export goods on Country Vessels, those vessels should be hired by the Company, and Freight on them given to all qualified persons applying for it.

This was merely a temporary Proviso, looking to one object—the equal participation among all the Merchants, in opposition to a Monopoly by a few of greater Capitals, who were Ship Owners, of whatever privilege of Private exportation, beyond the Statute Tonnage, might, at any time, be conceded. It must be well understood, that the Court, in giving that temporary order upon a single point, did not mean it as any decision on the whole of this great subject of enlarging the Private Trade, but looked forward to a general discussion and adjustment of that subject, which the agitations of it, then commenced, were rendering unavoidable.

Before this Order of the Court reached Bengal, the Governor General, on the 5th October 1798, complying with the request of the Merchants, permitted them generally to send home Private Ships and Cargoes, as had been done in 1797; the Ships being hired to the Company, and relet to the Owners. In the following year, having received the Court's Order

Order, he, in obedience to it, observed the mode of freighting therein prescribed; but against this mode representations were made by the Merchants there; and the reasons urged by them, which the Governor General fully adopts, with other considerations, which, he states, appeared to him to enforce a recurrence to his plan of 1793.

Into this first part of the subject, however, either as it may respect the Merchants, or as it relates to the temporary measure of the Governor General, Your Committee do not think themselves, at this time, particularly called to enter. Their immediate concern is with the other and more important part of his Letter, which is strenuously to recommend and to urge "the permanent establishment of a systematic intercourse between the Ports of India and that of London, regulated by principles similar to those adopted by the Bengal Government in October 1793;" that is, not only that the mode of hiring and reletting to the owners, Private Ships for Private Cargoes, shall be established, instead of the one enjoined by the Company; but that the permission to send home such ships and Cargoes, which had been formerly given occasionally, at the discretion of the Company or their Governments, and was always subject to any limitation they might prescribe, shall no longer rest on this footing, but be rendered permanent, or, in other words, become a Right, and this without any proposed limitation whatever as to the extent of the trade.

The Court will see at once, that this is the main question discussed through the whole of Your Committee's Report of the 27th January last; a question upon which Your Committee and the Court have come to a Resolution, considerably differing from the conclusion which the Governor General deduces from his reasoning, and differing also, though far less, from the opinion of Mr. Dundas, between whose views and those of the Governor General there appear to be some very material discordancies.

The Governor General argues, in support of his proposal, from the inconveniences of the restraints, limitations, and uncertainties, under which the Private Merchants have hitherto been placed; from the increase of the Trade of Calcutta; from the great advantages which would result to British India and the Sovereign State, by encouraging the Produce, Shipping, and Exportation of the former, and making the latter the grand mart for all the Exports of our Eastern territories. He next represents the Trade of Foreign nations with our Eastern possessions, as alarmingly increasing; those nations as becoming very formidable commercial rivals to us; the peace and security of our Indian Empire, as likely to be affected by the intrigues of numerous Foreigners resorting thither; and the practicability of reducing Foreigners to an inability of doing much in the Trade of India, by giving the utmost facility and encouragement to our own Merchants.

All these topics have been repeatedly brought before the Court, either through the medium of the proceedings of the Governments abroad, or of the advocates at home for the Free Merchants; and they are considered at large in the former Report of Your Committee; who, after a deliberate review of the Letter from the Governor General, are unable to discover in it any branch of the subject to which they have not already adverted. Some of the Governor General's arguments are accompanied by new circumstances which demand attention, and all of them are strongly stated; but the objections to the proposed enlargements which he has also noticed, are not, in the opinion of Your Committee, sufficiently weighed, nor duly followed into their consequences. Such being the general matter and scope of the Governor General's Letter, and Your Committee having, in their former Report already mentioned, likewise entered fully into the consideration of those objections to which they have now alluded, it cannot be necessary, did the limited time of the Committee permit, to go into a minute discussion of the various reasonings which the Governor General has employed, since that would unavoidably lead Your Committee over the same ground they have already trodden; and therefore, without intending the smallest failure of respect towards the noble writer of the Letter, or any elusion of his arguments, they will confine themselves to a few of those points brought forward by him, which either mark the more material differences between his opinions and those entertained by Your Committee, or contain such new circumstances as require observation.

I. The opinion of the Governor General appears to differ from the opinion of Your Committee, in respect to the nature of that Trade from British India, which it is now in question to encourage; and also concerning its proper extent.

Your Committee have held, that besides allowing for the Returns of exported British Manufacturers, according to the Act of 1793, a privilege now hardly claimed, the legitimate and only considerable object, in enlarging the Private Trade, ought to be the remittance of the Fortunes of British residents. Mr. Dundas has gone upon the same principle in his Letter of April 1800. This was the main object of the Act of 1793; and in the Eleventh Resolution submitted by Your Committee on the 27th of January last, which has been approved by the Court, it is formally stated that, "if it became a practice to add to the native Stock of India Capital belonging to residents in Great Britain, and transplanted for the purpose of forcing the productions of that Country beyond the ability of its own means, this would be the introduction of one of the first principles of the Colonial or West Indian system, which it is said, in the First Resolution, would ultimately hazard the loss of our Possessions."

Mr. Dundas, in his Letter of the 21st ultimo, fully accedes to this doctrine. The Eleventh Resolution, and also the First, are among those of which he says, "that his opinions entirely accord with the general principles contained in them." The Governor General, on the other hand, in the forty-ninth paragraph of the Letter now under consideration, distinctly asserts, "that if the Capital of the Merchants in India, and the remittance of the fortunes of individuals, should not supply Funds sufficient for the conduct of the whole Private Export Trade from India to Europe, no dangerous consequence could result from applying to this branch of commerce, Capital drawn directly from the British Empire in Europe."

His Lordship goes on, in the following paragraphs, to state, what beneficial consequences would result to British India from such an increase of its active capital, as would augment its Produce and Manufactures, and certainly where it is argued, that there could be no dangerous consequence on the one side, and that there would be great benefits on the other, the admission of this species of Trade must be understood to be clear; nor can it be denied, that it seems naturally to flow from the doctrines frequently held by the advocates for enlargement. In another part also of the Letter, the Governor General argues, "for the extension of the utmost practicable facility to the British Merchants in India for export to London." And to shew that it is not probable any increase of Private British Trade in India would necessarily produce a proportionate augmentation in the number of British agents resorting thither, he observes, that British Merchants there would be "*likely to be employed by Persons engaged in Commercial concerns at home, who might easily conduct their operations with India through the British subjects established there:*" which expression, if it has not reference to the provision of 1793, in favour of British exporting Manufacturers, who have hardly ever used their privilege, will imply, that other residents in Britain might become parties in the Indian Trade.

Now here is a grand, and even an essential difference in judgment and principle, between the Governor General on the one side, and the Court and Mr. Dundas on the other. It must be useless to debate about subordinate details, if this great point be not settled.

This, therefore, is the first question: Whether we may authorize the transfer of British Capital, for the purpose of raising Produce in our Eastern Possessions? This is, in the apprehension of the Court and of Mr. Dundas, it is still in the apprehension of Your Committee also, one of the usual leading principles of our Colonial system. It would, in the opinion of Your Committee, tend to introduce a Colonial system into India; the consequences of it cannot fail to be important; it ought not, therefore, to be precipitately acquiesced in; but before it is acted upon or admitted, both the Company and the Nation ought solemnly to try and determine it, with a deliberate view of all the bearings, and probable effects of it. What the effects of it, combined with the other measures of the same system would be, Your Committee have in their former Report endeavoured to investigate at large.

II. The systematic establishment of any class of Private Ships in the trade and navigation between India and Britain, which, in respect to Indian Ships, the plan of the Governor General involves, is another great principle in which his opinion is at variance with that of the Court. Upon a less extensive scale of enlargement than that for which the Governor General pleads, the Court have seen insuperable obstacles to the admission of this Article, as has been at length explained by Your Committee in their former Report.

Of the reasons therein stated against it, Your Committee will, at present, refer to one only—the high improbability of excluding, for any length of time, British Ships and Owners, and Merchants resident in Britain, from the privilege at first conceded only to Indian Ships and Residents in India. If this exclusion would be difficult, as Your Committee have maintained, on the more limited plan of enlargement, which they conceived to be in question, they must be of opinion, that if so great an innovation as is now proposed in our system of Indian policy (a change certainly not within the scope of the Act of 1793) were admitted, that exclusion would be impossible; and indeed it would be useless to contend for it, because if Merchants resident in Britain might embark, according to their discretion, in Indian adventures, through Indian Ships, to the indefinite multiplication of such ships (whether ultimately the Nation might on the whole be benefited or not by such a new state of things, and all its Concomitants) they might then as well be permitted to employ English Ships at once; for it is not the Country of the Ships, but the enlargement of the Channels of Communication, with the other considerations, which would follow a systematic establishment of any class of Ships, that constitutes the essence of the objection to such an establishment.

III. On the subject of the Trade and intercourse of Foreigners with our Indian possessions, Your Committee are concerned to find, that the sentiments they entertain do not, in all things, correspond with those of the Governor General. It is to this head, that the circumstances, new to them, in his Letter, chiefly belong; for he has shewn a very large increase to have taken place in the year 1799-1800, in the imports of Foreigners, especially the Americans and Portuguese, into Bengal, and in their exports from thence. This is, undoubtedly, a matter which well merits attention; but Your Committee are by no means convinced, that it affords any certain conclusion in favour of the argument which it is brought to support, namely, that the transfer of British Capital to India, and the employment of Private Indian Ships from thence to England, should be systematically permitted: It will be proper

to enter a little into this matter. The Merchants in India, and their advocates here, have, for several past years, insisted in terms very alarming, on the increase of the Trade of Foreigners. They represented it as vast and as progressive. Your Committee have, in their former Report, from the most recent authentic Statements of the external Commerce of Bengal, shewn, that from the year 1795-6 to the year 1798-9 inclusive, the Exports of Foreigners from Bengal uniformly decreased, and that their Imports there almost uniformly decreased also. From the same Accounts it likewise appeared, that the amount of the Trade of America, which was regarded as the most formidable rival, varied from less to more, and again from more to less: and Your Committee were warranted in observing further, that the Foreign Export Trade of Bengal did not, in the year 1798, exceed in value what it had been Thirty years before. The natural inferences from these facts were, that the amount of the Foreign Trade was not such as to occasion any alarm, that it was not increasing, and that it fluctuated from year to year; whence also it was fair to suppose that it was still, in some measure, a trade of contingencies, arising in part, no doubt, from the belligerent state of Europe. So far, therefore, the argument from the increase of Foreign Trade was invalid. But in the year 1799-1800, there appears to have been a real and considerable increase in the Trade of America and Portugal. According to the Governor General's Statement, their Trade in that year, and the average of it for Three preceding years, will stand thus:

	Imports.	Exports.
Average of the Years 1796-7, 1797-8, and 1798-9	17,82,327	27,37,604
1799-1800	81,81,005	71,30,372
Excess in - 1799-1800	63,98,678	43,92,768

As however there was a progressive decline in the Foreign Trade in the year 1796-7, 1797-8 and 1798-9, it may be proper also to compare the state of that Trade in the years 1755-6 and 1799-1800. In the Reports of external Commerce it appears thus:

	Imports.		Exports.	
	1795-6.	1799-1800.	1795-6.	1799-1800.
Hamburgh - - - -	6,57,431	72,333	17,37,342	61,582
Copenhagen - - - -	7,70,136	10,16,474	8,13,832	9,36,145
Lisbon - - - - -	10,24,943	46,56,391	21,81,371	33,44,435
America - - - - -	8,43,118	35,24,644	19,49,319	37,85,937
Rs	32,95,628	92,69,812	66,81,864	81,48,099

This view, with some lights thrown on the subject by the Reports of external Commerce, affords several useful observations.

First. The Foreign Exports of 1799-1800, exceed those of 1795-6 in nearly Fifteen lacks of Rupees. This is the total Increase of the Trade, compared with its state five years preceding.

Second. The Foreign Exports of 1795-6 nearly doubled the Foreign Imports, consequently Bengal paid so much more than it received, and the greater part of the difference was probably British property, sent out of that country by clandestine channels. In 1799-1800, the Imports exceeded the Exports in about eleven lacks, and this was perhaps the first year in which the balance of Foreign Trade was thus really in favour of Bengal, or the Imports even equal to the Exports, since our acquisition of the country.

Third. The excess of Imports in 1799-1800, compared with 1795-6, is about Sixty lacks of Rupees; and it appears, that a very large proportion of this sum, probably about three-fourths, was brought into the country in specie, the most advantageous kind of import.

Fourth. It is to be collected from the Reports of external Commerce, that the increased Trade of the Portuguese in 1799-1800, arises from the increased demand for India Goods in the Brazils, Spain, and Spanish America; and the subjects of the United States appear to augment their trade, partly from the increasing consumption of Indian commodities, by the large population of that portion of the American Continent, and partly from their supplying some of the West India Islands, and the Spanish Settlements in South America, with those commodities. This, therefore, may be presumed to be a *bonâ fide* Trade; and in our present circumstances, or whilst War continues, it is not likely that if we immediately checked this trade, our importations to London would reach those distant places of consumption. The conveyance from India direct would have so many advantages, as probably to incite a new activity in the clandestine Trade from our Settlements.

Fifth. It has appeared, from what Your Committee has stated in their preceding and present Reports, that the Trade of Foreigners with India has been liable to great fluctuations in the course of this, War; and on the whole, therefore, of the view and exposition here given, Your Committee submit, whether the increase in the Foreign Trade in one year be of such a nature and amount, as to urge to any instant measure of extraordinary magnitude.

But Your Committee see great reason to doubt, whether, if even the measure now proposed were adopted, the *bonâ fide* Commerce of Foreigners with India would thereby be greatly diminished. The advantages with which neutral Nations at present carry on that Commerce, clearly arise in part, from their neutral character. In the expense of shipping, navigating, and insurance, they sail cheaper; and needing no Convoys, they perform their voyages more expeditiously. To this is to be added, that the import Duties on Indian goods in Portugal, Denmark and Hamburgh, and as Your Committee apprehend, in America also, are more favourable than they are in London. Whilst these circumstances continue, it seems in vain to expect that the home consumption of those Countries can be supplied through the medium of London. For what, if by new enlargements, an amount as great as Foreigners now carry from India to their own ports, were added to the Private Exports from India to London? It is continually said, that the exportable produce of India may be indefinitely increased; is it not reasonable to suppose, therefore, that the Bullion of the Americans and Portuguese would still find the returns they needed of the commodities of that quarter? But this juncture, when, from the extraordinary turn of the War, it has been even feared that all the Ports of the Continent might be shut against the Ships of this Country, seems particularly unpropitious to attempts to attract hither any large portion of the Indian Trade carried on by neutral Nations. As it is the War which has given the chief advantage to Foreigners in that Trade, so the return of Peace will afford the best opportunity for rectifying whatever may still require regulation.

Although Your Committee cannot allow the present state of the Foreign Trade to be of preponderating importance in the vast question now under consideration, yet they are forward to observe, that besides requiring general attention to its progress and variations, several things in it call for the interposition, at a seasonable moment, both of the Government and of the Company. The circuitous trade of the Americans with Foreign Europe is a violation of the Treaty of Commerce, little merited by the great privileges given them in that quarter; the Indian Duties also on Exports and Imports, seem to require new modifications in favour of the London Trade; and if these things were duly regulated, and the London Import Duties on Indian goods brought nearly to the level of the moderate Imposts at Foreign Ports, it appears probable, that with the advantages of Peace, the Trade of Foreigners would be limited to what could be carried on with their own capital; and this, it has been agreed, they should be permitted to enjoy.

But Your Committee have before observed, and cannot avoid repeating, that if all practical meliorations were effected in favour of British Traders in India, and even permission given them to send their own Ships to England, it does not appear that, after all, these concessions would infallibly secure to this country the Trade of those British residents. The principle relied on for obtaining that security, is to make it the interest of the Merchants to consign their goods hither; but suppose that, after every thing practicable is done by the Company and the Government for this end, it should still prove at times their interest to address their goods to Foreign Ports? Notwithstanding what has been said of the superior advantage of sending commodities to the largest market, and to one's Native country, conjunctures may arise, especially in the deranged state into which Europe is now brought, when this may not be the most profitable course. What then would preserve to the Company and the State the expected benefit of all the sacrifices they should have made? Your Committee are at a loss to give a satisfactory solution to this interesting enquiry. They believe the Commercial history of the American Colonies, now independent, will shew that no privileges conceded by the mother country to the Trade of those Colonies, were sufficient to prevent them from often following their own interest, when it led them to forbidden Ports. The Governor General has stated, in the Letter now before Your Committee, that "it never can be practicable, if it were justifiable or politic, " by any restrictions or penalties on the Trade of the British subjects, to prevent the " increasing produce and manufactures of India from being conveyed to the markets in " Europe, where a demand for such articles shall exist." The object of any restrictions that now exist, is not to prevent the exportation of Indian Produce to Foreign Europe, but to prevent British residents from carrying on that Trade for their own account. From the last Report, however, for the year 1793-1800, of the external Commerce of Bengal (in which are several passages that call for observation) it would appear that such restrictions are little regarded; for repeated mention is made of the Trade of *Anglo-Danes* or *British Subjects*, from Bengal to Copenhagen and Hamburgh. The subject is mentioned openly and familiarly, it would almost seem industriously, in order to bear upon the question of the required enlargements in the Trade to London; for it is said in one place, "that in 1798-9, when British Merchants in Calcutta were permitted to load their own " Ships, or to make their own arrangements for the freight to London, there was not a " single bag of Sugar or bale of Cloth shipped by them to any Foreign Port; whereas, " if such permission had not been granted, the shipments in *Anglo-Danish* Vessels would " have continued; as Merchants in every part of the world will run many risks, sooner " than allow their Ships to rot in harbour, if employment can be obtained for them." Though it belonged to the office of the Reporter to bring the Foreign Trade, of whatever description, into notice, yet as in the passage now quoted (whence by the way it would seem that to become possessed of Ships may be used as an apology for carrying on the clandestine Trade) and in other similar passages, breaches of the Law are brought under the eye of Government and of the Court, in a manner that seems to imply no expectation of this exciting surprise or animadversion; and as a passive acquiescence under publicities of this kind

kind may yet further encourage disregard of the existing Laws, which cannot but be inexpedient in any Government, Your Committee submit, whether this matter, and indeed the whole state of the clandestine Trade, does not require some attention on the part of the Court.

In the former Report of Your Committee, the amount of the clandestine Trade of Bengal is stated to have been, on an average of some preceding years, about Twenty-five Lacs of Rupees per annum. This, as the Statements exhibited in that Report may shew, is to be understood as the annual amount of British fortunes, sent home from Bengal by Foreign channels, or, in other words, the supply which the remittance of those fortunes gave to the clandestine Trade.

But from the last Report of external Commerce, and from other circumstances, it now appears probable, that of the remaining Thirty-one Lacs per annum, which Your Committee stated as the really Neutral Trade of Bengal, a part may have been carried on with Capital furnished by British residents there, or by Merchants in London. In as far as this adds to the argument drawn from the amount of the clandestine Trade, it subtracts from that which has been urged from the increase of the real trade of Foreigners.

In one other point which belongs to this head, Your Committee feel themselves unable to adopt the sentiments of the Governor General;—it is the apprehension he seems to entertain of Foreign intrigue and Foreign influence, in consequence of the present resort of the Ships and Adventurers of Foreign nations to India. That this is a matter which, in all times and under all circumstances, should engage the vigilant attention of the Company's Governments, is a very clear proposition. To remit watchfulness would be to invite danger, and to maintain it is the only way to keep danger at a distance. But Your Committee are at a loss to conceive how, in the present state and circumstances of the British nation, and of Foreign nations in India, there can be so much room for the intrigues of their Agents, or so much to be apprehended from them, as in former periods, when they possessed respectable national Settlements and Governments in India, when they had national Representatives, who were owned by the Princes of the Country, and maintained a political intercourse with them. Now, excepting the spots still occupied by the small States of Portugal and Denmark, the Foreign nations of Europe do not possess a foot of land on the continent of Hindostan. Our dominion, on the other hand, is consolidated and extended; and Foreigners, in general, are obliged to resort for their commodities to our Settlements, and to have their wants supplied through the medium of our subjects. Without national settlements or representation, Your Committee cannot apprehend that, if due circumspection be observed on our part, political danger is to be feared from them; especially from such nations as the Americans, Danes, and Portuguese, whose domestic circumstances do not favour schemes of obtaining political power in the East. The French alone seem at present to be, in this respect, formidable to us; and if they again obtain footing in that Country, it will remain for us to employ those precautions which the case shall require.

The resort of Foreign military adventurers to India, is, unquestionably, a matter of very serious consideration; and the Company and the Nation are highly obliged to Marquis Wellesley for the energy with which he has applied himself to the correction of that evil: But as Foreign Flags always have had, and must have, access to India, so it does not appear, that it can be more easy now for adventurers of that description to introduce themselves into Hindostan, than it was when the French and Dutch possessed there large Establishments, Ports, and Military of their own.

IV. In the last place, Your Committee must believe, that there is a very material difference between the views of the Governor General and those of Your Committee, respecting the consequences which would follow from the proposed system of enlargements.

This is an essential part of the subject on which Your Committee have already given their sentiments at large. Unquestionably, the Governor General does not feel those apprehensions they entertain; if he did, his principles, yet more than the stake he has in the welfare of the Empire, would withhold him from supporting the projected Innovations.

He desires to promote the prosperity of the Provinces over which he presides, and is impressed by what appears to be immediately suited to this end; but from the various important events which have occurred in the short period of his Government, and the application of his mind to other studies, he, though acquainted with the general principles of commercial policy, for which the Court also maintain a liberal regard, has not perhaps been able to contemplate the effects of the proposed changes in a commercial Country like this, with the lights which the position, mercantile experience, and habits of the Members of the Court of Directors, reflect upon it.

Your Committee have not a doubt, that the effects of the privileges which are required, would be very great upon the existing system of Indian intercourse and connection, and gradually change the character of that intercourse. If the required privileges are given to one class of Ships, and one class of British subjects, it will be, in the opinion of your Committee, even impossible to withhold them long from other classes: or if these are denied a formal participation, they will soon infuse themselves into the first mass; the keen spirit of Commercial enterprise will every way seek to enlarge its liberty, and become impatient under remaining restraints; in which view it is not unimportant to remark, that “to avoid

“the Forms of Office at the India House,” (the business of which it is impossible to transact without Forms) is already assigned publicly by the Reporter of Bengal Commerce, as one cause of some late illicit practices. Many things would conspire to antiquate the present Establishment; and the genius, in a word, of the Commerce thus carried on, must progressively tend, more and more, towards an unrestrained and a Colonial system. If it were now proposed to erect another Commercial Company, the proposal would probably startle every body: But in fact the privilege which is in question, would establish an interest of a more formidable nature, and containing a stronger principle of growth, than could be involved in the strict constitution of an incorporated Society. The gradual increase in numbers, influence, and connections of those who should embark in the Trade of India, under the new privileges, has been adverted to in the former Report of Your Committee. Moderate as is, in truth, the whole Capital yet engaged in the Private Trade of British India, we see that those concerned in it, who a few years ago had hardly any ostensibility, are now able to make considerable movements, both in India and in England. It is obvious, that the Stock of the East India Company being open to all Purchasers, may in time be largely possessed by persons of this description; and that the very complexion and character of the Company, from whom Commercial Laws for India emanate, may at length be changed. It is not enough, therefore, in treating of this subject, to make a due reservation for the principles of the present India System, and for the Rights of the Company; the great point of all is, sedulously to examine how the measures professed to be adopted with proper regard to those principles and rights will operate: Nor is it enough to say, that the Company may prevent the perversion of the proposed privileges, or restrain them if they are found inconvenient. It is not, after arming the present spirit of innovation with new powers, that we could expect to be successful against its progress. After men had embarked largely in the new system, and set Capitals, Ships, and Adventures in motion, then would not be the best time to tell them to stop. They would plead the interests they had engaged, and engaged under the sanction of authority. It would be disputed by one part of the Company, whether those things which another part might call inconveniences, were so or not; and, in short, this kind of reasoning puts all to hazard in making the experiment.

In concluding this momentous subject, Your Committee are induced to offer a few words on the situation in which they find themselves placed with respect to it, as Directors of the Company: and in expressing their own sentiments, they may venture to assume that they describe those of the Court at large.

No part of the duty of a Director is more trying than that which calls him to resist private and personal interests. These are always active and urgent, and apt to combine censure with disappointment. In support of such interests, those to whom they appertain, perhaps many in number and united together, act immediately in their own persons; whilst the public Interest is managed by representation; and the eager assaults of numerous individuals must be chiefly opposed by an internal principle. Prejudices have always existed against the Company, partly from its power or management, and partly, of late years especially, from doctrines of Commercial Policy imperfectly understood, or unsuitably applied. The Directors have been held to maintain a narrow jealousy of the Company's Monopoly, and in that spirit to have opposed the liberal extensions which the public Interests required; but they are not conscious of deserving this imputation. They feel, indeed, that it is incumbent on them not to surrender the rights of their Constituents, without being convinced that the surrender ought to be made; but they have examined the present question, and have been very much guided in the determination of it, by considerations of National Policy. Such considerations must evidently enter now into all great measures respecting the Export Commerce of British India. It is painful to the Directors to pause upon any schemes that seem to have the Prosperity of that Country for their object; they sincerely wish it to be flourishing and happy, but also to be safe. The British residents in it, not only those who are actually concerned in its Manufactures and Commerce, but the Servants of the Company, employed as public functionaries, all desire to see its industry promoted. It is natural they should become interested in the scene immediately before them; it is also laudable: and as the conduct of the Court of Directors, in the present case, greatly results from considerations less within the sphere of the observation of their Servants, it is not impossible that, charged as it will be by others with narrow, timid views, it may appear to them to wear too much of that complexion.

Conscious as those Servants are of loyal and affectionate attachment to the Mother Country, an attachment which the Directors are assured is warmly felt, they may think the fears of distant evils visionary, and partake of that sentiment which persons out of the service manifest, for what they may conceive to be a more expanded and magnanimous policy. If this way of thinking should so far infuse itself as to lessen the regard, due to the present system of Indian Government, of which the Court of Directors is the supreme executive head, it would be every way unhappy. No material change in that system, if speculation could be carried forward to one, would place the European inhabitants of British India on so desirable a footing, as they live at present under a Government of various parts, which operate as checks upon each other. All, indeed, who argue upon public principles, are for the continuance of the present Indian System; the Court of Directors, however, forms an integral, and even essential part of that system. If their Administration is discredited, the system itself is affected: and though they must be far, either personally or collectively, from pretending to be exempt from Errors; yet the consideration just mentioned, may entitle them

to be solicitous, that their conduct should not be subjected to unnecessary censure, and thence the authority of the Court exposed to derogation; and therefore, although all just freedom of communication is to be encouraged in their Servants and Governments abroad, it must be extremely inexpedient to have differences of opinion between them and the Court, made unnecessarily ostensible, either in India or in England. Opposition to the Court in both Countries, must thus be strengthened: in public discussions which arise at home, perhaps the great weight of the Indian administration may be forced into the scale of those with whom the Court has to contend; and the delegated and superior Authorities, which ought to appear as much as possible one Power, be placed in opposition to each other; which will manifestly tend to weaken the credit of the latter, and thence the system of which it is a constituent part. Your Committee hope to be forgiven, if these Observations shall appear to be any digression from the question under consideration: they seemed to be connected with that question, of which Your Committee will only further say, that, in their opinion, it involves in it ultimately, the Permanence or the gradual Supercession of the present system of Indian policy.

East India House,
2d April 1801.

HUGH INGLIS,
D. SCOTT,
STEPHEN LUSHINGTON,
JOHN ROBERTS,
JACOB BOSANQUET,

ABRAM ROBERTS,
EDWARD PARRY,
CHARLES GRANT,
FRANCIS BARING.

MEMORANDUM.

The under-mentioned PAPERS, which were referred to in the Proceedings of the Special Committee, lie at the India House, for the inspection of the Proprietors, viz.

Extracts from the Bengal Correspondence, &c. collected into One large Folio; relative to the Question of extending the Trade between Great Britain and India, from 1785 to 1799; containing the following Particulars; viz.

- Sir J. Macpherson's Minute, 9th April 1785.
- Letter from Bengal to the Court, 9th ditto.
- Letter from Sir J. Macpherson to ditto, 10th January 1786.
- Extract from Mr. Hastings' State of Bengal, 1786.
- Mr. Bebb to the Board of Trade, 22d August and 17th November 1788; and Minute of Board of Trade thereon.
- Mr. Bebb to the Board of Trade, 14th April and 30th November 1789.
- Earl Cornwallis to the Court of Directors, 1st November 1788.
- Letter from the Court to Bengal, 11th March 1791.
- Letter from Bengal to the Court, 15th May 1795.
- Letter from the Court to Bengal, 27th July 1796.
- Proceedings of the Board of Trade, 21st October, 20th December and 23d December 1796.
- Letter from the Court to Bengal, 17th February 1797.
- Bengal Commercial Consultations, 13th March 1797.
- Bengal Public Consultations, 3d April 1797.
- Public Letter from Bengal, 30th ditto.
- Commercial Letter from the Court to Bengal, 4th October 1797.
- Proceedings of the Board of Trade, 26th December 1797.
- Proceedings of the Governor General in Council (Commercial Department) 8th May 1798.
- Commercial Letter from the Court to Bengal, 23d May 1798.
- Public ditto, 25th May 1798.
- Proceedings of the Governor General in Council (Commercial Department) 28th May; 16th and 26th July; 1st and 15th October 1798.
- Letter from Bengal (Commercial Department) 31st July 1798.
- Letter from Bombay (Public Department) 7th December 1798.
- Letter from Bengal (Commercial Department) 1st January 1799.
- Proceedings of the Governor General in Council (Commercial Department) 1st and 15th April; 3d, 17th and 28th June 1799.
- Commercial Letter from Bengal, 2d September 1799.
- Letter from the Board of Trade to the Governor General in Council, 26th November 1799.
- Lord Mornington to the Chairman, 29th November 1799.
- Ditto to the Court, 9th March 1800.
- Commercial Letter from Bengal, 1st March 1800.
- Proceedings of the Board of Trade, 1st and 12th November; 10th and 24th December 1799.
- Mr. Buckley to the Board of Trade, 11th and 30th December 1799.
- Letters from the Board of Trade, to the Governor General in Council, 7th February and 4th March 1800.
- Arrivals and Departures of Foreign Ships at Calcutta, for Thirteen Months.

Mr. Browne's Report of the External Commerce of Bengal by Sea, for Four Years.
 Ditto, of the Internal Commerce of Bengal for 1796-7.
 Extracts relative to the Customs levied on the Foreign Trade in Bengal.
 Proceedings of the Marine Committee at Calcutta, 1793, on India Ship-building.

A Letter from Messrs. William and Horsley Palmer, and other Mercantile Houses, requesting Permission for their own Ships to proceed to India, laden as therein mentioned; read in Court the 2d April 1800.

A Letter from John Prinsep, Esquire, to the Chairman, detailing his Ideas on the Commerce between Britain and India; read in Court the 2d April 1800.

Enclosures in the Governor General's Letter, dated the 30th September 1800.

Extracts Minutes of Court of the under-mentioned Dates, viz.

2d April 1800; ordering the Letter from Mr. Prinsep, and the Letter from Messrs. William and Horsley Palmer, &c. to lie for Consideration.

18th April 1800; ordering Mr. Dundas's Letter of the 2d of that Month to lie for Consideration.

2d July 1800; ordering Mr. Dundas's Letters of the 2d April and 28th June, to be taken into Consideration on the 10th July.

9th, 16th, 23d and 30th July 1800; postponing the Consideration of those Letters.

14th August; appointing the Special Committee.

20th August; referring the Letters from Mr. Prinsep, Messrs. Palmers, and others, to the Special Committee.

27th January 1801; ordering the Special Committee's Report, and Resolutions, to lie for Consideration.

4th February 1801; approving the Report and Resolutions.

24th March 1801; referring Mr. Dundas's Letter of the 21st of that Month, and the Letter from the Governor General, to the Special Committee.

26th March; ordering certain Papers to be printed.

2d April; approving the Special Committee's Second Report, and ordering it to be printed.

No. II.

Copy of the PARAGRAPHS lately transmitted by the DIRECTORS of the EAST INDIA COMPANY to the COMMISSIONERS for the Affairs of INDIA, as intended to be sent out to the Governor and Council of Fort William;—on the Subject of the TRADE by British Subjects between India and Europe.

Para. 1.

WE propose, in this Letter, to communicate to you our final Resolutions, and Instructions on the subject of enlarging the privileges of Private Traders between India and Great Britain; a subject which has been very much agitated within the last three or four years.

2. It will not be necessary for us on this occasion to go into an ample review of all that has been advanced in favour of extending those privileges, nor to discuss at length the arguments by which the extension has been supported, nor to investigate deeply the principles and consequences involved in the requisitions and speculations of the Private Traders, and those who have been advocates for their cause. All this has been already done in the deliberations of a Special Committee of the Court appointed for these purposes. Their Reports and Resolutions have been unanimously approved and adopted by us; they have been printed for the use of the Proprietors, together with Two Letters from the President of the Board of Commissioners for the Affairs of India, and one from our Governor General on the same subject; and those Reports (two in number) with a set of Resolutions annexed to the first of them, we now transmit to you, desiring they may be considered and entered on your Records as part of this Letter, and as containing at large our sentiments, views and determinations, upon a question which in our judgment is one of the most momentous that ever engaged the attention of the East India Company.

3. Such, however, is our solicitude on this important subject, that we cannot content ourselves with barely referring to the opinion and decisions we have already passed upon it. Some brief Observations of a more general nature, inclosing, as we trust we now do, the consideration of it, we are induced to propose stating in this place. Having delivered these,

these, we shall proceed to such specific directions as it may be proper either to recapitulate or to add, respecting the measures of practice which you are to adopt in consequence of our determinations, as contained in the Papers already mentioned; and under this head, any relative points which have hitherto been but slightly touched on, will receive such further notice as they may be thought to require.

4. It appears to us, that the nature and tendency of the proposed enlargements have been less considered than any other part of this subject, especially by our Servants abroad, whose views upon such a point cannot but be material to the interests of the Company. It is easy for those who are immediately concerned in obtaining new privileges, to believe that in seeking that object they are consulting also the public good; and the promotion of Commerce has, in modern times, become so powerful a principle of policy and of action, that when this is understood to be the aim and effect of any measure, it seems with many, even who have no personal interest depending, to establish a controuling prepossession in favour of such measure. But as it is possible to run to an extreme in this way, as it is not always easy justly to apply the theoretical principles of Commerce, and as in such as have had a current reception, practice not unfrequently discovers imperfections, so the peculiar constitution of the East India Company, which has been formed after experience rather than theory, and combines great Political power and dominion with Commercial practice, requires a direct, constant and appropriate regard in all proposed innovations, which have relation either to the Administration of the Territorial possessions of the Company, or to its privileges of Trade.

5. The Constitution of the Company, as it now stands, has been fixed by repeated and solemn Acts of the Legislature. When, after the Company's acquisitions of territorial power in the East, the Government first, and Parliament afterwards, interposed its authority for the regulation and management of so great an interest, there was not an idea advanced of rendering, on account of that acquisition, the Trade less exclusive, or the Country more accessible to British Merchants than it had been before. The Company succeeded to the Native rules in a delegated sovereignty, and might thence, indeed, employ in greater numbers Servants, Civil and Military, of its own; but the privileges of British subjects in general, with respect to that country, received no extension. It was never then conceived that, because a rich annexation of Territory had been made to the Empire of Britain, the European subjects of that Empire had thence acquired any right to enter upon its soil, or to participate individually in its Trade; and although generally, upon the renewals of the Company's Charter, some attempt has been made at home to reduce or to share its privileges, the Legislature has steadily adhered to the policy of making the India Company the one great organ of intercourse between Britain and the dependent States, and of the government of those States. This policy is strenuously maintained to the present hour, as may be seen in the Letters of the President of the Board of Commissioners, which are in the Collection of printed Papers now sent you; and it is thus maintained, because it is thought with perfect justice best to consult the true interest of the Nation. The system of the East India Company stands upon National principles.

6. A system which has been so long established, so repeatedly confirmed, and so well justified by its effects, we may confidently hope the Legislature, however solicited by particular interests, will still be disposed to cherish, and never formally give up. And whilst the fitness of maintaining this system continues to be generally acknowledged, danger, which will always exist as long as any private interests are in opposition to this more public one, will not perhaps be so likely to approach in the form of avowedly hostile attack, as by the gradual operation of those contrary interests, or by impolitic measures, agitated within the Company itself, where they will of course be represented as compatible with its privileges and its permanence. It becomes therefore a duty of the first order, especially in those who have the management of the Company's affairs, vigilantly to observe and scrupulously to examine the source, the objects, and the tendency of all schemes which would graft any new principles or usages of importance upon the present constitution and practice of the Company. Great circumspection in this case, is not to be reckoned the offspring of a narrow, timid spirit, but that necessary prudence which the nature of the case requires. To reason upon the effects of material innovations, and to assign importance even to probabilities established by such reasoning, ought not to be treated as precarious speculation. Where experiments are to be made, and much may be lost, any probability of loss becomes, according to its degree, a solid argument against change; whilst even an equal probability of advantage will not weigh equally in favour of innovation, because what is already possessed may by it be sacrificed. And without all this precaution, the Company themselves, or their Administrations abroad, may, by the promise of expected good, unwarily be led into measures capable of eventually undermining their existence.

7. We must confess it to be our opinion, that the Company, or, in other words, the present system of Indian policy, is in no way more exposed to danger of the description here given, than from the continual increase in India of Europeans not in the Service, and the incessant pressing of such claims as have of late been brought forward by that class of men, or by others who support their views. The unlicensed resort of such persons to India, was a consequence likely enough to follow from the establishment of an European dominion there; and our Governments have beheld it with too much indulgence; although it will hardly be denied, that it is fitted to be the germ of a great and perilous change in the state of that dominion, and the Indian system connected with it. This practice has been the

main cause of the continuance of the clandestine Trade. The continuance of the clandestine trade, was the principal ground on which the Company were first induced to yield a material sacrifice of their privileges (for of the concession in favour of the home manufacturers no use has been made) and it still serves as a plea for further inroads upon their system; nor do we perceive any end of this plea. The ingenuity of those concerned in the Trade may still contrive to carry it on, it may still be formed into a fresh argument against the Company's remaining privileges; the entire extinction of it would not, as far as we can discover, necessarily result from any measures within our competence; and this sort of reasoning, therefore, may be employed even as long as the Company have any thing to give up.

8. We believe there are those who greatly overlook the other considerations belonging to this subject, in the importance they attach to the increase which has taken, or, as they suppose, may take place, in the produce and exports of our territories; an increase, however, hitherto chiefly owing to the encouragement given by the Company to the culture of Indigo and Sugar. But unless such persons will also contend, that the medium of the Company, and all restrictions whatever on the intercourse of the Subjects of this Country with India, should be removed, a doctrine which has but few avowed advocates, they will allow that there is some point at which enlargements of the privileges of individuals ought to stop. To ascertain this point has been the scope of our late deliberations, and to fix it, which is the design of our present Orders, is become absolutely necessary.

9. There was, indeed, a very full discussion of this nature, on the renewal of the Charter in 1793. The objects, and the manner of enlargement, were then clearly agreed upon, although all the principles and relations of that subject were not then brought fully into view. The object with respect to India was, the transfer of the trade then clandestinely carried on between the British possessions there and Foreign Europe, to the Thames. That trade was understood to arise from two sources—the remittance of British fortunes from India, and the investment of European British capital in ships sailing under Foreign Flags, from the Continental ports of Europe. In proposing to transfer the clandestine Trade into the Thames, it was implied, that this latter part of it, carried on with European capital, would be annihilated; for as it was a consequence of the rise of the other part, which was itself now expected to cease, so it was supposed to owe its continuance very much to the comparative lowness of the freight paid at Continental ports, which disadvantage was particularly to be remedied by the plan of transfer; and therefore the inducement to fit out ships from those ports would so far be removed. The remittance of British fortunes acquired in India, by the medium of goods into the Thames, was then the sole object of the privilege granted to British residents in India by the Act of 1793. There was no reserve made, or implied, for the continuance of the employment of European British capital, which had been illegally introduced into this Trade; and, as the object of the enlargement was thus fairly understood, so the manner in which it should be enjoyed was also most clearly stated. The newly privileged Trade was to be brought on the ships of the Company. The memorials of the agents of the Private Traders, the discussions in the Court of Proprietors, the Correspondence between the Court of Directors and His Majesty's Ministers—every transaction on the renewal of the Charter, and the Act of 1793 itself, all confirm this statement. They shew that the enlargement in view, with respect to British residents in India, went no farther than to bring the fortunes of those residents to this Country, in merchandize, on the Company's ships. The fortunes were to be the capital, the Company's ships the channel of the trade. This trade must, in the nature of things, have had a moderate limit; and as it was the main professed end of the Charter to prevent a general trade to India, so it would have been incompatible with this design, to have admitted into the Charter any principle of indefinite enlargement.

10. Now the British residents in India, aided by those who take up their cause here, desire to send their own ships to Britain, with Private merchandize; and the principle of employing European British capital in this trade, with the express view of promoting the produce and exports of India, is also contended for. It is in vain to found any of these claims upon the Act of 1793; they differ essentially from the principle of that Act; they are new claims, though they proceed from the same parties, whose views are extended with the advancement they have received; and we see in them, when fairly followed into their natural consequences, nothing short of a general Trade. This trade, though it might for a time be carried on through the existing forms of the Company, would at length supersede them, and even before the arriving at that point, the British commerce with India, instead of being, as it is now, a *regulated Monopoly*, would deserve more properly the character of a *regulated free Trade*; a title, however, which, it is to be feared, would not suit it long. If private Indian ships and cargoes were indefinitely, that is, without any limitation as to number or value, licensed to come here, it must follow as a consequence that the Capital and the Merchants of Britain would be embarked in the trade; this, though forbidden, could not be prevented; and the *avowed* admission of that capital into it would be followed by an equally formal admission of the Merchants of this Country. They have, in fact, already applied for a participation of whatever new privileges shall be granted to British residents in India; and it is to us clear, that the moment any further principle of enlargement, beyond the remittance of British fortunes in goods, on the ships of the Company, is adopted (we speak not here of the past concession in favour of home Manufactures, which has been already noticed) the claim of those British residents to peculiar or exclusive privileges in the Trade to Europe is at an end.

11. We may venture to assert, also, that their peculiar advantages from such enlargement would soon cease, and that a great infusion of new competitors in that Trade would probably make their situation worse than it now is.—Whilst, with respect to the Nation at large, experience and just reasoning equally warrant us to believe, that it would not be for its benefit, even in a commercial view, setting aside other objections, to throw the Trade between Britain and India indefinitely open.

12. But as it cannot fairly be denied that a Trade which, however modified in its form, should be open directly or indirectly to all persons, and all capital belonging to this Country, would be in effect a general Trade; and as a general Trade between a parent State and its dependant Settlements is one main principle of the Colonial system of policy, so the connection between the admission of that principle, and the gradual succession of the other principles of that system, ought never to be out of sight: it is agreed by all, except perhaps by those who may have an immediate interest to the contrary, that the Colonization of Europeans in our Indian possessions, ought not to be encouraged; and in excluding this end, all measures clearly favourable to it, or even involving a probability of producing it, are also in fairness excluded, at least unless they hold forth what is not in this case to be expected, a greater certainty or probability of more important good. That the measures, however, which are now proposed, would directly and consequently promote the resort of Europeans to India, and their settlement there; and that there is a real relation between an indefinite enlargement of trading privileges, and the ultimate supercession of the present regulated system of Indian intercourse and Indian policy, we think the printed Reports already mentioned have established, with a degree of evidence which it will be difficult ever to invalidate, because it appears to arise out of the very nature of things; and until conclusions of a contrary kind are established, with conviction still clearer, it may be justly maintained that to venture upon the proposed innovations, will be to run the hazard of an evil of the greatest magnitude, for what, if attained, would confessedly be a very inferior good.

13. Those, indeed, who have a direct interest in Innovation, naturally extol the advantages to be expected from it; whilst they appear insensible that any danger is to be apprehended, we are obliged to contemplate objects through another medium, and from the views which our situation brings more within our reach, of ulterior consequences, to resist things which seem to offer some present advantage.

14. It is not our design to enter here into a particular consideration of the arguments employed to obviate the apprehension of future danger from the changes now proposed; but the distance at which our Servants are placed from this scene, induces us to advert to one position, which assumes that it will be in the power of the Company to correct any evils which may arise from those changes.

No position appears to us more unsound than this. There is a fallacy in it, which lies in tacitly supposing that the Company and the Private Traders would continue, after these changes, in the same disposition, and the same relative power and influence, they possess at present. But undoubtedly those innovations would give to many an interest in maintaining the new Trade; in becoming Members of the Company; in obtaining influence in uniting together; an interest, in a word, distinct from that of the Company: and it is hence easy to see, that the introduction of such a new order of men into the councils and legislative deliberations of the Company, must alter the mass itself, and produce important effects, which would, in all probability, be favourable to the support and permanence of the new privileges, however opposed by others.

15. After a full and deliberate consideration of this whole subject, we are thoroughly convinced, that a clear and fixed line is to be drawn between a Trade in its nature Colonial and a Trade merely of Remittance. The first, created by transplanting capital from this Country is unnecessary, would be unlimited, and, in our decided opinion, not only subversive of the privileges, and even the existence of the Company, but prejudicial to the interests, Commercial and Political, of the Empire and its Dependencies at large. The second from the indispensable residence in India of British subjects, who are finally to settle in their Native Land, and must send thither the property they acquire abroad, is become expedient if not unavoidable; but at the same time must, in the nature of things, have a moderate limit; and to this may be added, returns for British manufactures consigned to India for sale. This Remittance Trade thus described, and amply provided for, forms the point at which we would stop; beyond this point, in our opinion, neither wisdom nor justice to itself will permit the Company to go, nor can National policy, or the good of the whole, require more.

To this trade we are disposed to afford every facility that can reasonably be claimed for it, every concession requisite to produce a certain expeditious and cheap conveyance of British fortunes, and returns for British manufactures, in merchandize, to this Country; excluding at the same time what is not necessary to this end, and might become the instrument of that other species of trade which ought to be prevented; such as a stated permission to Private Ships to lade from India with Private Goods, which we must therefore absolutely refuse.

16. We believe that the terms of the Resolution we have already passed upon this subject, comprehend all the material provisions requisite for carrying our intentions and concessions respecting it into effect, and for obviating any well grounded complaints of the Free Merchants, complaints which certainly owe part of their foundation to the War, which has prevailed

prevailed ever since the Act of 1793 passed. We shall therefore here transcribe, for the regulation and guidance of your conduct, the several Articles or Propositions contained under that Resolution, the Preamble to which you are likewise to regard as expressing the sentiments upon which those propositions have been adopted by us:

1. That in addition to the quantity of Three Thousand Tons of Shipping, now annually allotted to the Exports of Individuals from India, three, four, or five thousand tons more, or as much as may be wanted, shall be assigned.
2. That the Shipping to be thus annually employed shall be wholly applied to the use of Private Traders, and shall neither be destined nor detained for political or warlike services in India, but sail from thence directly for the Port of London, at fixed periods within the fair weather season.
3. That the rate of Freight from India on those ships shall, during War, be as low as that at which the Indian ships arrived here in the present season are chartered to the Company, and in time of Peace the rate of Freight shall be proportionably reduced.
4. That all commodities of the produce of the Continent, or of the British Territories in India, shall be permitted to be laden on those Ships, excepting only Piece Goods, Raw Silk, and Salt-petre, which shall not be laden unless by special licence from the Company, or their Governments abroad.
5. That the goods to be exported on Private account, be, as now, received into the Company's warehouses in India, and that the same care be taken in assorting them into cargoes in due proportions of light and heavy goods, according to the deliveries into the warehouses, as is observed in forming the Company's own cargoes.
6. That these goods should be brought to the Company's warehouses in London, and thence to their sales, in the regular order, subject to the charge of Three per-cent. now allowed to the Company for landing, warehousing and selling Private Goods.
7. That the Ships to be employed in this service shall be built for the purpose by the Company, and shall be of the description best calculated for the proposed trade. In the opinion of this Court they may be of the burthen of 500 tons, Builder's measurement, or thereabouts, and equipped on what is called the dismantled plan, but be manned with Europeans, and armed so as to make them equal in point of safety and defence to the best of Indian Ships which have come to this Country. The size and equipment, however, of these ships may be more minutely considered hereafter; and until they are built, other stout and proper ships of the Company, as far as they shall be wanted, shall be employed in the service, on the terms before mentioned.
8. That when the Private Goods provided for exportation from India, shall not serve to fill all the ships sent out for them, the Company shall put Gross Goods into those ships on their own account.
9. That if at any time the Tonnage provided by the Company for private Exports should not be sufficient for all the goods prepared for exportation, it shall be allowable for the Governments abroad, on the part of the Company, to freight ships for the conveyance of such goods as cannot be otherwise accommodated, care being taken that this concession be not strained beyond its just object, the ready and convenient transportation of Private Goods furnished by the capitals of British residents, or sent as the returns of British manufactures.
10. That no person shall be admitted to embark in this trade as principal or agent, who is not licenced by the Company to reside in India.
17. Until the ships which we propose to engage here by contract, for bringing home the Private Trade, as above described, shall be sent out in such competent number, as with whatever space can be spared, and individuals may chuse to occupy in our regular ships; to supply the quantity of tonnage required for that Private Trade, it will be necessary to hire ships in India by public contract, to answer the deficiency; though in the ensuing season, we conceive the number of Private ships which have gone out for rice, or will have offered in the country for the same purpose, must amply furnish whatever may be wanting to complete the demands of the year for Private tonnage. In this case, however, of hiring ships, they are not to be relet to the owners or others, in order to be fitted at their pleasure, but to be laden in the same manner as the ships we consign to you, from the Private Goods lodged in our warehouses, whither all privilege goods must first be sent as heretofore practised, and thence being duly entered at the Custom House, be assorted into cargoes, and shipped in the manner laid down in the foregoing propositions.
18. Care must be taken, according to the Second Proposition, that the Ships, whether engaged by us or our Governments to bring home Private Trade, sail at proper fixed periods, and be not detained nor diverted from regularly pursuing their voyages on any account.
19. With regard to the rate of freight to be paid by the owners of goods laden on ships taken up in India, as there will be no more uncertainty or delay in the times at which those ships shall sail, we hold it just that the rate should be the same at which the Company engage the ships. If this is a fair rate, which it ought to be, the proprietors of goods cannot reasonably complain. We are not convinced by the arguments which the owners of Indian ships and goods have advanced, to shew the mutual advantage of leaving them to deal with each other free of the Company's intervention. This mode might no doubt be favourable to the increase of Indian shipping in the European trade, and of that independence of the Free Merchants on the Company which it is sufficiently obvious they desire,

desire, but we do not equally discern in it the interest of the Shippers of Goods; and when uncertainty and delay in the dispatch of ships, which were the best arguments for the mode preferred by the Merchants, are removed, all solid objection to the method we now enjoin will, in our opinion, be also done away.

20. In the third of the foregoing Propositions it is stated, that the rate of Freight from India in ships engaged to bring Private Goods, shall, during War, be as low as that at which Indian ships arrived in the *present season* are chartered to the Company. As it is possible, though we trust not probable, that the War may be protracted, we see reason to modify this article somewhat differently, still leaving in it that spirit of fairness and liberality in which it was conceived.

If the rate of Freight should, in consequence of War, continue from year to year to increase, there can be no good cause why the Company should in all that time give at their own expense, to the Shippers of Indian Goods, Freight on lower terms than it could otherwise be procured; and, on the other hand, if during a lingering War, Freight should from various possible circumstances fall again, the Company ought not to have any option of keeping it up at a higher rate than the one current for Indian goods. The just scope, therefore, of this article is thus to be understood: "That the lowest rate at which good Indian Ships can be procured in any one season during War, shall be the rate which the Company shall charge in that season for Goods laden on the Ships they engage in Europe to bring home the Private Trade."

21. It is carefully to be observed, that no persons who are not licensed to reside in India, are to have the privilege of exporting goods to Europe, either as principals or agents.

Our Governments in India have, upon some occasions, judged it expedient rather to grant licences of residence to persons who had irregularly entered the country, than to adopt the measures respecting them. It could never be intended, however, that this should become a practice, because such a practice would frustrate all the Laws enacted to prevent the illicit ingress of Europeans into our possessions. We think it better, therefore, in the view of the present changes, which render precaution more important, to guard against any future resort to such a mode, by directing, as we now do, that no licence of this kind be henceforth granted by any of our Governments in India, unless our express permission shall, upon the view of any particular case, be first granted.

22. We must earnestly hope, that the leave we have given for the occasional employment of Indian ships, when others are not furnished in sufficient number, for transporting the Private Trade of Britain, will not be abused by Ship Owners or Merchants in India, and that they will bring forward no pleas for the introduction of those ships when they are not really wanted. It will be your duty, and we trust your decided determination, as it will assuredly be ours, absolutely to resist all attempts of this nature.

23. Having thus given our instructions upon the enlargement of the trading privileges of British residents in India, it becomes necessary for us, in the next place, to deliver our sentiments upon the subject of the *clandestine Trade*. Whether the materials which have come before us have or have not been sufficient to enable us to form an accurate idea of what the extent of that trade has lately been, they seem clearly to import, that it has been carried on with little solicitude about concealment, and that its transactions have been frequently mentioned in official Reports coming under the eye of Government, as if they were matters of no particular attention. The strongest apology lately offered for the clandestine Traders, and offered with a forwardness which seems to imply even something more than a palliation of their conduct, is, that "having ships, they must employ them." But surely no one can doubt that this sort of explanation does not convey a just view of the case. At the last renewal of the Charter, some individuals, acting upon unauthorized speculation, may have been induced to build ships in Calcutta in the hope of being allowed to send them to England. But ships had been built there previous to the existence of any such hope, and the clandestine Trade had been long carried on before ship-building was introduced into that Settlement. Were no ships then built for the purpose of clandestine Trade? Since the renewal of the Charter, many ships have been built which could not depend on being employed in the navigation to England; and it will hardly be asserted that men, in embarking in such expensive undertakings, would not, in various instances at least, reckoning upon a trade then carried on, though clandestinely, as one means by which the ships to be constructed might find employment. If, therefore, it may be said, that in some instances the trade was resorted to because ships were in existence, it may with equal warrant be believed, that in others ships were built because the trade existed. And is it now a proper or becoming account of this matter to insinuate, as seems to be done, that ships have in effect been driven into the clandestine Trade, because the Company did not think fit to license them to come directly to England? And if the *possessing* of ships will apologize for entering into that trade, what more probable than that ships will be built to reap the benefit of this apology.

24. The inconveniences and disappointments to which the Merchants would have been exposed in depending on Tonnage on the Company's Ships, will probably be thought the fairest general excuse that can be made for their resorting to irregular channels; and such is the value attached to any increase of Commerce in a country, that possibly this supposed result of their irregularity, may cause it to be viewed by some as on the whole a

venial fault; but when considered in its just bearings and relations, it must be found to merit very serious disapprobation. In the first place, the complaints of the want of accommodation in the Company's ships, partly arose from the Merchants stretching their Trade beyond what was in contemplation, when the privilege was granted them in 1793, namely, a Remittance Trade. This kind of trade might, in time of Peace especially, have been accommodated, though the other trade mixed with it, founded on Foreign capital, might not. In the second place, the complaints of the Merchants were urged with the view of obviating the introduction of their own ships, and consequently an independent trade. In a dominion so circumstanced as that of British India is, we must, for reasons already stated, be of opinion that the rise of such an independent interest there, is not an object to be desired; but what we would more particularly point to here, is the moral and political effect of an habitual, and in fact open violation of the regulations of the governing Power. To correct this evil was one avowed end of the privilege conceded to the Private Merchants in 1793; but it appears still to continue, and if the extension of trade, or greater convenience of the trader, may be admitted as an extenuation of it, a cure can hardly be hoped for. In a country distant from the seat of supreme authority, an habitual disregard of the Laws enacted by that authority, in any case, is especially to be deprecated, not only because it may pave the way for deviation in other instances, but because the connexion of popular abuses must be more difficult under a remote delegated Government, liable to frequent changes; and as such abuses get firmer footing, the power of that Government may be said to be in effect proportionably impaired.

25. It must be impossible for us, consistently with our duty, to remain passive under the continuance of a trade which all agree ought to be extinguished. About the means of its extinction, a language has sometimes been held which to us appears unguarded, and more likely to encourage than to discountenance the trade. It is said, that restrictive measures will never suppress it. We, on the other hand, see very serious reason to be of opinion, that a system of indulgence and concession would by no means be sure of its end. If every facility which private Traders might from time to time require, were to be granted in order to induce them to abstain from clandestine pursuits, might not self-interest, the great mover in all this business, induce them to go on asking, as we have already observed, whilst any thing remained to be given, and, after all, the object of the Company be unattained. It cannot be expedient for any Government to be on this kind of footing with those who derive their protection from it: nor has it ever appeared certain to us, that it could be made the interests of traders at all times to send their consignments directly to the Mother Country.

But to make, for the suppression of the clandestine Trade, concessions involving consequences more objectionable than the trade itself, our duty still more forcibly forbids us. The most mature consideration of a very momentous subject, has led us to a fixed determination respecting the limits by which the trade of individuals with the Mother Country should be bounded, and the Legislature has regulated the intercourse which may subsist between British subjects resident in India and Foreigners. When we have done every thing that the safety of the present Indian system will in our judgment allow, for the accommodation of those residents, we trust it cannot be unreasonable nor absurd to expect that men, who if they have any right to be in the country at all, are there under particular stipulations, on their observance of which their rights also to continue in the country depends, shall not go in a pertinacious disobedience to the Laws, and to our authority, because they have not all the licence they would chuse for Commercial speculations, a licence too, their renunciation of which was the very condition under which they were permitted to reside.

26. When this question is soberly considered, we hope no reasonable man can be at a loss to determine which side ought to prevail, the authority of the Laws and Government, or the contumacious will of certain individuals. We have no desire to restrain their legitimate exertions in a much larger field than Private Merchants ever before possessed in India, nor can we have pleasure in resorting to any coercive measures; but neither can we sacrifice our conviction to clamour and prejudice, which their activity has made popular, nor submit to see a system of Regulations, intimately connected in our opinion with the safety of our Indian interest, continually disregarded, without any exercise of those powers which are vested in us for the prevention of such abuses, and if any person should determinedly persevere in setting our regulations and warnings at defiance, they must take those just consequences which we have no doubt may be brought home to them.

27. On this occasion we deem it necessary also to express our resolution to adhere to the line we have clearly drawn for the Privilege Trade of individuals between India and the Mother Country; and we cannot but hope that when an ample space is thereby left to their fair pretensions, we shall not have to go on contending against the perpetual agitation of new claims on their part, inconsistent with the principles we have laid down; for if these are persevered in, they will serve only to prove to us more strongly the necessity of making a firm stand at the point at which we are now arrived.

28. The Foreign Trade is an important branch of this general subject, upon which it is our purpose to bestow a more mature consideration than the pressure of other affairs has yet permitted us to give to it. During the continuance of War, indeed, we are apprehensive that it may not be practicable to introduce any material ameliorations, but, we trust, the return of Peace is not now far distant, and in the prospect of that change we shall be considering what regulations might then be proper; a topic upon which we shall be glad to receive your sentiments by the earliest opportunity.

20. Our Resolutions and Instructions having thus been explicitly communicated to you, respecting both the Privilege and the clandestine Trade, it only remains for us to require the cordial co-operations of our Governments abroad, and especially of the Government General, for carrying the whole into complete effect.

And whatever difference may have appeared between our own views and opinions, and those of our Governor General, respecting this complex subject, yet now that it is, after deliberate examination, decisively settled by us, we entertain no doubt of his giving every support to the system we have adopted, or which can be required from the duty of his high station.

Gentlemen,

Whitehall, 2d June 1801.

WE have read with attention the accompanying Paragraphs, relative to the Private Trade, proposed by the Court of Directors to be sent to their Presidency at Fort William.

Though the paragraphs are denominated Commercial, and may be therefore supposed not to be within the exercise of the powers of the Commissioners for the Affairs of India; yet the proposition, extended as it is, fixing permanently and finally the condition of the Private Trade, and confining it solely to British ships, appears to us to involve in it much more than merely Commercial considerations, and to embrace points of great Political importance, which may, in their consequences, deeply affect the interests of the State.

Upon the general question, great difference of opinion has existed among those who cannot be regarded but as of the most unquestionable authority, and whose minds had been long turned to consider the subject with the attention it deserved; the present Governor General, as well as the late President of the Board of Control, to whose ability and experience the greatest deference is due, have expressed a conviction entirely adverse to that of the Court.

Under these circumstances, and the obvious necessity of consulting the sentiments of other Departments of His Majesty's Government, we must decline giving on the instant any definitive judgment on a question of such magnitude; and we are of opinion, that these paragraphs should not make a part of the dispatches now about to be transmitted to India, that we may be enabled to consider the subject more maturely, and to apply to it that degree of investigation which its importance evidently demands.

We have the honour to be,

Gentlemen,

Your most obedient humble Servants,

Signed by Order of the Board of Commissioners
for the Affairs of India,

W. Brodrick.

To the Court of Directors of the East India Company.

No. III.

Copy of the PROCEEDINGS of a GENERAL COURT of PROPRIETORS of INDIA STOCK, held on the 28th May 1801; together with the Result of the Ballot on a Question then adopted.

At a General Court of the United Company of Merchants of England trading to the East Indies, held at their house in Leadenhall-street, on Thursday the 28th of May 1801, at Twelve o'clock at Noon.

THE Chairman acquainted the Court that it was summoned on special affairs, in consequence of a Letter signed by forty-three Proprietors, and proposing that the said Letter should be read:

The same was read accordingly, being as follows; viz.

" To the Honourable the Court of Directors for the Affairs of the United East India Company.

" Gentlemen,

" We, being Proprietors of East India Stock, duly qualified according to law, request
" that a General Court may be summoned on special affairs, at which we shall submit to
" the consideration of the Court, whether it is not expedient to obtain further information
" respecting

“ respecting the Trade between India and Europe, in order to form an intelligent, just, and
 “ final conclusion on that subject.

“ We remain, with respect,

“ Gentlemen,

“ Your very obedient humble Servants,

“ William Pulteney, W^m Morland, Thomas Jones, T. A. Clarke, P. Crawford
 “ Bruce, J. Prinsep, James Amos, Cha^s Cockerell, William Lennox, Gab^l
 “ Gillett, George Powney, Charles Morris, Ja^s H^c Casamajor, Philip
 “ Barton, C. Lambert, Thomas Gordon, P. Johnson, P. Moore, I. Ste-
 “ phenfon, R. Steuart, R. Williamfon, Kinnaird, Thomas Henchman,
 “ A. E. Impey, Geo. Johnstone, Edm. Boehm, Dan. Nantes, Arch^d
 “ Paxton, John Tayler, Geo. Durant, T. Spalding, Geo. Hartwell, Arthur
 “ Shakefpear, W. Remington, Thomas Warner, Tho^s Burn jun^r, Edw^d
 “ Warner jun^r, A. F. Haldimand, James Arthur, John Lubbock, Richard
 “ Tuckwell.”

“ London, 20th May 1801.”

It was then moved,

“ That this Court is highly sensible of the very great importance of the general Trade
 “ between India and Europe, to the Political and Commercial interests of Great Britain,
 “ as well as of the East India Company: That they lament the wide difference of the
 “ opinions entertained on this subject by the Court of Directors on one side, and the late
 “ President of the Board of Commissioners, and the Governor General of India, on the
 “ other: and anxious that the measure finally to be adopted, may be formed on the fullest
 “ information and maturest deliberation, and thinking it may essentially conduce to that
 “ desirable end, if the Court were assisted by the wisdom and experience of the late
 “ Governors General of India, they recommend to the Court of Directors to transmit a
 “ Copy of the printed Papers to Marquis Cornwallis, Earl Macartney, Lord Teignmouth,
 “ Sir John Macpherson, and Warren Hastings, Esquire, with a request that they will
 “ severally favour the Company with a communication of their Advice and Opinion on the
 “ subject of them.”

An Amendment to the foregoing Motion, being moved, by omitting all the words after
 the word [That] in order to introduce the following, viz. [This Court do confirm the
 unanimous Resolutions of the Court of Directors, of the 4th of February last; and that the
 Court of Directors do, without delay, act upon the principles detailed in those Resolutions;]

And the Question being put,

“ That the Words proposed to be left out stand part of the Question;”

The same was declared from the Chair to have passed in the Negative.

Whereupon, a Division being demanded, and Tellers appointed, the Court divided accord-
 ingly, and the Tellers reported the Numbers to be

For the Question - - - 80

Against the Question - - 135

Then the same was declared from the Chair to have passed in the Negative.

It was then moved, “ That the Amendment stand part of the Question.”

And, the Question thereon being put, the same was carried in the Affirmative.

A Ballot on the Question, as amended, being then demanded by the undermentioned
 Proprietors, viz:

James Law,	Thomas Henchman,
George Johnstone,	Archibald Elijah Impey,
Robert Macfarlane,	Samuel Pepys Cockerell,
Edward Maxwell,	Peter Lawrie,
George Durant,	Peter Moore;

It was

RESOLVED that the said Question, standing as follows, viz. That this Court do confirm the
 unanimous Resolutions of the Court of Directors, of the 4th of February last; and
 that the Court of Directors do, without delay, act upon the principles detailed in those
 Resolutions;

be put by the Ballot at this House, on Friday the 5th of June next, from eleven o'clock in
 the forenoon until six in the evening.

At a General Court of the United Company of Merchants of England trading to the East Indies, held at their House in Leadenhall-street, on Friday the 5th of June 1801, at eleven o'clock in the forenoon,

Present,
 David Scott, Esq. - - - Chairman,
 Charles Mills, Esq. - - - Deputy,
 With most of the Directors, and a very numerous appearance
 of the Generality.

The Court being met to receive the Votes that may be brought in this day, for the determination of the Question, resolved on the 28th ultimo, to be this day put to the Ballot,
 The undermentioned Proprietors were appointed Scrutineers to examine the said Votes, and to report the determination of the Question, viz.

Alexander Champion, }
 George Durant, } Esqts.
 John Prinsep, and }
 Richard Twining, }

At six o'clock the Glasses being finally closed, were delivered to the Scrutineers;
 And about eight the same evening, the Honourable William Elphinstone in the Chair,
 George Durant, Esq. Chairman of the Scrutineers, delivered in their Report, which was read, being as follows; viz.

“ East India House, the 5th June 1801.

“ We whose Names are hereunto subscribed, being appointed by the General Court of the United Company of Merchants of England trading to the East Indies, to examine the Votes delivered in this day, for the determination by Ballot, of the following Question, viz.

“ That this Court do confirm the unanimous Resolutions of the Court of Directors, of the 4th February last; and that the Court of Directors do, without delay, act upon the principles detailed in those Resolutions.”

“ And being also appointed to report the number of Votes for and against the said Question, have accordingly examined the same, and find

809 Votes for the Question.
 234 Votes against the Question.

575 Majority of Votes for the Question.

GEORGE DURANT,
 R^d TWINING,
 ALEX. CHAMPION,
 J. PRINSEP.”

Whereupon the same was declared from the Chair:
 And the Court then, on the Question, adjourned.

No. IV.

Copy of a MEMORIAL from the DIRECTORS of the EAST INDIA COMPANY to the LORDS of the TREASURY, dated 7th May 1797, on the subject of regulating the Duties on East India Goods; together with Copies of the Papers thereunto annexed.

The MEMORIAL of the Court of Directors of the United Company of Merchants of England trading to the East Indies,

Humbly sheweth,

THAT Your Memorialists have taken into consideration the situation of the East India Trade, not only so far as concerns the Company's own Commerce, but that carried on by Individuals; and it appears to Your Memorialists, that the Regulations and Indulgences which have taken place in consequence of the late Act of Parliament for the Renewal of the East India Company's Charter, in 1793, relative to the permission granted to individuals to participate in the East India Trade, have already led to consequences most beneficial to the British Nation, as will more fully appear upon reference to Appendix, No. 1. where it will be seen that the Trade from India to England has increased even beyond the sanguine expectations of the advisers of the indulgences therein granted.

These advantages, however, cannot be permanent to any considerable extent under the present heavy imposition of Duties, and it therefore becomes the object of Your Memorialists

Memorialists to point out such a plan, as shall effectually prevent the advantages already gained from being lost to the State, on any new change of circumstances.

To effect this, some salutary regulation should be adopted respecting the Revenue now collected in England, on India articles for Foreign use, so as to put those articles which pass through Great Britain to the places of consumption, upon nearly an equal footing with those which may find their way there from India, without passing through this nation; we say nearly, because we conceive that if the difference in charges of merchandize in England did not exceed the charges at other Ports in a considerable degree, that the better security, and better sales here, would secure the London market a decided preference.

Your Memorialists are perfectly convinced, that the increased trade to this Country from India, as before stated, notwithstanding all the encouragement already given to it, would not have taken place to the extent it has, if the situation of the principal commercial Countries of Europe, in consequence of the War, had not rendered their trade more expensive and hazardous than the trade to this Country; but this, on the return of Peace, must necessarily cease, from a variety of causes. Amongst these, it may be material to impress upon the attention of your Lordships, that individuals residing in India cannot be restricted to particular ships, but that they have it in their power to select the ships of any Nation which will take goods on the lowest freight, or that will best suit the purpose of conveying their commerce to Europe; and the policy of all the other Commercial Powers of Europe, will give every facility to this trade for the purpose of drawing it to their own Country.

Hamburgh at present collects *only* an apparent Duty, rather exceeding two per cent. but this is upon a value short of the real one, so that the Duty in fact is still more than one per cent.

Lisbon is already declared a Free Port, and Flushing is expected soon to be made one; the advantages resulting from such low Duties to the Trade, will be more minutely seen upon a reference to the Appendix, Nos. 2 and 3.

pp. 60, 61.

The policy of Great Britain certainly should be, to remove every obstacle that will prevent its carrying on this trade upon as low terms as any other Country.

If this was done, there is every reason to hope that almost the whole Trade from the East would pass through London.

In such case the rate of sale of Indian goods would be increased, from the increased quantity of goods sold for exportation bringing the greater competition.

The sale of our Exports in British Manufactures would also be proportionably increased, from the increased number of Foreign purchasers of Eastern goods at the India Sales, because persons frequenting a country for one article inadvertently buy many others.

This increased Commerce would not only give an immediate increase to the number of our Seamen, but it would serve the most useful purpose of bringing those back who now serve under Foreign Flags, in the illicit Trade carried on at Foreign Ports with English property. It would encourage our Ship-building throw much money into the Country by the charges of Merchandize, and give employment to numbers; in short, the advantages accruing from such a plan, cannot come *within calculation*.

Such benefits are certainly far beyond the small consideration of Revenue hitherto resulting to the Crown from the Trade, for, upon reference to the Appendix, No. 4, it will be seen that the only benefit in point of Revenue upon Indian articles for Foreign use, is little more than £. 86,000. per annum, a sum so trivial, even if the whole were lost (whereas by the proposed change it is doubtful whether any would be so) that it appears to Your Memorialists no object to the Nation; more especially when it is considered, that by continuing the present system, it must risk the loss of such a grand stake, and which stake is now within its reach provided proper methods are used to secure it.

The grounds upon which Your Memorialists fears have arisen, respecting an expected decrease of the Indian Trade to England when Peace shall take place, is,

First. The high rate of Duty retained by the Crown on Goods for exportation, after the re-payment of the Drawback.

Second. By that part which is purchased for exportation being subject to the same Duty in the first instance as the articles for home use, owing to which the Export Buyer requires the whole of the Drawback in increase to his Capital, the Interest on which operates as an additional Duty. The difference between the high Duty retained on them here, when exported, and that paid at Foreign Ports, is the amount of it so much against a Merchant buying at London, and in favour of him buying abroad; which, upon reference to the Appendix, No. 3, will be found more fully illustrated.

Page 61.

Another consideration is, that it may with reason be apprehended, that Foreign Countries will be able to furnish Freights upon cheaper terms than this Country may be able to do; and the advantage arising to them from this circumstance should be counteracted by every possible reduction of other expense here.

It now remains for Your Memorialists to point out what they think should be done to effect the desirable end proposed; namely, if possible, to give to Britain that share of the Eastern Commerce, to which, from her extensive territory in the East, she seems to have a natural right.

It has been shewn, that the Duties here are considerably higher than those of Foreign Ports, which charge is increased by the extra, and, in fact, useless Capital, required by the Export Buyer in consequence of the high Drawbacks; this, under the change proposed, would be abolished.

The Export Buyer in this Country ought, as nearly as possible, to be put on an equal footing with a Buyer of similar goods at a Foreign Port, otherwise that Buyer must be able to

to underfell him; and while the present charges continue, it is impossible for the Home Buyer to meet the Foreign one on equal terms.

To remedy this, it is proposed that all Goods from India and China, except Tea, shall be allowed to be imported and warehoused without being subject to any Duty until sold, and then to be subject only to a positive Duty of Two per-cent. on the sale value, which Duty shall be paid by the Company out of the sale price, within one month from the prompt day, that is, the day fixed for the Buyer to pay for his purchase; and which, whether the Goods were to be exported or not, should remain with the Crown; the amount of this will exceed £.60,000. per annum, and perhaps, by the increased sales, may be equal to the whole Duty now retained on the Goods exported, being, as before stated, only £.86,000. per annum; those Goods which shall be taken out of the warehouse for Home Consumption, to be subject to the amount at present payable, as also to the above Two per-cent. additional Duty, or according to the Schedule contained in Appendix, No. 4.

By these Regulations Your Memorialists conceive the Revenue arising upon the produce of India would not be lessened, and a great accommodation would be afforded to the Traders of this Country.

They would then be able to carry on Export concerns to an extent far beyond what they now do, and with the same Capital.

From this it is natural to infer, that a stronger competition would arise among the Buyers, to the great advantage of the Importers, as also to the Revenue.

Another desirable object will be attained by Great Britain becoming so great a Mart for Indian articles, the exchange will be in her favour from almost all quarters of the Globe; an advantage not within the possibility of Estimate.

A further great National benefit would arise from the abolishing of Drawbacks, viz. that very considerable frauds on the Revenue, which now subsist, by the dealers substituting one article for another, and receiving high drawbacks instead of small ones, would be completely prevented; the saving on this head, it is imagined, would exceed the amount now retained from all the Indian Goods exported.

Your Memorialists, in troubling your Lordships with this Address, are only actuated by the public benefit: as Lords of the soil in India, advantages will certainly result to them, which will give more perfect security to their property embarked in the Trade; but every other advantage will continue to pass through the hands of the Company merely as engines in the service of the State: further than this your Memorialists are not interested, except as to the moral conduct of their Servants, and others living under their protection; who, by such reform, will not have a temptation to commit acts in their commercial transactions repugnant to the laws of their Country.

And your Memorialists will ever pray.

Signed by ORDER of the said COURT,

East India House,
3d May 1797.

W^m RAMSAY,
Secr.

APPENDIX, No. 1.

AMOUNT of Goods sold by the EAST INDIA COMPANY in each Year, from 1790 to 1796 inclusive.

		Company's Goods.	Private Trade and Privilege Goods	TOTAL	
		£.	£.	£.	
March and September Sales.	1790 - -	5,104,508	936,930	6,035,438	
	1791 - -	5,141,532	709,455	5,850,987	
	1792 - -	5,050,819	703,578	5,754,397	
	1793 - -	4,886,927	882,620	5,769,547	Dutch Property.
Since the Renewal of the Company's Charter.	1794 - -	5,521,858	1,053,462	6,575,320	£.
	1795 - -	6,528,969	1,189,296	7,718,265	380,230
	1796 - -	6,153,310	1,174,155	7,327,465	924,844

APPENDIX, No. 2.

GENERAL OBSERVATIONS, &c.

IT is to be expected almost the whole of the articles produced in India, several of which were new in the Europe Trade until within these few years; such as Sugar, Cotton, Indigo, &c. will find their way here if proper encouragement shall be given by the removal of the clogs, and extra expenses which attach upon Importation here, and which are a great check upon the exportation of those articles for Foreign use; for it should be remembered, that it is impossible for Great Britain to tax Foreign Countries by levying any considerable Duty upon articles for Foreign use, while those countries have it in their power to procure the articles themselves without coming to this Country for them, either by trading directly to the Places of Produce, or by giving encouragement to the Shippers there to send the articles to them, which the Merchants of India have it in their power to do beyond any other persons concerned in commerce in any part of the world, from the variety of articles, and the extent of the produce of them; the necessity of remittance to Europe, and from the Ports in India, being free to the Ships of any Nation.

The Free Ports on the Continent, previous to the War, were, and at present are, Ostend, Lisbon, Hamburgh and Leghorn; more may be expected upon a Peace, particularly Flushing; and, it is to be feared, the French and Dutch will establish Free Ports in India.

The Free Ports on the Continent are favourable to the receiving of Goods, as the Ships resorting to them are not questioned as to their build, &c. their Cargoes are landed at pleasure, and Return-cargoes, collected from various countries, re-shipped with little expense.

Large sums in charges, viz. Commission, Warehouse Rent, Brokerage, Cartage, Portage, Hoyage, Wharfage, and Repairs and Outfit of Ships, Expenses of the Crews, &c. rest always in these ports; and at the Port of London, these charges, with the custom remaining, are estimated to amount to from 25 to 30 per cent.

The situation of Foreign Countries at this time, and the insecurity of Neutral Flags, are particularly favourable for the transfer of this great and growing India Commerce to its legal and natural channel, from which it has been forced by the high Duties, and the mode by which levied.

A low Duty collected on the sale prices of goods sold for exportation, would, it is expected, make London the great Emporium of the India Commerce, at present carried on almost entirely by English Capitals, although under Foreign Flags, even a considerable part of the Danish Company's cargoes are purchased with English funds.

It is also a matter of great regret, that most of the Private Ships trading to and from India under Foreign Flags, are navigated by English Seamen, who are thus alienated from their Country.

All the advantages stated to result from this trade to Foreign Countries, when transferred to this Country, would center here; and from the whole of the Private importations being joined to those of the Company, the sale prices would thereby be supported from the concurrence of Foreign purchasers, who would also export many articles of British Manufacture; whereas, at present, the Sales here are frequently counteracted by the Sales at Hamburgh, &c. anticipating those of the Company, in order to fill the market previous thereto.

Another strong circumstance is, the India Trade does not drain this Country of its capital, or divert it from other channels, as is the case with the West India Trade, where immense sums are advanced upon mortgage of Plantations; and in the American Trade, where the goods are sent upon long credit, to the detriment of commerce.

From a well-regulated intercourse with our Fellow Subjects in India, it is presumed many articles, the manufacture and produce of this Country, would be sent there in preference to those of the Countries they now resort to, to the great advantage of the community. Upon the return of Peace, the French, Flemings, and the Dutch, will, no doubt, vie with each other in establishing Free Ports to attract this Commerce, which their want of capitals will probably for a time incapacitate them from carrying on upon their own account. The Charter of the Dutch Company is about expiring; by adopting the proposed plan, before Peace takes place, Great Britain will have anticipated and counteracted the views of other Powers, and, from the present state of the Continent, give umbrage to none.

The recent experiment as to the effect of a Free Trade, which the late Act of Parliament, called the Dutch Property Act, has, in some degree established, shews, by the large Importations in consequence of it, what might be expected by a more general and more liberal extension of the same principle.

The high rate of Interest for Money in India, required every assistance from the Agents of the Manufacturer, by advances, &c.; and it is well known that all Consignments will be made on account of the Manufacturers. The Agent will, of course, prefer the London market, where he will have a greater security for his property.

The Third Report of the Committee of the House of Commons, appointed in 1783 to enquire into the illicit practices used in defrauding the Revenue, page 15 to 17, shew clearly that great benefits would arise to this Kingdom, if what is now proposed should be adopted, being almost the same as recommended by the said Committee, of which the Right Hon. Wm. Eden, now Lord Auckland, was Chairman.

APPENDIX, No. 3.

CALCULATE, shewing the Amount the Export Buyer is obliged to advance beyond the remaining Duty, to secure that Duty to the Crown upon Goods Exported, and the Extent that Duty operates against the British Merchant, compared with a Buyer at a Foreign Free Port.

Instance the First:		£.	s.	d.
100 Pieces Gurrah, 19 yards by 4 yard $\frac{1}{2}$, at 30, fell for -	-	150	0	0
Duty on 190 Calicoes, at 5s. 3d. the Calico, is -	£. 49 17 6			
Besides which a further Duty of £. 16. 10s. per cent. is collected, or -	24 15 0			
Total Duty paid by the Company out of Sale Price -	-	74	12	6
Nett sale value of the Gurrachs, excluding the Duties -	-	75	7	6
Total Duties as above, brought down -	74 12 6			
Deduct therefrom the Drawback allowed the Buyer as under:				
190 Calicoes, at 5s. -	is £. 47 10 0			
£. 14. 10s. per cent. on £. 150. -	is £. 21 15 0			
	<u>69 5 0</u>			
Total Drawback, which the Export Buyer is obliged to advance before he can export his Gurrachs, and which is of no use but to secure the Duty of £. 5. 7s. 6d. -	-	5	7	6
Total Cost -	-	£. 80	15	0
<p>The Duty remaining with the Crown upon the Gurrachs exported, being upon the £. 75. 7s. 6d. the Cost, upwards of 7 per cent. and besides the Interest upon the £. 69. 5s. which the Buyer is obliged to advance, making, including the charges in this Country upon the export, upwards of £. 1. per cent. more against the Merchant buying here, and in favour of a Merchant buying at a Free Port abroad.</p>				
Instance the Second:				
100 pieces of Coffaes, fell for 27s. per piece -	-	135	0	0
The Duty 18 per cent. on £. 135. paid by the Company out of the sale price, is -	-	24	6	-
Nett sale value of the Coffaes, excluding the Duties -	-	110	14	-
Total Duty as above, brought down -	£. 24 6 -			
Deduct therefrom the Drawback allowed the Buyer, being 10 per cent. which he is obliged to advance before he can export his Coffaes, and which is of no use but to secure the Duty of £. 10. 16s. -	13 10 -			
Duty remaining with the Crown upon the Coffaes exported, being upon the nett cost £. 110. 14s. upwards of 9 $\frac{1}{2}$ per cent. making against the Merchant buying here, and in favour of a Merchant buying at a Free Port abroad -	-	10	16	-
Total Cost -	-	121	10	-
Instance the Third:				
100 pieces Bandannoes, fell for 20s. per piece -	-	100	-	-
The Duty which is included on the sale price, and paid by the Company, is -	-	6	15	-
Nett sale value is -	-	93	5	-
<p>Bandannoes being a prohibited article, no Drawback is allowed. so that the whole Duty, amounting to £. 7. 4s. per cent. on the nett sett value, remains with the Crown, and is to that amount against the British Merchant exporting them to any place, where a Merchant buying at a Free Port can meet him.</p>				

Instance the Fourth :		£. s. d.
Goods which pay Duty under the head of Goods manufactured, pay for each £. 100. worth sold at the sale	- - - - -	37 16 3
So that the sale value	- - - - -	100 — —
Pays Duty	- - - - -	37 16 3
Nett sale value is	- - - - -	62 3 9
Duty as above, brought down	- - - - - £. 37 16 3	
Deduct therefrom the Drawback which the Export Buyer is obliged to advance, and which is of no use but to secure the Duty of £. 1. 15s. ; this remaining Duty is moderate, but the Sum of 60 per cent. being advanced to secure it, is unquestionably impolitic	- - - - - 36 1 3	1 15 —
		63 18 9

The circumstance of high Drawback, as well as operating against the Buyers in England, as above stated, operates also against the Importer of the goods into England from India, as the whole of the charges in England, Agents, Commission, Brokerage, &c. &c. are calculated upon the Drawback, which, added to the Sum retained by the Crown, which will probably fall upon the Importer in some degree, if not totally, tend strongly to prevent Importations in this Country. Another unfortunate circumstance has recently occurred to lessen, if not totally prohibit, the Exportation of articles from this Country. By an Act passed in the present Session of Parliament, an additional Duty of £. 5. per cent. on all Customs Duties then payable is levied, which Duty is not allowed to be drawn back upon the Export of India articles; this probably was not intended by the framer of the bill, but the effect of it on those articles will be fatal to the Export Trade, for the new Duty arising on the goods mentioned in the first instance, stated in this Appendix, will be an additional Tax on the Foreign Consumer of near 5 per cent. on the Prime Cost of the article shipped for him, but which he certainly will not pay when he can obtain the goods by other channels.

APPENDIX, No. 4.

AN ESTIMATE, Shewing the Amount of Goods sold by the EAST INDIA COMPANY, exclusive of Tea, on a Medium of Three Years; distinguishing the Part exported, with the Cost of the same, excluding the Duty, and the Amount of Duty retained thereon, and the Part for Home Consumption in like manner; with proposed new Duties on Articles for Exportation and Home Consumption.

FOR EXPORTATION.

	Sale Amount, exclusive of Duty.	DUTY Retained.
Drugs, including Mother of Pearl Shells, Canes, and Couries	£. 33,375	£. 1,300 or £. 4 0s. per cent.
China Ware	4,462	300 — 6 10
Indigo	213,675	
Coffee	10,967	
Pepper	197,014	4,700 — 2 8
Sugar	326,252	
Salt-petre	2,064	20 — 1 0
Raw Silk	45,566	1,200 — 2 13
Cotton Wool	4,816	
Manufactured Articles	5,110	100 — 2 0
Unmanufactured ditto	5,754	140 — 2 8
Calicoes	475,419	27,100 — 5 14
Muslins and Nankeens	329,106	28,600 — 8 14
Prohibited Articles	312,894	22,600 — 7 4
Miscellanies	18,000	300 — 1 13
Total	£. 1,781,474	
Total Duty on Goods exported		£. 86,360

On Articles Exported, the proposed Duty to be 2 per cent. on Sale Value, to be paid by the Company or Importers, out of the Sale Price, and not to be drawn back upon Exportation.

(continued)

FOR HOME CONSUMPTION.

	Sale Amount, exclusive of Duty.	DUTY Retained.
Drugs, including Mother of Pearl Shells, Canes, and Couries	£. 20,378	£. 8,500 or £. 41 14 s. per cent.
China Ware - - - -	9,791	8,800 — 90 0
Indigo - - - - -	247,567	
Coffee - - - - -	19,562	1,300 — 6 13
Pepper - - - - -	55,050	26,500 — 48 3
Sugar - - - - -	126,310	48,000 — 38 1
Salt-petre - - - -	123,511	400 — 0 7
Raw Silk - - - - -	333,917	51,000 — 15 6
Cotton Wool - - - -	16,760	
Manufactured Articles	3,777	2,300 — 60 18
Unmanufactured ditto -	6,113	2,400 — 39 5
Calicoes - - - - -	36,158	31,500 — 87 2
Mudlins and Nankeens	355,035	77,900 — 21 19
Total -	£. 1,353,929	
Total Duty on Goods for Home Consumption - - - - -		£. 258,600

On Articles for Home Consumption, the proposed Duty to be 2 per cent. on Sale Value, to be paid by the Company or Importers, and the Buyers to pay in addition the Rates per cent. stated against each Article, being the Average Amount of Duty now collected, as near as can be estimated: It may be proper to leave out the Fractions.

(1.)

MEMORIAL of Merchants, Agents for Persons residing in the East Indies, to the Right Honourable the Commissioners for the Affairs of India; dated the 8th of June 1801.

Humbly Sheweth,

THAT your Memorialists deem it incumbent on them, not only by reason of the heavy loss the interests of their Constituents must sustain by some late proceedings of the East India Company, but also from the future consequences to be apprehended, unless some relief be afforded by your Honourable Board, to call your attention to the general state of the Trade carried on between India and Europe, and respectfully to submit to your consideration the following facts and observations.

That from the increased and increasing demand in Europe and America for Indian commodities, the produce and manufactures of British India have increased far beyond what the Capital of the East India Company, applicable to its investment, is capable of exporting. From the period of the first establishment of the Company's Power in India, till the year 1793, the whole, or a very large proportion of the surplus Trade of British India, was, by a variety of impolitic restrictions, forced into the hands of Foreign nations, so that those nations carried on an extensive and flourishing commerce on British capital, partly drawn from India, and partly from Great Britain, remitting to England, by means of that commerce, the fortunes acquired by British subjects in India, to the great emolument of the Foreigner, and the incalculable loss of this Nation.

In the year 1793, when the Company's Charter was renewed, His Majesty's Ministers, and the Legislature, had become fully sensible of the Value of this branch of Trade, and convinced that, in true policy, the largest attainable share of it should be secured to British subjects: pursuant to this conviction, and with a view to encourage and promote the Manufactures of this Country, as well by furnishing Raw Materials from the East, as by increasing the Exports of Great Britain, it was enacted by stat. 33 Geo. 3. ch. 52. § 81. "That during the continuance of the said exclusive Trade in the said Company, subject as aforesaid, it shall and may be lawful for any of His Majesty's subjects resident in Great Britain, or in any other part of His Majesty's European dominions, to export on their own proper risk and account, in the Ships of the said Company, or in Ships freighted by them from the Port of London, to any of the ports or places usually visited by the Ships of the said Company, on the several Coasts of Malabar and Coromandel, or in the Bay of Bengal, in the East Indies, or in the Island of Sumatra, any goods, wares, or merchandizes, of the growth, produce, or manufacture of the said dominions, save and except as is hereinafter otherwise specially provided; and that in like manner it shall and may be lawful to and for any of His Majesty's subjects in the civil service of the said Company in India, or being by leave or licence of the said Company, or under their protection, as Merchants resident in India, respectively, to consign and put on board the Ships of the said Company, or in Ships freighted by them, bound to Great Britain, any goods, wares, or merchandize, save and except also as is by this Act otherwise specially provided, in order to the same being imported, on the risk and account of the owners thereof, at the Port of London, under the Regulations hereinafter specified and contained." And by § 87. "And inas-
151 & 182. " much

“ much as the insuring to Private Merchants and Manufacturers the certain and ample
 “ means of exporting their merchandize to the East Indies, and importing the returns for
 “ the same, and other goods, wares, and merchandizes allowed by this Act, at reasonable
 “ rates of freight, may essentially conduce to the advancement of the Trade and Navigation
 “ of these Kingdoms, Be it further Enacted, That the said Company shall, in the proper
 “ season of every year, provide and appropriate Three Thousand Tons of Shipping at the
 “ least, for the specific purposes of carrying to the East Indies such goods, wares, and mer-
 “ chandize, as may be lawfully exported thither by individuals, and for bringing back from
 “ thence, as well the returns of the same, as likewise the goods of other persons entitled to
 “ import the same into this kingdom by virtue of this Act; and if the said quantity of
 “ Tonnage shall be found insufficient, or shall be found to be more than shall be sufficient for
 “ the carriage of the said Private Trade, export or import, the said Company shall from time
 “ to time find and provide such an additional quantity of Tonnage, or lessen the quantity of
 “ Tonnage, to be provided for the carriage of the said Private Trade, as the Board of Com-
 “ missioners for the Affairs of India shall, upon any representation made to them from time
 “ to time, order and direct.”

§ 101. “ And whereas for encouraging Individuals to engage in the import Trade of the
 “ several sorts of raw materials hereinafter specified, and also for securing to Manufacturers
 “ the means of furnishing themselves therewith at the said sales, it is expedient that proper
 “ Rules and Regulations should be made for providing for speedy and frequent sales of such
 “ materials, and in moderate lots; and for preventing, as far as may be, any undue pre-
 “ ference being given in respect of either the mode or times of the making the sale of
 “ any of the said commodities, as between the Company and Individuals, or as between one
 “ individual and another, Be it enacted, That it shall and may be lawful for the Court of
 “ Directors of the said Company, and they are hereby required forthwith, after the passing
 “ of this Act, to frame such Rules and Regulations for the future sales of all Raw Silk, Sugar,
 “ Cotton Yarn, Cotton Wool, and other Wool, Skins, Dying Woods, and Drugs, and
 “ other articles of raw material, imported either in Private Trade or on the said Company’s
 “ own account, as in their judgment shall appear best adapted for the several purposes afore-
 “ said, and to lay the same before the Board of Commissioners for the Affairs of India, for
 “ their revival and approbation; and that the Rules and Regulations which shall be so
 “ framed and approved, shall be deemed and considered of the same force as a Bye Law of
 “ the said Company, subject nevertheless to such future revision and alteration by the said
 “ Court of Directors, with the approbation of the said Board, as circumstances may from
 “ time to time be found to require in that behalf.”

Your Memorialists apprehend it was the intention of the Legislature, by the aforesaid
 statute, to provide, that the East India Company should grant the utmost practicable facility
 to British Merchants in India, for exporting, to the Port of London, the largest possible
 proportion of the manufactures and produce of India, not required for their own Investment;
 —that such terms of freight, and other advantages, should be open to those Merchants as
 would prevent this Trade from continuing in the hands of Foreign nations, would do away
 the necessity the British residents in India were under of lending their capital to Foreigners,
 and would enable them to enter into competition with Foreigners in the markets of Foreign
 Europe.—In full confidence, as your Memorialists apprehend, that such would be the effect
 of the due execution of this Act, the Legislature, by the § 146. of the same statute, repealed
 all the prohibitions and penalties whereby British subjects in India were *previously* restricted
 from acting as agents, or lending money to Foreign Merchants, giving thereby to Foreigners
 the full and unrestrained advantage of English Agency, Capital, and Credit.

And in further confidence that, with the above-mentioned advantages, the British
 Merchant would no longer have any thing to fear from a competition with Foreigners, by
 stat. 37 Geo. III. ch. 97. intituled, “ An Act for carrying into execution the Treaty of
 “ Amity, Commerce, and Navigation, concluded between His Majesty and the United
 “ States of America;” and by the 37 Geo. III. ch. 117. intituled, “ An Act for regulating
 “ the Trade to be carried on with the British Possessions in India, by the Ships of Nations
 “ in Amity with His Majesty,” the Trade to British India was completely laid open to the
 Subjects of the United States of America, and all other Nations in amity with His Majesty.
 That the Directors of the East India Company themselves, viewed the policy and provisions
 of the statute 33 Geo. III. ch. 52. in the same light, cannot be doubted; for, in a Memorial
 presented by them to the Lords of His Majesty’s Treasury, for altering the Duties on East
 India goods, dated the 3d May, 1797*, they say, “ It may be material to impress upon the
 “ attention of your Lordships, that individuals residing in India cannot be restricted to par-
 “ ticular Ships, but that they have it in their power to select the Ships of any Nation, which
 “ will take Goods on the lowest Freight, or that will best suit the purposes of conveying their
 “ Commerce to Europe; and the policy of all the other Commercial Powers of Europe
 “ will give every facility to their Trade, for the purpose of drawing it to their own Country.
 “ The policy of Great Britain certainly should be, to remove every Obstacle that will
 “ prevent our carrying on this Trade upon as low terms as any other Country. If this was
 “ done, there is every reason to hope that almost the whole Trade from the East would pass
 “ through London.” Your Memorialists apprehend, that the reasoning of the Court of
 Directors, on that occasion, is as applicable to the point now submitted to your consideration,
 as that to which they have applied it; since low rates of Freight and other facilities, whereby
 expense and loss are to be avoided, contribute equally with low Duties to the successful
 prosecution

prosecution of any branch of Commerce. In addition to which, your Memorialists more particularly beg leave to attract your attention to the general observations of the Court of Directors, contained in a Paper, No. 2^d, serving as part of an Appendix to the Memorial aforesaid; and in which, if your Memorialists do not very much misapprehend the Court of Directors, they advance and substantiate many opinions and principles greatly at variance with the sentiments expressed in their Report on the Private Trade, on which is founded their Resolution of the 4th of February last; your Memorialists humbly submit to your Honourable Board, that the Directors of the East India Company have never given fair and efficient effect to the Provisions of the Act 33 Geo. III. ch. 52. in favour of the British Merchants in India, or granted Indulgences, which were necessary and practicable, pursuant to the intentions of the Legislature; that they have never provided for the aforesaid Merchants, as your Memorialists apprehend was intended by the said Act, tonnage in their regular Shipping, but in dismantled and extra Ships, badly equipped, and subject to higher insurances; that the amount of the tonnage provided by them, has frequently been inadequate to the demand; and that the tonnage which has been provided by them, has been attended with so much expence, inconvenience, and vexation, in consequence of the Orders and Regulations of the Court of Directors, that the wise policy of the abovenamed Statute has been, in a great degree, frustrated, as will more fully appear by the representations of the Merchants themselves to the Governors General of India.

The unvarying Opinion of all the ablest Servants of the Company in India has, from time to time, and in a most explicit manner, pointed out to them the expedience of employing the India-built Shipping in the Private Export Trade to Great Britain;—these Servants have repeatedly represented, that a much larger quantity of Private Goods would have been shipped for England every season since 1793, if adequate encouragement had been extended to the navigation and commerce of India in India-built Ships, and if the British Residents in India had been assured of permanent indulgence to their Trade with London;—that the Port of Calcutta will, at all times, supply tonnage to any extent;—and that it is evident, from the experience of the last seven years, that the tonnage engaged in England by the Company, for the service of India, can never be rendered a practicable channel by which the Private British Trader can rival the Foreigner.

In pursuance of these principles, the present Governor General formed a Plan for the encouragement and regulation of the Private Trade in the season of 1798-9, by which the Merchants were enabled to avail themselves of the advantages to be derived from India-built Shipping, and the charges, inconveniences and vexations of which they had long complained were removed: this salutary Plan was in the next season superseded by the Court of Directors, and one substituted in lieu of it, which they stated to be calculated for the benefit of the Merchant as against the Ship Owner, but of which the Merchant and the Ship Owner equally complained: by this measure the Merchant was again deprived of the advantage derived from India Shipping, burthensd with unnecessary charges and restrictions, and his trade and profits were again rendered precarious.

From the operation of this new Plan of the Court of Directors, the British Merchants, who had made a large provision of goods under an expectation of enjoying the same advantages as in the preceding season, not having the expected permission to freight them to the Port of London in India-built Ships laden under their own inspection, were compelled to sell a large quantity of what they had originally destined for that Port, to Foreign Agents. The Commerce of Foreigners in Calcutta increased thereby to an alarming degree, as is stated by the Governor General in his Letter to the Court of Directors, dated 20th September 1800, and in that season bills to an uncommon large amount were drawn upon this Country by Foreigners in favour of British Subjects. In the season of 1800-1, the Foreign Trade seemed likely to increase even beyond the rapid progress of the last year, from which urgent considerations, and the probable impending ruin of the Private Trade, the Governor General deemed it his duty to revert to his former Plan, as a temporary arrangement for the current year, and to represent to the Directors, that it was become indispensable to the interests of the Company and the Nation, to settle a permanent System for the regulation of the Private Trade, on the basis of employing the Indian Shipping.

The Court of Directors, far from yielding to these representations, so forcibly urged by the Governor General, have lately come to a resolution of entirely superseding the use of Indian Ships in the Private Trade, of contracting for vessels in this Country, by which, at an enormous and increasing expence to the Company, they propose bringing the whole Private Export Trade of British India to the Port of London, and of again subjecting the Merchants to all the vexations and incumbrances removed by the Governor General. Your Memorialists humbly represent, That it is impossible for the British Merchants in India to rival Foreigners with tonnage sent from England, and under the high rates of Freight and other obstacles imposed by the East India Company; that as it is impossible for the Directors of the East India Company, resident in this Country, to proportion the tonnage provided here to the demands of the Indian Commerce, it must either be redundant, to the loss of the Company, or deficient, to the loss of the Merchant; that the Merchant is embarrassed if compelled under any modification to depend on the Company for tonnage, for the arrangement of the Rates of Freight, or for the distribution of his Cargoes; that he cannot be sure, under the proposed Plan of the Court of Directors, of his quantity of tonnage; of the time

when his goods will be dispatched; of the Ship on which they may laden; of the mode or the proportions in which they may be distributed in different vessels; that the Foreign Trade is carried on at a comparatively low Freight, with strict economy and extraordinary expedition: That under the existing impediments and uncertainty, it is impossible for the goods of the British Merchant to reach the markets of the continent of Europe through the channel of the Company's Sales, at so low a rate as those directly imported thither by Foreigners, and even though the voyage of the Foreign Merchant should be circuitous, he can still undersell the British Merchant in the Foreign ports of Europe.

Under the Plan of the Governor General, the Merchant obtains a considerable reduction in the rate of Freight; can settle his engagements with the Ship Owner before he buys his goods; can buy such goods as can be most advantageously invested at the stipulated rate of Freight; can make a more perfect assortment of his Cargoes; load his Ships in the most expeditious and advantageous manner; dispatch them at the most favourable periods; and regulate his consignments and drafts according to the quantity of tonnage engaged, and the period of dispatch. If these advantages were secured to him, together with those derived from his local knowledge and constant residence in India, it is probable that, notwithstanding the Duties and Charges in the Port of London, the Foreigner would be able to retain but little of the trade from India to Europe, and that London would become the universal Mart for the Produce and Manufactures of the East, as far as British capital, and British industry and experience, can avail. The Plan of the Governor General, while it affords every facility to the Merchant, provides, as your Memorialists apprehend, such precautions as are fully adequate to protect the rights and interests of the Company; the powers of the Company to prevent the resort of unlicensed persons to India are not affected by it; no goods or passengers can be received in the Private Ships, either in India or England, without their sanction; the voyage must be performed under their instructions and controul; the Ship Owners, Commanders, Officers, Seamen, and all persons concerned in the immediate conduct of the trade, are subject to their authority; and the Company can, in fact, exercise a more complete controul over Private Ships furnished from India, than over those provided by themselves in England.

Your Memorialists submit, that this Plan will not in the slightest degree diminish the Commercial Profits of the East India Company; the Funds in India, applicable to their investment, cannot be more affected by the competition of British Merchants than that of Foreigners; the Investment of the Company consists, for the most part, in articles different from those of Private Traders, so that in the staple commodities of the Company, no rivalry can take place between them. It is impracticable, and possibly the attempt would be impolitic, by restrictions on the Trade of British subjects, to prevent the increasing produce and manufactures of India from being conveyed to Europe, to meet the demand; such restrictions serve only to throw the Trade into foreign hands: If the same goods which are carried by Foreigners to the Continent, were brought by British Merchants to the Company's Sales, their effect on the price of the Company's goods would, if at all, be much less prejudicial than the present course is. The Company and the Private Merchant would both derive a profit from them, and they would become a fertile source of power and opulence to the British Empire, instead of contributing to the wealth and strength of Foreign Nations. As the British Merchant cannot possibly rival the Foreigner by tonnage sent from Europe, the exclusion of India Shipping from the Port of London will not increase the employ of British-built vessels in the Indian Trade, but it will those of Foreigners only: By admitting India-built Ships to be used, the Ship Builders, Artists, Manufacturers, and Tradesmen of England, will reap all the benefit arising from the large sums expended in the repair and victualling of the numerous Ships annually resorting to the Thames; besides the demand will be greatly increased for the articles necessary in the construction and outfit of Ships built in India, which must be furnished from England; and on their return to India, these Ships, from their moderate Freight, will afford a most advantageous conveyance for such British Manufactures as may be demanded in India, and thereby encourage the Export Trade of this Country. Between the months of June 1799 and August 1800, it appears, by documents in the possession of your Memorialists, that twenty India-built Ships returned to India from the Port of London with cargoes, of which the Invoices from hence amounted to £.613,247. 12s. 6d. and from the Island of Madeira, to £.116,505. 0s. 6d. and their Repairs, Outfit, and Supplies on England, to £.202,877. 12s. 3d. Neither your Memorialists or their Constituents wish to infringe the Political powers or legal Monopoly of the East India Company, or to engage, from views of private emolument, in any part of the Trade which the Company wish exclusively to enjoy, or that may be prejudicial to the State of which they are Subjects; they merely request permission to prosecute, in the only practicable mode, a Commerce recognized and sanctioned by the Legislature as beneficial to the Public. Whether this Commerce shall be preserved to Great Britain, or surrendered to rival Nations, is, as your Memorialists apprehend, not solely a question of private interest between the Merchants in India and the Company, but involves considerations, both commercial and political, deeply affecting the prosperity, power, and perhaps, finally, even the existence of the British Empire. That a large and undue proportion of the Indian Trade is at present in the possession of Foreigners, the Governor General distinctly asserts, and adds his deliberate opinion, that unless effectual means be instantly adopted to check them, the most serious mischiefs are to be apprehended. The people who for the present seem to have been most successful in their encroachments, are the Americans, who having but little Capital of their own, and few commodities applicable to the Indian markets, carry on this lucrative traffic for the most part on

British

14213

British Capital and Credit; and whenever the restoration of Peace shall revive the commerce of Foreign Nations in Europe, who, from their situation and interests, must ever be hostile to the prosperity of this, there can be no doubt they will strain every nerve to avail themselves of our overights, and draw the Private Indian Trade directly to their own harbours. The means within their power can scarcely fail to ensure success, unless some preventive steps be timely taken in this country to restore this valuable traffic to its natural channel. The French will prosecute the Indian Commerce with much more advantage than the Americans; it is understood to be, at this instant, in the contemplation of the Consular Government to declare Antwerp a free Port; there, of course, Indian as well as European Ships may be received without impost or restriction. It is well known, that Trade can never be regulated or directed but by the interest of those concerned in it; and if British Subjects should be induced, by commercial speculation, to fix their residence in the French Territories, there they may employ their capitals in the Indian Trade, without the possibility of controul, being, as your Memorialists are informed, completely Foreigners for all purposes of traffic, by the uniform decisions of the English Courts of Justice. Against such competition the British Merchant, under his present disadvantages, could not sustain himself; the evil would become irremediable; the Foreign Trade having once established its predominance over ours, could never be re-diverted to the channel from which it had been forced. What final effect such an event might produce on the Commerce and Revenues of Great Britain, it is not for your Memorialists to calculate.

The necessary result of such a transfer of the India Commerce to Foreign Ports, must be a similar transfer, or the annihilation of the India-built Shipping: The Fleet newly created in the East, which, as your Memorialists humbly submit, under the existing scarcity of Ship Timber, and the immoderate prices of all the articles of Ship-building, must be considered even in a commercial view as a most valuable addition to the maritime stock of this country, would be purchased by the Foreign Merchants at their own prices. But as an accession to the Political and Military strength and security of the Empire, your Honourable Board must be most competent to estimate the value of the Indian Fleet, and decide on the policy of its further encouragement. How much the want of Shipping for military purposes has been felt in former Wars with the Powers of India; how far the Ships in question conduced to the brilliant and complete success of that in which your Indian Governments were lately engaged; how far the operations at this instant carrying on against the enemy are promoted by the use, or have been retarded by the want of an additional supply of Indian Shipping; in what degree those Ships are contributing, or have contributed in this and former years of scarcity, even to the sustenance of the Mother Country, they who have the principal direction of the affairs of His Majesty's Government, can alone be adequate judges.

There are many other important considerations, both commercial and political, that might be suggested in further support of what your Memorialists have urged; as, the necessity of endeavouring to render by every possible accumulation of commodities, the rate of Exchange between this Country and the other parts of Europe, in favour of Great Britain; of sparing the consumption of such Ship Timber as is applicable to His Majesty's Navy, of which, by Persons most intelligent on that subject, a deficiency is apprehended; of fostering and encouraging a race of Seamen, great numbers of whom are now actually employed in the Company's regular Ships, as well as in strengthening the force of His Majesty's Ships serving in the East Indies; and who, during periods of War, when a large proportion of the British Sailors are and must be employed in naval armaments, do, and may hereafter continue to carry on our Indian commerce with undiminished prosperity; but who must always give way again to British Seamen in time of Peace, because it is not alone the interest of the Merchant to employ the British Sailor in preference to the Lascar, the former being the cheapest, as your Memorialists can prove to the satisfaction of your Honourable Board; but exclusive of this, your Memorialists are justified in answering, on the part of their Constituents, that they will be happy and ready at all times to give that preference to British Seamen, which a grateful attention to their services and merits will ever dictate. These topics your Memorialists merely touch upon, leaving their more ample consideration to your superior wisdom and experience.

Finally, your Memorialists beg leave to submit to your Honourable Board, that the Commerce in which their Constituents are engaged, and which, as they apprehend, is inseparably connected with the increase or final destruction of the India-built Shipping, is an object of the deepest concern, in every point of view, to the dearest interests of this Country: That the East India Company have not, as is asserted in the Fifth Resolution of their Court of Directors, "given effect to the Regulations established by the Legislature in 1703, as far as consisted with the necessary course of their own affairs:" That in the present disposition, and under the late Resolutions of the Company, passed on the 4th February last, it cannot possibly be long carried on by subjects of this Country in competition with Foreigners, who enjoy such decisive advantages over them: And your Memorialists humbly pray, that your Honourable Board will grant such relief to the British Subjects resident in India, as in your wisdom may appear necessary to secure this valuable branch of commerce to these kingdoms, and thereby promote the industry, wealth, and Revenue of the British Empire in Asia as well as in Europe.

(Signed) Edmund Boehm and Co.; Law, Bruce, and Co.; W. and H. Palmer; Paxton, Cockerell, and Co.; Prinsep and Saunders; R. W. and E. Lee; D. Scott junior, and Co.; R. Anderson; Gillett and Edwards; Lubbock, Colt, and Co.; J. Forbes; J. Amos and Co.

London, 8th June 1801.

ACCOUNT

(2.)—AN ACCOUNT, shewing the Number of INDIA-BUILT SHIPS that failed from the Port with an Account of their Cargoes shipped

SHIPS NAMES.	Ton- nage.	Time of sailing from England.	Defination.		Amount of Invoice from London.	Amou Invoice Mad
Eliza Ann - -	460	1799. June 18.	Bengal.	- - - -	£. s. d. 53,891 13 3	£. - -
Anna of Bengal	684	1799. Nov. 20.	Madeira, Madras, and Bengal.	- - - -	52,161 5 3	7,550
Highland Chief	493	1799. Nov. 20.	Bengal.	- - - -	50,001 17 4	- -
Armenia - -	500	1800. Feb. 13.	Madras and Bengal.	- - - -	35,174 11 2	- -
Triton - - -	800	1800. March 17.	Cape and Madras.	- - - -	Troops and Government!	- -
Surat Castle -	1,139	1800. Feb. 13.	Cape and Bombay.	Troops and Stores.	4,750 11 10	- -
Calcutta - -	716	20 Nov. 1799. 19 Mar. 1800.	Madeira, Madras, and Bengal.	- - - -	44,788 1 11	21,175 11
Ardasher - -	868	1800. Feb. 13.	Madeira and Bombay.	- - - -	34,849 11 4	11,100 -
Britannia - -	500	- - -	Madras.	- - - -	38,564 3 2	- -
Cuvera - - -	800	1800. Feb. 13.	Cape and Bengal.	- - - -	Laden by Government.	- -
Cecilia - - -	500	Torbay, 1800. May 27.	Madeira and Bengal.	- - - -	23,492 7 4	17,030 -
Sarah - - -	935	Torbay, 1800. May 27.	Bombay.	- - - -	55,090 8 1	- -
Afia - - -	636	1800. Aug. 30.	Madeira and Bombay.	- - - -	37,152 1 1	11,400 -
Anna of Bombay	899	1799. Nov. 20.	E°	- - - -	22,318 10 6	- -
Carron - - -	1,072	1800. Feb. 13.	Bombay.	- - - -	18,774 7 11	- -
Scaehy Castle -	1,237	1800. 13 Feb. & 13 March.	Cape and Bombay	Troops and Stores.	19,853 12 8	- -
Upton Castle -	660	1800. April 27.	Madeira and Bombay.	- - - -	19,360 - 9	16,249 10
Gabriel - - -	800	1800. Feb. 14.	Madeira, Madras, and Bengal.	Cargo estimated at	20,000 - -	15,000 - -
Varuna - - -	540	1799. Nov. 20.	Madras and Bengal.	D° E°	45,000 - -	- -
Cornwallis - -	716	1800. June 28.	Madeira, Madras, and Bengal.	- - - -	38,034 8 11	17,000 - -
Total 20 Ships, 14,955 Tons.					£ 613,247 12 6	116,505 - 6

on their Returning Voyage to Bengal, and the other British Settlements in the East Indies, from June 1799 to August 1800; and of their Disbursements during their Stay in England.

Total of Disbursements.	Copper.	Butcher, Brewer, Cooper, Baker, Provisions.	Brazier, Ironmonger, and Ship Chandler.	Rope Maker and Sail Maker.	Carpenter, Mast and Block Maker.	Advances to Seamen, and Contingencies.	Premiums of Insurance on Ships out.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
7,129 5 4	680 15 6	1,653 16 3	253 11 3	1,642 18 8	720 16 4	1,221 2 4	956 5 —
7,521 — 2	1,009 — 5	786 13 3	334 1 1	1,872 1 5	1,283 9 7	972 4 5	1,263 10 —
5,405 2 7	- - -	971 19 3	80 2 2	774 12 8	223 17 8	2,079 10 10	1,275 — —
6,138 2 10	- - -	408 17 11	426 19 1	1,108 15 7	930 15 4	2,146 6 5	1,116 8 6
12,266 6 8	684 17 2	3,770 17 9	694 18 1	1,704 8 2	2,766 9 11	2,644 15 7	—
21,829 11 3	1,600 12 2	6,247 15 10	1,490 2 10	4,921 5 9	3,236 6 11	2,077 2 9	2,256 5 —
7,455 7 6	910 9 1	645 19 7	349 13 7	1,088 9 4	892 8 6	2,080 17 5	1,487 10 —
8,427 13 4	- - -	1,410 — 10	129 9 5	994 13 3	459 3 8	3,178 1 2	2,256 5 —
4,948 — 6	535 14 5	616 13 6	332 17 4	586 19 5	479 3 1	1,447 — 9	949 12 —
8,626 15 10	- - -	873 4 1	412 15 —	1,494 2 11	1,356 2 8	1,889 16 2	2,600 15 —
8,290 18 5	441 4 4	961 18 6	568 5 2	2,171 3 4	1,098 — 6	1,895 3 7	1,155 3 —
11,509 14 11	- - -	1,459 5 6	1,379 4 6	1,340 7 6	1,495 10 —	3,644 7 3	2,200 — —
9,186 2 1	- - -	850 5 1	160 3 4	530 3 4	846 3 4	1,599 7 —	5,200 — —
8,958 7 2	37 18 8	1,245 3 8	279 3 2	1,829 6 10	270 17 1	3,249 17 9	2,046 — —
14,233 2 6	- - -	2,944 2 7	473 18 2	1,797 15 2	292 1 —	4,398 15 7	4,326 10 —
28,003 4 3	47 7 3	9,549 17 —	2,062 — 6	3,683 11 7	1,992 14 6	5,577 13 5	5,090 — —
5,943 11 9	- - -	422 19 1	177 11 —	1,571 12 2	113 13 11	2,167 18 7	1,489 17 —
9,635 — —	330 8 8	1,904 6 4	493 6 6	2,062 14 5	603 13 8	2,640 10 5	1,600 — —
9,242 5 2	321 5 —	923 — 6	522 7 4	1,618 — —	1,136 14 6	1,989 12 10	2,231 5 —
8,128 — —	172 — —	1,140 — —	617 — —	1,212 — —	1,887 — —	1,770 — —	1,330 — —
202,877 12 3	7,271 12 8	38,777 16 6	11,237 9 6	34,005 1 6	22,085 2 2	48,670 4 5	40,830 5 6

(3.)

MEMORIAL

OF

The Merchants and principal Agents in England, for Persons residing in the East Indies, to the Right Honourable the Lords Commissioners of His Majesty's Treasury, dated May 1797; setting forth the Advantages that would arise from lowering the Duties on East India Goods.

Humbly sheweth,

THAT your Memorialists have been favoured with Copy of a Memorial from the Honourable Court of Directors of the East India Company, presented to your Lordships Honourable Board, upon the subject of the Trade from India, particularly as to the effect of the present Duties collected in London, upon the articles the produce of that Country, as compared with the Duties collected in other Ports in Europe, so far as regards the Shippers of Goods in India, preferring (in consequence of the difference between those Duties) this or other European Countries, as the most advantageous for their commercial adventures.

Your Memorialists perfectly agree with the Court of Directors in all their arguments upon this subject, and in the cases exhibited as illustrative of them: They are satisfied, unless some alteration shall be made in the Duties upon many articles imported from India, it will be impossible for the Traders of India to make Consignments to Great Britain, when Peace is restored in Europe, upon terms equally favourable with Consignments to other places: The able reasons upon this point, communicated to your Lordships by the Court of Directors, it is unnecessary to enforce by any observations of your Memorialists.

That your Memorialists have also attentively considered the alteration proposed of the Rates of Duty. They humbly conceive the rate of Two per-cent. being to apply generally upon all Goods, as well those which do not now pay Duty as upon those which pay very high Duties, is in some measure objectionable.—The articles now allowed to be imported duty free, were so allowed in consequence of their being used by the Manufacturers of Great Britain, and some of them being of infant produce in India, require every encouragement to be given to the Planters to assist them in the cultivation and further increase of such desirable articles: Besides, any Tax upon them in this Country, your Memorialists conceive might divert them from this Country, to the great injury of the Manufacturers as well as to the Nation, which so materially benefits by the increased value Raw Materials acquire in consequence of manufacture.

Your Memorialists humbly conceive, that the uniform rate of Two per-cent. being proposed to attach upon all articles, arose from that Rate being thought likely to produce a sum to the Revenue, at least equal to that it now receives: But if the Raw Materials should be exempt from Duty as heretofore, and no other alteration in the proposed Rates should be made, your Memorialists are fully persuaded the Revenue will receive no loss; and this idea is grounded on a strong well-founded presumption, of the great increase that would, under the change proposed, take place in the Trade from India.

As a proof that your Memorialists are convinced the Trade from India will be increased by the proposed Regulations, they are willing to risk the loss they shall sustain in consequence of it, by the reduction in the amount of their Commission, which at present is calculated upon the amount of all the high charges upon the Imports; consequently, any reduction in those charges operates against their personal interests; but so satisfied are they of the great advantage the proposed measure will be of to the Nation, and the great increase of Trade that will take place from it, they confidently assume that the reduction of their Commission on one account, will be more than overbalanced by the other.

It is necessary, for the information of your Lordships, to state, that the cost of goods exported from Bengal to Foreign Ports of Europe, in the year ending 30 April 1796, amounted to Sicca Rupees 47,32,545; and the Exports to America in the same period amounted to Sicca Rupees 19,49,319; making together a $2\frac{1}{4}$ per Sicca Rupee, the sum of £. 779,550, and this in a period when the Sales of the Company in England, in consequence of the Foreign Trade being much checked by the War on the Continent of Europe, were larger than at any other period since the English East India Company was established.

It is generally understood by Commercial Men, that three-fourths of the Trade from India to the Continent of Europe and America, would be brought to this Country, if the Duties here were more moderate.

The Accounts from which the Export from Bengal is taken, has been, your Memorialists are informed, transmitted for the information of the Court of Directors, by the proper Officer in India; and, no doubt, may be referred to by your Lordships. If, in addition to the Exports from Bengal, the amount of the Exports from Madras and Bombay, &c. &c. to Europe and America, had been collected, your Memorialists do not doubt the amount would equal, if not exceed, those from Bengal; and that the whole would furnish a sale in England, if imported here, little short of £. 2,000,000. annually.

Upon this ground it is your Memorialists have ventured an opinion, that the change of Duty proposed, may take place without subjecting the Raw Materials to a new Impost, and without any probability of loss to the Revenue. Upon every other point of the Memorial of the Court of Directors of the East India Company, your Memorialists completely agree, and do hope your Lordships will see fit to recommend the change proposed to be adopted by the Legislature, leaving untouched the Raw Materials.

And your Memorialists, as in duty bound, will ever pray.

(Signed)

Edward Boehm & Co.	Baring & Co.
W. and T. Raikes & Co.	Cleland, White & Co.
W. Paxton & Co.	Edward Shaw.
Wigram, Williams, Holder, and Wigram.	W. Petrie, Dorin, Strange, Thomson, & Co.
Prinsep and Saunders.	Boyd, Benfield, & Co.
David Scott & Co.	Wedderburn, Webster, & Co.
Law and Bruce.	Mill, Ross, and Burgie.
Begbie and Hunter.	Rich ^d and W ^m Lee.
Lubbock, Colt, & Co.	James Amos.
Cheap and Loughman.	Smith and Atkinson.
W. J. L. Sollomons and Elliot.	Urquhart and Stewart.

London, May 1797.

(4)

MEMORIAL

OF

The Merchants, Buyers of Goods at the East India Company's Sales for Exportation, to the Right Honourable the Lords Commissioners of His Majesty's Treasury, dated 31st May 1797; stating their entire acquiescence in the reasonings contained in the Memorial of the Court of Directors.

Sheweth,

THAT your Memorialists have seen a Copy of a Memorial presented to your Lordships by the Directors of the East India Company, upon the subject of the Duties collected on East India Goods, and proposing a new mode of collecting the Revenue arising from them, for the purpose of encouraging the Trade from the East Indies to Great Britain, and other commercial advantages.

The reasonings and facts stated in the Memorial of the Directors, are so much to the point, that it is needless for your Memorialists to make any further observations to your Lordships thereupon, but humbly to express their earnest hope that your Lordships will recommend the proposed measure to be adopted.

And, as in duty bound, your Memorialists will ever pray.

(Signed)

Smiths and Atkinson.	Cheap and Loughman.
De Bons and J. Courant.	Camden, Calvert, and King.
J. Duval, Sons, & Co.	Thomson, Peters, Bonar, and
Perfent and Bodekker.	Thomson.
J. H. Cazenove, Nephew, & Co.	Battier, Zornlin, & Co.
Pattison, Lee, and Istin,	Doxatt and Divett.
Agazzis and Wilson.	Greffulhe Brothers.
James Cazenove & Co.	J. M. Siordet & Co.
W. J. F. and J. Du Bois.	J. and Alex ^r Anderson.
Widow J. L. Salomons and	J. and F ^o Baring & Co.
Elliot.	F. Commerol, J. Lubbock, &
Godfrey, Thornton, and Son.	Co.
Retberg & Co.	J. W. Anderson & Co.
Claes Grill.	Amyand & Co.
Bourdieu, Chollet and Bour-	William and Thomas Parry.
dieu.	Simon Frazer.
Ivefs, Eschalaz, & Co.	Scheider & Co.
	Rougemont and Fesquet.

London, 31st May 1797.

(5.)

JUDGMENT of the Court of King's Bench, 21st November 1798, in the Case of *Wilson versus Marryat*; establishing the Right of American Vessels to trade circuitously to the British Settlements in the East Indies, though their Exports from India are to be carried direct to some Port of the United States.

Court of King's Bench, November 21st, 1798.

WILSON v. MARRYAT.

The Judgment of the Court.

Lord Chief Justice.—I believe we had better dispose of the Case of *Wilson v. Marryat*. We are extremely pressed for time, and the longer we delay it, the longer it will hang down a weight on the Court. As in this case every line and word of it were discussed yesterday, I shall not take up time in restating it. The question in general arises on three Policies of Insurance on the Ship *Argonaut*, from Bourdeaux and Madeira, to the British East Indies, and from thence back again to America. In point of fact, the Ship which was insured was totally lost to the Owners, and the question is, whether the person, against whom the action is brought, who is one of the Underwriters, is liable to pay. In discussing that point, it was stated to be a case of great magnitude, in as far as it respected the contending parties, considering the sum insured. It was also stated to be of great importance on the one side, as it invaded the Monopoly of the East India Company, and tended to supplant them in a trade extremely beneficial to a great number of adventurers; and of more importance, as the trade and commerce of the East India Company furnished a great source of the Revenue of the Country. It is undoubtedly of great importance on that ground. It is of great importance also in respect to its taking into consideration the fair exposition of a Treaty, which has been entered into between this Country and America. We are rather alarmed on the one side, if we should not observe the East India Company's concerns, and on the other side, that we might irritate our Allies in America. The East India Company has always, I hope, found their interests secured under the protection of the Laws as administered by the Judges of the land. And I verily believe that there is no jealousy, and that there never has been any ground of jealousy on behalf of America, when any claim of the inhabitants of the United States comes to be discussed. There is no jealousy or suspicion that these claims will not be listened to, and receive a favourable answer as justice requires. They have been long acquainted with the manner in which justice has been administered in this Country. Their causes used to come over from time to time, and I believe they entertained no jealousy that there was any stain on the administration of the Jurisprudence of this Country. That there never was any jealousy entertained by the inhabitants of that country, I verily believe.

As I have already said, the loss was sustained, and the question is, whether the loss being sustained, there are any circumstances which repel the person who seeks to recover an indemnity for that loss. Three questions were mainly agitated, all tending that way. That which was last in point of argument, I shall state first, namely, the Objection that was taken against Mr. Collet.—It was said, that he being a natural born subject of this Country, though he went to America subsequent to her independence, and became domiciliated in that Country, that yet he could not be considered as an American Citizen, and therefore was not within the purview of that Article of the Treaty, which conferred the East India Trade on the inhabitants of the United States of America. That point was agitated on a former day, when this case was argued, and some of us, not all, expressed our sentiments on it. We were then of opinion there was not much in the objection. After considering it again and again, and after hearing the able argument of Mr. Adam upon it yesterday, we are all of opinion that he (Mr. Collet) is a Citizen of this Country, so far that he cannot put off his allegiance which is due to the Sovereign of this Country, but that he is a Citizen of that Country for the purposes of trade and commerce. And God forbid that any person should be shut out from all commerce, who stands in the relation in which Mr. Collet does to this country, because he has now become an adopted son of that Country. He is a Citizen of that Country, and we are of opinion that there is nothing in that objection.

The next Objection is, that by the 13th Article of the Treaty, confirmed by the Act of Parliament, and which was necessary to invest the King with a power to make a Treaty, when it contravened some of the existing Laws of the Country; They say, that by the 13th Article of the Treaty, the Trade granted to the inhabitants of the United States, must be by an immediate intercourse between America and the East Indies. This Cause shews that there was something of ingenuity necessary, to create any ambiguity in the words that have been used by the framers of this Treaty.

On the fullest consideration we can give it, and after all the argument that has been applied to this part of the case, we are of opinion there is not enough to sway the judgment of the Court by that objection; and we think he might have come to any one Country of Europe, and bought goods, and carried them back to America, and from thence to the East Indies. *Quod fit per obliquum, fieri potest per directum.* In point of policy this objection is not of sufficient weight to yield to it. I pass over some objections, in some measure to save a little time. And in the next place, as the subject has been so recently discussed, nothing remains but to draw the fair conclusion from the facts of the case.

The third objection is, That this Policy was made on a voyage, the whole of which was not legal at the time of the inception of it. Mr. Erskine has very properly admitted, that if there were any infirmities in any part of the integral voyage, that he should find it difficult to support his case. The arguments here are pretty finely spun to good sense and fair honesty, because before the time when this voyage commenced in America, there was a rumour that a Treaty was going on before that time, and it is very likely that these parties came over to England having in contemplation to carry on the voyage that afterwards took place. We must not go out of the special verdict, and there is nothing in it which shews that the plan of this voyage, was the voyage which at all hazards was taken at the inception of it. And suppose we were to take into our contemplation those different Letters and different Plans which were exhibited in that instrument, which is found by the special verdict, it was only there proposed that they should go to the East Indies, and not to that part which belongs to Great Britain. And there is no question but that they had a right to go thither. It was *mare liberum*. I here make no question on the *mare liberum* of Grotius, and the *mare clausum* of Selden. By going to any part of India, except that which belonged to this Country, they could be guilty of no infraction of our laws. Notwithstanding these observations on those Plans, I do not say it was imprudent to insert these Letters in the special verdict, because one cannot tell what effect they might have on the minds of those who are to judge. But looking into the special verdict, it has not told us what voyage was in contemplation at the time of the inception of this voyage. Why, if nothing is inferred by what was done in America, the Ship came to the Port of Brest as she well might; she went to the Port of Bourdeaux as she well might, because before that the Treaty was ratified; and the Americans then enjoyed that power of Navigation and Commerce which this Treaty confers upon them. It was not till May 1796, that the Ship sailed to Bourdeaux, and on the 28th of the preceding November (that is, November 1795) the Treaty was ratified by the last of the Contracting Parties, the King of Great Britain. An American subject, before the Treaty, had a right to go from his own Country to Bourdeaux, or to any Port of France. And the Plaintiff had a right to sail, as he did, from France to the British East Indies, because at that time the ratification of the Treaty had taken place. And therefore, though I admit that if there had been any infirmities in the legal form of it, it would have been bad; yet in this case there is nothing of that sort; and therefore on these grounds, thus shortly stated, We are all of opinion that Judgment must be for the Plaintiff.

(6.)

JUDGMENT of the Court of Exchequer, 6th May 1799, delivered by Lord Chief Justice Eyre; affirming the Judgment of the Court of King's Bench.

Court of Exchequer Chamber, May 6th, 1799.

WILSON v. MARRYAT.

Lord Chief Justice Eyre—Delivered the Judgment of the Court in this case. His Lordship said, that as this case had been recently discussed at length, he should only state as much of the substance of the Record, as was necessary to introduce the question. Having done this, he said, it seems to have been agreed on all hands, that this voyage, and the trade and traffic intended to have been carried on by the Argonaut to the British Territories in the East Indies, must be considered as illegal, and the Ship an illicit Trader, unless the voyage and the intended trading were legalized by the Treaty of Amity, Commerce and Navigation, which was entered into by Great Britain and the United States of America on the 10th of November 1794; which was afterwards ratified by the United States on the 14th of August 1795, and by His Majesty on the 28th October in the same year, and was afterwards retrospectively confirmed by Parliament, in the 37th year of the present King. By the 11th Article of this Treaty, "It is agreed between His Majesty and the United States of America, that there shall be a reciprocal and entirely perfect liberty of Navigation and Commerce between their respective people, in the manner, under the limitations, and on the conditions specified in the following Articles."

By the 13th Article: "His Majesty consents that the Vessels belonging to the Citizens of the United States of America, shall be admitted and hospitably received in all the Sea-ports and Harbours of all the British Territories in the East Indies. And that the Citizens of

" the

“ the said United States may freely carry on a Trade between the said Territories and the said United States, in all Articles of which the importation or exportation respectively, to or from the said Territories, shall not be entirely prohibited.”

These are the principal words in this Article which merit our attention.

Then follows a proviso in this Article, “ Provided only, that it shall not be lawful for them in any time of War between the British Government and any other Power or State whatever, to export from the said Territories, without the special permission of the British Government there, any Military Stores or Naval Stores, or Rice. The Citizens of the United States shall pay for their vessels when admitted into the said Ports, no other or higher Tonnage Duty than shall be payable on British vessels when admitted into the ports of the United States: and they shall pay no other or higher Duties or Charges on the importation or exportation of the cargoes of the said vessels, than shall be payable on the same articles when imported or exported in British vessels. But it is expressly agreed, that the vessels of the United States shall not carry any of the articles exported by them from the said British Territories to any port or place, except to some port or place in America, where the same shall be unladen; and such regulations shall be adopted by both parties as shall from time to time be found necessary to enforce the due and faithful observance of this stipulation.”

This Article “ is not to extend to allow the vessels of the United States to carry on any part of the Coasting Trade of the said British Territories.” And by way of explanation it is added, that “ Vessels going with their original cargoes, or part thereof, from one port of discharge to another, are not to be considered as carrying on the Coasting Trade.

This Article contains some other provisions, by which the citizens of the United States are to govern themselves in the British Territories in the East Indies. But nothing arises on that particular part of the Article that is material at present. On the part of Mr. Marryat, the Defendant, it has been insisted by Mr. Rous, who entered very fairly into the merits of the case, that according to the true construction of this Treaty, under which alone the Trade could be carried on at all, that according both to the letter and spirit of the Treaty, the Trade carried on between the British Territories in the East Indies and the United States of America, must be a direct and immediate Trade; the Trade from the United States to the British Territories in the East Indies, as well as from the British Territories in India to the United States, which unquestionably must be direct and immediate. It is expressly agreed, “ that the vessels of the United States shall not carry any of the articles exported by them from the said British Territories, to any port or place, except to some port or place in America, where the same shall be unladen.” And consequently that the voyage insured from Bourdeaux and Madeira, not being protected by the Treaty, were *ex concessis*, both illegal. Mr. Rous’s verbal criticism on the word ‘between’ was ingenious; but in truth there is hardly any word in the English Language less precise in its meaning, or more indefinite in its application than the word between. According to the context, it is used to express the strictest local sense of human meaning, or the most remote relation which any thing has or bears to another. For instance, when I say the inlet from the Western Ocean to the Mediterranean is between the coast of Spain and the coast of the Empire of Morocco, it marks the geographical line; but if one says the intercourse between the inhabitants of Spain and those of the Empire of Morocco was interrupted by the religious opinions and habits of living prevailing in the two countries, the word between means here to point out those countries or nations whose intercourse is spoken of as interrupted by the causes enumerated, and means no more than the same word denotes in the 11th Article of the Treaty, “ between their respective people.”

When we leave this narrow ground of argument, and proceed to consider the whole context of these Articles—the generality of the expressions—the most obvious interpretations of those expressions, and all the probable consequences which may follow from our exposition of these Articles, the subject expands itself, and the argument would take a very wide compass indeed if it were now to be entered into for the first time. But after the very elaborate discussion which this cause has undergone in the Court of King’s Bench, where a solemn decision was pronounced at the close of the fourth argument; and considering that judgment now submitted to our view on argument, which though able has not materially varied the state of the question, which has been made and decided by that Court, I do not feel myself called upon to expatiate very largely on the subject. I shall content myself with stating, as shortly as I can, the grounds by which the unanimous opinion of the Court, that the Judgment of the Court of King’s Bench is not erroneous, and ought to be confirmed, may be supported. The language of the 13th Article is, “ That the Citizens of the said United States may freely carry on a Trade between the said Territories and the said United States, in all articles of which the importation or exportation respectively to or from the said Territories shall not be entirely prohibited.” They are not restricted to trade on that ground in the produce or manufactures of the United States. It is enough that the articles they trade in are not entirely prohibited to be imported into, or to be exported from thence by any law. If then they propose to trade to the British Territories in the East Indies in foreign Commodities, as they may do that, they must use means to furnish themselves with those commodities. In the nature of things it must be done, and the course of Trade is, that they should carry their own native commodities to other countries, where they may be exchanged most advantageously for articles of trade to the East Indies, and then to proceed to India to carry on trade in these articles. I find nothing in the Treaty which will warrant me in saying, that it was the intention

intention of the Contracting Parties that the trade should not be so carried on. Mr. Rous found himself obliged to acknowledge that the Citizens of the United States might, within the terms of this Treaty, first import to America those articles in which they proposed to trade, and then export them from America, in a direct voyage to the East Indies: and he could not deny, that they might have imported these articles into America, even from London. It would have been a most extraordinary thing if they could have gone to every other market, and that the British market only was excluded. And as to the apparent disadvantages under which the Citizens of the United States would carry on trade to the British Territories in India, Mr. Rous argued, that if we were so to understand the Treaty, it would open the trade, and destroy the Monopoly, the preference to the great National Commerce of the East India Company. Whether this trade ought to have been conceded, how far it ought to have been restricted having been conceded, now is improper to enquire. A rigorous forced construction of the words of the Treaty is another, and a very different consideration. It could never be intended that this trade, which was given to the Americans, to the British East Indies, might be restricted by the construction of Judges; that would be chicanery unworthy the British Government, and contrary to the character of its negotiations, which have been at all times distinguished for their good faith, to a degree of candour which has been supposed sometimes to have exposed them to the hazard of being made the dupes of more refined politicians. The nature of the trade granted, in my opinion, fixes the construction of the grant. If it were necessary, strong arguments might be drawn from the context of this Article, and the contrast, by comparing it with the preceding Article. From the context it appears this Trade was to be free, subject only to some specific Regulations. The Citizens of the United States are to pay the same Duties with British Subjects. No question is proposed, no means of ascertaining where they come from, though it is anxiously specified where they are to go. The words "original cargoes," are to be found in this (13th) Article; and this is supposed to furnish a probable ground to infer, that the Trade was to be direct from the United States to the East Indies. But "original cargo" may be put in opposition to a cargo to be taken in, in India. Though the Coasting Trade is not permitted to the Citizens of the United States, they may carry the cargoes which they originally brought with them from one Port of delivery to another. The word "original" serves the purpose for which it is used perfectly well; but instead of serving that argument, in my judgment it marks a total indifference to the question where that cargo was to be picked up. I have already taken notice, that the Citizens of the United States may export or import cargoes to the British East Indies of no other description or qualification within the view of the Treaty, than that they were to consist of articles not expressly prohibited. But when the Article is contrasted with the preceding Article, the true construction will be seen in a still clearer point of view.

By the 12th Article of the Treaty, "it shall and may be lawful, during the time herein-
 "after limited, for the Citizens of the United States to carry to any of His Majesty's
 "Islands and Ports in the West Indies, from the United States, in their own vessels, not
 "being above the burden of 70 tons, any goods or merchandizes, being of the growth,
 "manufacture, or produce of the said States, which it is or may be lawful to carry to the
 "said Islands or Ports from the said States in British vessels; and that the said American
 "vessels shall be subject there to no other or higher tonnage duties or charges than shall be
 "payable by British vessels in the Ports of the United States; and that the cargoes of the
 "said American vessels shall be subject there to no other or higher duties or charges than
 "shall be payable on the like articles if imported there from the said States in British vessels.
 "And His Majesty also consents, that it shall be lawful for the said American Citizens to
 "purchase, load and carry away in their said vessels to the United States, from the said
 "Islands and Ports, all such articles being of the growth, manufacture or produce of the
 "said Islands, as may now by law be carried from thence to the said States in British vessels,
 "and subject only to the same duties and charges on exportation, to which British vessels
 "and their cargoes are or shall be subject in similar circumstances, &c."

The trade to be carried on to the British West India Islands by virtue of this clause, is required to be of the growth, produce and manufacture of the United States, and of these Islands respectively. And this trade, from the nature of it, must be immediate and direct; and it could not be in the contemplation of the Contracting Parties, that it might be circuitous, except indeed within the limits of the West India Islands, and within the range of the United States. The Contracting Parties could not look to so remote a possibility, as that a Citizen of the United States might buy the commodities of the United States in a Foreign Port, and therefore we are not driven to collect the meaning of this Article from precision in the language which it uses. The language however is most precise, and the Contracting Parties have used the words with as much certainty as was necessary in an Indictment for not repairing any particular part of the King's highway, to exclude all possibility of misapprehending, to mark how entirely this trade was to be immediate and direct. A proviso is added to prevent American vessels from landing their cargoes in any other part of the world except in the United States, "it being expressly agreed and declared that, during the
 "continuance of this Article, the United States will prohibit and restrain the carrying any
 "Melasses, Sugar, Coffee, Cocoa or Cotton, in American vessels, either from His Majesty's
 "Islands or from the United States, to any part of the world except the United States, rea-
 "sonable sea stores excepted." Thus contrasted, these Articles afford an illustration of the internal evidence of the import, and true intent and meaning of each considered separately. And the conclusion from the whole appears to us to be irresistible, that the trade to be
 carried

carried under the 12th Article between the United States and the West Indies is a direct Trade, and the trade to be carried on between the United States and the British Territories in India under the 13th Article, may be a circuitous Trade—may be as circuitous as the enterprising spirit of Commerce can make it.

There is every reason to apprehend, that such an intercourse with the British Territories in the East Indies may prove very injurious to the interests of the East India Company and to Great Britain, in respect of the great National Commerce that is carried on with that quarter of the world;—and, particularly, there is reason to apprehend that this Treaty will open a door to many of our people, who, by the policy of our Law, are shut out from this Trade.—It can hardly be expected, that the spirit of Commerce, though subject to those Laws which were intended to keep it within bounds, should not embark British Capital in this Trade.—This ought to have been foreseen; and therefore I conclude it was foreseen, that on the balance of advantages and disadvantages, the advantages preponderated in our favour; if not, those persons who advised it will have to answer for it.—Its responsibility is not with us.—We are not even the expounders of Treaties.—This Treaty is brought under our view incidentally, in a Cause coming in judgment before us.—And we are only to say how it must be understood by the Parties.—We are to construe the Treaty as any other instrument.—We are to collect, from the nature of the circumstances, from the words, and from the context, the true import and meaning of the contracting Parties, whether they be A. and B. or two independent Nations.—The Judges who administer the Law in one State, commit themselves on very disadvantageous grounds, grounds which they have no opportunity of examining, if they were to suffer any collateral considerations to mix with their judgment.—In cases circumstanced as the present case is, it has been urged in this instance, that as to the goods in the Third Policy, this was a Policy direct from this Country, and this Treaty does not open a trade between Great Britain and the British Territories in India.—This objection, as far as it respects that part of the Cargo of the Argonaut which was to be procured here, might have deserved consideration, if there had been any evidence of collusion, by means of which Wilson was carrying on for himself an illicit Trade to the East Indies, which might subject this Cargo, or this part of it, to seizure or confiscation. But this use has not been made of that part of the special verdict; and no such use could be made of it; for the citizens of the United States being allowed to trade to the British Territories in India generally, with the exception of a few articles only, as they may trade in these Cargoes in this Country, so they may trade in the ports of this Country, or in any other they please. It is a lawful end. It seems impossible to maintain in argument, that a Nation, in amity with Great Britain, should be excluded from our markets for their outward Investments, where all other markets are open to them, and where it is distinctly admitted that the markets of all the world, including ours, must be open.

There remains, then, but one other Topic to be taken notice of.—It is said Collet, who was interested in the first and second Policy, and has a joint interest with Butler in the last, being a natural-born subject of this Country, he cannot shake off that character, and become a subject of the United States, so as to entitle himself to all the privileges of an American subject. He is a British subject trading to the East Indies; the Trade therefore must be illicit, the voyage insured is illegal, and the Policies are void. Or perhaps the objection ought to be put in another way, thus: the Vessels in which only this Trade could be lawfully carried on between the United States and the British Territories in India, according to the provisions of the 37th Geo. III. must be Vessels owned by the subjects of the United States. And the Master and three-fourths of the Mariners at least are to be subjects of the United States: whereas the Argonaut was in part the property of a natural-born subject of this Country. And this part owner was within the true intent and meaning of the Navigation Laws, and particularly the 37th Geo. III. ch. 97. And the conclusion will be, that the Voyage insured is illegal, and the Policies void.

This is the only point in the Cause that has ever appeared to me to have any difficulty in it. I must confess, when I found this special fact, that Collet and Butler were natural-born subjects of His Majesty, I found myself embarrassed; and I could not readily disentangle myself. And in 1797, there had been a reference made by His Majesty's Privy Council to the Advocate-General, and to the Attorney and Solicitor General of the Crown, and they had concurred in opinion, that the Master of an American vessel, a subject of the United States, and domiciled there, but who in fact was a natural-born subject of Great Britain, was not to be considered as a subject of the United States within the meaning of our Navigation Laws; founding themselves on an opinion of Lord Hardwicke, when Attorney General, and the Council had adopted and acted on that opinion; my difficulty was increased; for although this was not a judicial decision, equal to the argument and decision of the Court of King's Bench, it was certainly of the highest authority next to a judicial decision. It was an Act of the Executive government, founded on the advice of able and learned men, whose situation called on them to make themselves masters of the Navigation Laws, and they must have made themselves very well acquainted with all the questions that must have arisen on those Laws. And it was therefore entitled to very great respect from me.

It may be observed that this Order, though itself not a judicial Decision, might have been followed by a judicial Decision. It purports to recommend, that under the actual circumstances, the vessel should be entitled to an entry, though not navigated according to the

Law. Notwithstanding this Order, and entry in consequence of it, the vessel might be seized, prosecuted in the Court of Exchequer, and so the question might have been brought to a judicial decision, as in the Case of *Scot qui tam v. Schurtz*, Comyn's Rep. 677, and which was cited in the argument.

By the way I do not see that the Case of *Butler* can be distinguished from that of *Collet*. Unless they were discharged from their allegiance by an Act of Parliament, they were both natural-born subjects of Great Britain: they were both adopted subjects of the United States. *Nemo Patriam, in qua natus est, exuere, nec legiantiæ ejurare possit.* It was justly observed by Lord Hale, that natural-born subjects of this country entangled themselves with conflicting duties, when they became naturalized subjects of another State. Yet it is clear that we, and all the civilized nations of Europe, do adopt the natural-born subjects of other countries. (See *Vatell on the Law of Nations*.) Our Law gives certain privileges, and withholds certain privileges from our adopted subjects; and so we may conceive that similar regulations take place among all other nations. But our adopted citizens are entitled to all sorts of Commercial privileges with our own natural-born subjects. We should consider them as English, in the language of the Navigation Act. The United States, acting on the same principles with us, should consider their adopted subjects as within their Laws; they should consider the natural-born subjects of the King of Great Britain, which have been adopted by them, as entitled to all the Commercial privileges with the natural born subjects of the United States; as we should consider the natural-born subjects of the United States, if adopted by us, to be within our Navigation Laws. The Case seems to work itself clear, and comes to this question, What difference does the circumstance of adopted subjects of the United States, being natural-born subjects of Great Britain, make? Is there any general principle in the Law of Nations out of which this adoption springs? Let us come to our own Municipal Laws. Lord Hale says, we may involve ourselves in conflicting duties. This is very vaguely said; there is no precision in it. What are these duties which may be conflicting? By our Law, persons must not arm themselves against the Parent State. Perhaps, if they return to this country, they may be prevented from returning to the State that has adopted them. They may be bound to receive the King's commands. Whether the proclamation which has been introduced into this Cause has the same effect, is a question not necessary to be here discussed; it cannot have a greater effect, nor of a different nature, and therefore it may be left out of this case.

Our Municipal Laws may attach on such natural-born subjects in some other cases, but I conceive in no instance of fair analogy, which can govern the present case; and we have had no such argument from analogy in the course of this proceeding. Shall it be allowed to be said, that a natural-born subject shall not trade to the East Indies, though he is an adopted subject of another country, whose subjects in general are allowed to trade to the East Indies? Shall any man be permitted to say the rest of the King's subjects are not allowed, and you being a King's subject are not? This answer may be made: I have privileges which the rest of the King's subjects have not. I am the King's subject, but I am also a subject of the United States of America as well as of Great Britain. You, as a British subject, ought not to trade to the loss and injury of the East India Company. This Trade may and ought to be carried on by the subjects of the United States, under the authority of the Laws of this Country; under the authority of the same Laws that gave the East India Company themselves their Monopoly. They may suffer a loss, but it is *damnum sine injuria*. It being once granted that the subjects of Great Britain may become subjects of the United States of America, there is no breach of moral or legal duties, no conflict of duties, in claiming and exercising the privileges that belong to that character. On the same principles of reasoning, is it not sufficiently established to be now taken for clear Law, on the grounds on which we ought to declare this construction with respect to a natural-born subject naturalized, and afterwards become an adopted subject of a foreign State, that he is to be considered under our Navigation Laws as a subject of that foreign State, when acting in the character of Master of a vessel, and acting in the service of that foreign State. Such a man is to many purposes a subject of that country; he is so within the words of the Navigation Act; he is a subject of the United States by the 37th of the King. In point of title to this character of subject, he is sufficiently so even within our Navigation Laws; I mean he is sufficiently adopted, according to the Case in *Comyn's*, to be considered as a subject of that country within the Navigation Laws. Suppose a man to be a natural-born subject of His Majesty; I am not prepared to say that circumstance will control or suspend the legal operation of his being a subject of the United States. It appears to me that there is no conflict of duties. Both characters may stand together; and if some political inconveniences, such as those suggested to us in the argument (though these I confess appear very remote) if such inconveniences should follow; if these inconveniences are not of consequence enough to prevent the practice of adopting the subjects of Great Britain by every other State in Europe, I cannot say they ought to control the legal consequence.

On that ground we are all of opinion that there is no Error in this Judgment, and that it ought to be affirmed.

JUDGMENT AFFIRMED.

India Board, Whitehall,
18th June, 1801.

W. BRODRICK.

(No. 2.)

MINUTES OF EVIDENCE.

Committee on the East India Company's Affairs.

Sabbati, 6^o die Maii 1809.

Sir JOHN ANSTRUTHER, Baronet, in the Chair.

Mr. John Innes, called in, and examined.

DO you carry on a considerable trade between India and England?—A very considerable trade as Agent.

Mr. Innes.

Will you state to the Committee, to what extent the regulations of the Act of 1793 have answered the purpose of the Private Merchants, in facilitating their trade between India and England; and if they have not, what are the impediments of which the Private Merchants complain?—I did not get the information to attend this Committee till a late hour last night, and am not sufficiently prepared to answer that question in such detail as I should wish, but I will be ready upon another day to give that information to the Committee; but, in a general way, am prepared to answer it now. The principal impediment is the difficulty that the Merchants in India have in obtaining freight for their goods, when ready to ship for this country, and the ignorance in which they are kept of the names of the ships in which the goods are to be sent; by their want of such freight the Agents here are brought under advance for the Bills drawn against the property consigned to them, because it seldom happens that that property can be disposed of here in time to meet their payment, and by not knowing the names of the ships they are prevented from giving orders for the Insurance upon the particular ship by name, the Insurance being obtained at a better rate, than when it is made on ship or ships; it is therefore for some time past customary for the Agents in India to have their Insurances effected in India rather than in this country, by which means they are subjected to a higher premium, and the Agents here to the hazard of having the payment of their Policies refused, in the event of loss, by the Houses where they are made payable in this country.

Do you think it possible the Private Merchant if at liberty to send the goods in their own way, could always anticipate the Insurance here upon particular ships?—Certainly not, if they are prevented, as they have frequently been, from having any intercourse with their correspondents in this country for several months; but if we have the Continent open, and could write over-land as formerly, then we should be kept regularly advised of the quantity of goods to be consigned, and the ships in which they would be sent.

Whether, when you insure upon ship or ships from India, instead of insuring upon a particular ship, and the goods are afterwards found to have been laden on any of the regular Ships of the Company, you do not get a return of Premium of the difference or nearly the whole difference of the rate of Insurance on ship or ships, and on such particular ship?—Yes, we do; but then the additional freight charged by the Company for goods sent by the regular Ships, is more than equal to the whole Premium.

What is the difference in the rate of Insurance, between the Company's regular Ships, and the private Indian Ships?—If they sail with convoy, only 2 per cent.

You have mentioned that the Merchants in India are obliged to insure their goods there on account of the uncertainty of transmitting timely advice to England; are they not induced to insure in India, on account of receiving the premiums of this great branch of business among themselves?—That may be one reason why part of their Insurances are done in India, but the Merchants never would run the risk of having their Bills returned with protests for non-payment in the event of the loss of their property by capture or otherwise, for the advantages they would derive by effecting such Insurances in India.

Have the Insurance Offices in India agents and funds to pay the losses in England?—They have agents, but very frequently those agents are without any funds belonging to the Office.

Are the losses, upon any Policies made in India, payable in England?—They are; but the agents in England would not pay such losses if they were without funds belonging to the Offices.

Do not the Offices in India, when they stipulate for such payment, provide funds or credit in England for that purpose?—The only funds they provide are the Bills drawn by the Shippers of goods upon their agents in England for the premium.

Do you know of any instances of demands for such losses having been refused by agents in England?—Yes, I do.

Mr. Innes.

Is it matter of frequent occurrence?—No, I believe not; but I apprehend it will soon occur to a considerable amount, when the Policies effected for the shipments by the Walpole become due.

You mention that, from the delay in dispatching ships from India, Bills drawn upon goods become payable before the goods are realized.—According to the usage of periodical sales, and in the present state of the Continent, do you think it would be possible to prevent this at whatever time the ships might sail from India?—It would certainly be prevented, in a great measure, if the ships were to sail when the goods were ready. The Bills are drawn the moment the goods reach Calcutta, and it frequently happens that these goods cannot be shipped for want of freight for several months afterwards.

Do not goods come to Calcutta when no ship can sail for England?—Then the Bills cannot be transmitted to this country for acceptance, as we have had no communication over-land for several years.

Are not Bills sometimes transmitted by neutral Ships?—It is some time since any neutral Ships have arrived from India.

With respect to the great article of Indigo, is not the crop of 1807 still unsold here, on account of the state of the times?—It is certainly unsold; but the sale commences on Monday next.

Would the inconvenience, which you have described, be remedied by periods being fixed for the sailing of ships, and those periods being strictly adhered to?—I think it would, in a great measure.

Is not the time, at which the Bills are made payable, adapted to the period that generally elapses before the sale, and is not that time fixed on the presumption of the goods sailing when ready?—The Bills for all goods shipped in private trade are drawn at three and six months sight; but it happens sometimes that those drawn for goods shipped in the privilege of the Company's Officers, are made payable 30 days after the prompt (the day on which the payment for the goods sold at the India House becomes due) of the goods so shipped.

(No. 3.)

Martis, 9^o die Maii 1809.

Sir JOHN ANSTRUTHER, Baronet, in the Chair.

Mr. John Innes, again called in, and examined.

YOU said the other day that you would give us a distinct Statement of the difference of Insurance between ship and ships, and Insurance upon the extra and regular Ships of the India Company; can you now state what it is?—The Insurance for £. 100 effected on a regular Ship, at £. 7 per cent. will require, with commission and duty, £. 108. 10s. to cover the Insurance; and upon an India-built ship at 10 Guineas per cent. will require £. 112. 15s. to cover the Insurance for £. 100. for the homeward Voyage; an Insurance upon ship or ships at 15 Guineas will require £. 119. 15s. to cover the £. 100 so insured; by which Statement, in the event of a loss happening, the Merchant would lose £. 11. 5s. by having the Insurance made upon ship or ships, instead of being made upon a regular Ship; and £. 4. 5s. upon its being made upon an India-built Ship by name, instead of its being made upon a regular Ship.

You stated yesterday that one of the grievances complained of, was the loss that the Merchants suffered from being obliged to insure upon ship or ships, instead of insuring upon an individual ship by name; is this the extent of that loss?—It is in the event of capture or loss happening to the property so insured.

Is there any and what difference in the event if the ship arrives safe?—There is the loss of the commission upon the difference between the sum insured upon the ship by name and upon ship or ships, but no other.

You stated on Saturday another grievance, which was, that Merchants did not get freights at the times they wished for it; have you ever applied for any freight to India at any time lately?—We frequently have occasion to apply for freight to India; the last freight we applied for which we had any difficulty in obtaining, was in November last, the 7th I think; it is only within a fortnight that that freight has been granted to us.

And when is it to be given to you?—It is probable that the ship on which it is granted may sail in the course of the next month, or the beginning of July.

Is not such delay in procuring a freight as you have mentioned a considerable inconvenience to your principal in India?—Unquestionably the inconvenience must be very great, and, in this instance, an inconvenience may very probably be suffered by the Government in India.

Why?—Because it was to supply a contract with Government that the order was sent to us.

Do you know the times at which the goods of the private Merchants are ordered by the Government of India to be brought into their warehouses; I speak now particularly of Bengal?—I believe in the month of October, or the beginning of November; but I understand

understand it is intimated by the Board of Trade to the Merchants that they must apply for their freight in the month of September.

Is not the month of September in the very middle of the season for growing and manufacturing Indigo?—I am not prepared to answer that question correctly; but I believe it is impossible for the manufacturers of Indigo to ascertain what quantity they can grow at so early a period in the year.

Then by what means is the Agent or Merchant enabled to ascertain what quantity of tonnage he shall require for Indigo?—He must ask for such a quantity of tonnage as he thinks his Indigo will amount to.

But supposing either that the crop should turn out very productive or very deficient; in those two cases, what is he to do?—If very productive, he would have considerable difficulty I apprehend in getting a tonnage for the different quantity, but if deficient he must either pay the freight, or fill up the tonnage with other articles.

Then these must have been articles that he had not been prepared beforehand to export, otherwise he would have asked for tonnage for them too?—I have frequently known articles come home in tonnage of that description which would not have been otherwise sent, and those articles have not uncommonly sold for less than the freight and the charges.

The goods you say are ordered to be in the Company's warehouses about the month of October?—Yes, or the beginning of November.

Have the extra Ships usually sailed at or about that period?—I believe they seldom or ever have sailed before the months of May or June afterwards.

Then the goods are to lie in the Company's warehouses from the month of November till the month of May or June?—Yes, unless the Merchants agree to ship them on board the regular Ships at an increased rate of freight, and the Company agree to allow it.

Do you happen to know whether the Company charge any warehouse rent?—I really cannot say.

At what time are the Bills usually drawn for those goods?—When the goods are deposited in the Company's warehouses.

Are those Bills generally drawn after date, or after sight?—Almost always after sight.

I believe it rarely or never happens, that there is not an opportunity of conveyance from Bengal to England between the months of November and May?—The Company's regular Fleet constantly sail between those two periods.

Does that circumstance occasion any loss either to the Merchant there, or any advance to the Agent here?—It occasions the loss of interest of course to the Merchant there, and the inconvenience of advance to the Agent here.

Do you know any thing of the times of the sailing of the extra Ships from England?—That entirely depends upon the pleasure of the Court of Directors.

Do they sail in general at the periods of the year, and at the times that are most convenient for the shippers of goods here, or do they arrive in India at the time that would be most convenient for the shippers of goods there?—It is a convenience for people here to ship their goods at any season, but it is evident that these extra Ships are not dispatched from here at proper seasons, otherwise they would arrive in India at the time proper for their being dispatched to this country.

Do you know of any extra Ships that have been taken up by the Company for one voyage?—They have lately taken up three extra Ships for one voyage.

Do you know at how much per ton?—One of them belongs to the House in which I am a partner; the freight we have for her is £. 39. 15s. per ton, payable on her return.

Does that £. 39. 15s. include war contingencies and extra allowances?—It does.

Is it upon one of those ships that you are to have the freight you mentioned?—I understand it is.

What freight are you to pay?—Nine Pounds per ton for the outward voyage.

Is it your opinion that in time of Peace, with the facilities that might be granted to do away these objections that you have stated, that the Private Merchant, either in England or in India, could import his goods at such a rate as to be able to meet the Americans and other foreigners in the market of Europe?—I apprehend that other objections than those I have stated must be removed before that could happen; the Merchant in India must not only be allowed to ship his goods when they are ready, but he must be permitted to assort them in whatever manner he thought most likely to be advantageous to himself and the Owners of the ship.

You do not mean by that that you must be allowed to trade in those articles that are exclusively confined to the Company?—No, I do not; I mean that before that can be done the ship must be the Merchant's, and he must be permitted to load that ship, and dispatch her as he thought most proper.

Then, independent of the question of expense, one of the inconveniences the Private Merchants complain of is, their not being allowed to load and assort their cargoes at their own pleasure?—It certainly is an inconvenience which they frequently complain of.

Are there any other inconveniences which you think should be removed, in order to obtain that object?—It cannot be obtained in my opinion unless the Merchants are allowed to load their goods in their own ships, India-built Ships.

You do not mean by that, any exclusive privilege to India-built Ships?—No, I do not.

Mr. Innes.

The result of your opinion is then, that you could meet the Americans and other foreigners in the market of Europe in time of Peace, if these facilities were afforded you?—I have not the most distant doubt of it.

If those facilities were afforded you, from your knowledge of the mode in which trade would be carried on, are you of opinion that it would tend to increase the export of British manufactures?—I am firmly of that opinion.

What species of manufacture do you conceive would be increased by it?—All sorts of manufactures usually sent to India.

What rate of freight was paid by Private Traders to the Company on the outward voyage for the season 1807-8.?—£.8. 10s. per ton.

What was the rate of freight homeward for the same season from Bengal?—We do not know.

What was the rate for the season of 1806-7?—I do not at present recollect; but the freight charged for the preceding season was £.44 per ton on the Company's regular Ships.

Supposing you had not been restricted to ships in the service of the Company, could you have exported and imported your goods in those seasons at lower rates of freight?—Undoubtedly; if allowed to ship goods on country-built ships.

Can you form any calculation at what rates you could have imported or exported your goods on country-built ships?—At a freight not exceeding £.22. 10s. per ton home; and £.7. 10s. out.

How did it happen that all the Indigo of the season you have mentioned came home in regular Ships?—Because there were no extra Ships at that time in India to receive it.

Do you know whether a great part of the Indigo of last season did not come home also in regular Ships for the same reasons?—I am unfortunately too well acquainted with that fact, having a large quantity on board the *Walpole*, which was wrecked off Margate.

Do you know any thing of any offer that was made by the Merchants in Calcutta, to pay whatever freight the ships might cost the Company in the last or the preceding season?—I do not.

When you insure on a ship or ships, is it not always with a condition that if the goods are shipped on a regular or an extra Ship of the Company, the rate of Insurance is to be regulated accordingly; that is, as if the particular ship had been at first specified and whether in case of loss the premium is not settled accordingly?—If I am to insure upon a particular regular Ship by name £.100 at a premium of £.7 per cent. I shall in the event of a loss have £.93 to recover. If I insure £.100 upon an India-built ship by name, at a premium of 10 Guineas, I shall in the event of a loss have £.89. 10s. to recover; but if I insure £.100 upon ship or ships, I shall in the event of a loss have only £.84. 5s. to recover.

Is this all that you would recover if you had specified in the Policy, that if the goods were laden on regular Ships, the premium would be only £.7 per cent?—Certainly.

Do you not allow it to be necessary, that some particular period of the year should be fixed, in which freight should be applied for to the Company, that they may have an opportunity of preparing freight accordingly?—It is no doubt necessary that the Company should have time to prepare freight; what I complain of is, that we cannot obtain freight when we require it.

If you were left entirely to your own private ships, both from India and from England, you could obtain precisely the times of dispatch that you want, and the certainty of the freight that you require?—As to the freight, we would willingly take our chance of that; as to the dispatch, that must depend upon the Government's allowing us convoy.

Do you not know, that the period in India for giving notice of wanting freight for goods is extended to the end of October?—I have stated all that I know of that subject.

Are not the crops of Indigo perfectly ascertainable as to quantity by the end of September?—Certainly I understand not.

In the uncertainty of the produce of Indigo which you state, would not the inconvenience likewise result if the Indigo were to be laden on private ships?—No, certainly not; because the Owners of the private ships would have their cargoes assorted, and would send Indigo or not, as they thought proper.

Whether private goods have not very frequently been received by the Company, to be laden after the months of October and November?—There is no doubt of it.

Is not Indigo frequently laden in the Company's regular Ships?—Yes, at the enormous rate, as I have already stated, of £.44 per ton.

Is that the usual freight?—It is the freight for the season I mentioned, of 1805-6.

For any other season?—I believe as high a freight as £.52 has been charged by the Company.

What do you conceive the general rate of the charge to be on the Company's regular Ships for Indigo?—Invariably too high for the Merchants in India to carry on an advantageous trade with this country.

Can you specify the general rate of freight for that article on the regular Ships?—No; it varies according to the directions given by the Court of Directors.

What rate per cent. do you suppose the difference would be of the freight on Indigo on the Company's ships and private ships on the value of the Indigo?—That is a question which

which requires too much calculation for me now to answer; but as I have stated the private ships could be advantageously sent to this Country at a freight of £. 22. 10 s. per ton, the difference in the rate of freight would be between that sum and the £. 44 charged by the Company, £. 21. 10 s. per ton.

What do you understand the general average of the freight of the Company's extra Ships out and home to be?—The freight out has, I understand, varied from the year 1802 very considerably; in that year the rate was £. 5 per ton out, in the present year it is £. 9; in 1801-2, the rate of freight home was £. 14 per ton, and it is now, I believe, £. 22. 15 s.

Was not 1802 a year of peace?—It was.

Has not the price of stores and all sorts of equipment for ships generally increased since in the country?—Yes, very considerably.

You mentioned three extra Ships taken up for one voyage at £. 39. 15 s., do you mean to say, it is only on those extra Ships that the Private Merchants are to have freight?—Certainly not; there are other ships upon which freight has been granted to Private Merchants besides the three I mentioned.

How much has the freight arisen upon private Indian Ships since the year 1802, whether in India or to Europe?—I do not know the extent of the rise in India upon ships trading from port to port; but I am informed by our friends there, that they could afford to send home their ships at a freight of £. 22. 10 s. as I have already stated.

Is it not one of the great objects of the Indian Merchants to have Indian Ships employed in the commerce of Europe, independent of all facilities in the transport of their goods?—It is an object for a Merchant at all times to make his capital, whether employed in shipping or otherwise, as advantageous to him as possible.

Do you think that in the time of Peace, when we are not loaded with the charges and inconveniences of war, and the Americans have no advantage over us from their neutral character, they could compete with the India Company or British Individuals in the trade from India to Europe?—Certainly, if the present restrictions imposed by the Company upon private trade are to be continued in time of Peace.

Do those restrictions, namely, the irregular time of sailing, waiting for convoys, and high freight, arise out of a time of war?—Not always; they arise from the impolitic regulations of the East India Company.

State which of them arise from impolitic regulations.—The mode of loading their ships, the great expense of their equipment, and a variety of other matters.

In the advantages which you conceive to be derivable from the employment of private ships, do you include British as well as India Ships, and British Merchants resident in England as well as in India?—I have generally alluded to India-built Ships, and Merchants resident in India; but I am persuaded it would be greatly to the advantage of the East India Company, and to the interest of this country, to allow British Ships as well as India-built Ships, and British Merchants as well as Merchants resident in India, to trade freely to and from India.

When you speak of the increase in the export of British manufactures thereby to be produced, do you mean to say that the consumption of British manufactures might be greatly increased among the Natives of India?—I should think so; because where the Natives of any country can purchase an article at a cheap rate, they will consume a greater quantity of that article than if they paid a high price for it.

Do you conceive that any difference in the rate of freight would alter the taste of the Natives, with respect to the articles of consumption?—I should suppose not.

PREMIUMS IN EUROPE.

PREMIUMS IN INDIA.

Year.	Company's Regular Ships.	Company's Extra Ships.	Country-built Ships.	Ship or Ships.	Year	Company's Regular Ships.	Company's Extra Ships.	Country-built Ships.
1801	£. 7 per cent. - -	£. 7 per cent. - -	10 Guineas per cent. to return 2 per cent. for convoy from St. Helena.	15 Guineas per cent. to return 8 per cent. if in regular ships, or 5 per cent. if in Europe small ships, and if in other ships, say India-built ships, 5 per cent. for convoy from the Cape or St. Helena.	1801	£. 8 per cent. -	- - - -	£. 9 and 12 per cent. without returns or 14 per cent. to return 4 per cent. for convoy from St. Helena.
1802	£. 4 per cent. - -	£. 4 per cent. - -	£. 5 per cent. - -	5 Guineas per cent. to return 1 per cent. if in regular ships, or 10s. per cent. if in other ships sailing after 10 March 1802.	1802	£. 5 per cent. - -	£. 5 per cent. - -	£. 6 per cent. - -
1803 after War.	£. 7 per cent. - -	£. 7 and 8 per cent. -	12 Guineas per cent. to return 3 per cent. for convoy from St. Helena.	5 Guineas and return 8 per cent. if in regular ships, 5 per cent. if in extra ships, and if in India-built ships 2½ per cent. for convoy to the Cape or St. Helena, and 2½ per cent. more for convoy from the Cape or St. Helena for England.	1803 in War.	£. 10. per cent. to return 2 per cent. for convoy from St. Helena.	£. 12 per cent. to return 2 per cent. for convoy from St. Helena.	£. 14 per cent. to return 4 per cent. for convoy from St. Helena.
1804	£. 7 per cent. - -	£. 8 per cent. - -	- - - -	15 Guineas per cent. with returns of 8 per cent. 5 per cent. and 2½ per cent. and 2½ per cent. as before.	1804	£. 10 per cent. to return 2 per cent. for convoy from St. Helena, and 10 per cent. without returns.	£. 12 per cent. to return 2 per cent. for convoy from St. Helena.	£. 14 per cent. to return 4 per cent. as before.
1805	£. 7 per cent. - -	£. 10 per cent. - -	- - - -	15 Guineas per cent. with returns of 8 per cent. 5 per cent. 2½ per cent. and 2½ per cent. as before.	1805	£. 8 per cent. - -	£. 10 per cent.	
1806	£. 7 per cent. - -	£. 10 per cent. - -	- - - -	15 Guineas per cent. with returns of 8 per cent. 5 per cent. 2½ per cent. and 2½ per cent. as before; or warranted Company's regular or extra ships 10 Guineas per cent. to return 3 per cent. if in regular, or 2 per cent. if in extra ships sailing with convoy from St. Helena.	1806	£. 8 per cent. without returns, or 10 per cent. to return 4 per cent. for convoy for the voyage, or 3 per cent. for convoy from St. Helena.	£. 10 per cent. without returns, or 12 per cent. to return 4 per cent. for convoy for the voyage, or 3 per cent. for convoy from St. Helena.	
1807	£. 7 per cent. - -	9 Guineas per cent. to return 1 per cent. for convoy from India to St. Helena or the Cape, or 1 per cent. for convoy from thence for England.	- - - -	15 Guineas per cent. with returns of 8 per cent. 5 per cent. and 2½, and 2½ per cent. as before, or warranted as above, 10 Guineas per cent. with returns of 3 and 2 per cent.	1807	£. 8 per cent. - -	£. 10 per cent. to return 2 per cent. for convoy from St. Helena.	
1808	£. 7 per cent. - -	9 Guineas per cent. with returns of 1 and 1 per cent. as before.	- - - -	15 Guineas per cent. with returns as before, or warranted, 10 Guineas, with returns of 3 and 2 per cent. as above.	1808	£. 8 per cent. - -	£. 10 per cent.	

The Premium from India to America, at Calcutta, in 1801, was £. 7 per cent. since which time no other instance has occurred. — In London it has been 5 Guineas per cent.; of late it would have been higher, but no Insurances have been done.

£. 100 in Goods per a Regular Ship, covered at £. 7 per cent. with Premium, Commission and Duty, insures - - -	£. 108. 10.
- - - - - per an India-built Ship - at 10 Guineas - with - - - D° - - - D° - - - - -	112. 15.
- - - - - per Ship or Ships - - - at 15 Guineas - with - - - D° - - - D° - - - - -	119. 15.

Appendix, No. 47.—SUPPLEMENT to the FOURTH REPORT

(No. 4.)

Jovis, 11^o die Maii 1809.

Sir JOHN ANSTRUTHER, Baronet, in the Chair.

Mr. Richard Campbell Bazett, called in, and examined.

WHEN did you last return from India?—In 1802.

I believe you were concerned in a very considerable house in Calcutta?—I was, from the year 1788.

I believe you are now concerned in an Agency-house here?—I am.

Was you in India much engaged in the export of goods from India to Europe?—Very largely.

I suppose you are aware of the regulations that took place in the year 1793, and the new modification of those regulations that took place in the years 1801 and 1802?—I am.

State whether you think those regulations have afforded the facilities to the private trade, which it requires to carry it on with advantage?—I certainly do not think that they have.

Can you state any of the impediments that have been thrown in the way of the private trader in consequence of these regulations?—The inconveniences or impediments that have occurred, originated principally in regard to the tonnage, both as to the cost of it, as well as to the manner in which we are called upon to supply the freight for that tonnage.

Can you detail those inconveniences?—One of the principal inconveniences is, that the periods at which we are forced to apply for the tonnage, are such as will not admit our calculating with any degree of nicety what tonnage we shall require in the course of that season; the month of September was that in which our applications for tonnage were demanded from us in India, and at that period of the year the principal article of exportation, I allude to Indigo, from our port of Calcutta was not then manufactured in such a degree as to enable us to say how much we should require tonnage for; the price of the freight demanded by the Honourable Company completely prevents us from shipping many gruff goods, and even comes too heavy upon such as Indigo and other goods of greater value; we have been charged as high in the year 1806 as £.44 per ton, upon goods that we were compelled to ship on regular Ships, because there were no extra Ships, none of that sort of tonnage which the Act of Parliament intended us to be supplied with, in India.

The inconvenience arising from the being obliged to ask the quantity of tonnage before you can ascertain your quantity of cargo, must it not be attended with either making you require too much or too little?—Assuredly.

If you happen to demand too much, does the Company make you pay the freight upon all you demand?—Those are the terms advertised always, to avoid which we frequently have shipped goods which we were well aware could not answer to us to ship, rather than forfeit the freight.

Supposing you demanded too little, could you at all times with facility procure the additional freight that you might require?—If there was spare freight, I do presume the Board of Trade at Calcutta would have allowed individuals to fill it; but I have known many instances in which there was not spare freight, and our goods have laid over till the next year.

Have the extra Ships with the private trade sailed at fixed periods?—On the contrary; the extra Ships have very frequently been dispatched at a season of the year the most unfavourable for a voyage to England, and the consequence in several cases have been, that the goods were damaged in their passage down the Bay of Bengal, particularly in a recent one to a very great extent. If the ship is dispatched from Bengal at an unfavourable season, the voyage is unfavourable throughout.

At what time are the Bills usually drawn from Calcutta upon the proceeds of the goods?—They are given about the period of the goods being delivered to the Company's export warehouse, for the purpose of being shipped.

Are those goods always dispatched within a short period after they are put into the Company's go-downs?—Not always; I have known them sometimes lay there a great length of time before they were.

When that circumstance happens, is it not attended with a considerable inconvenience to the Drawers of the Bills?—No doubt, because the Bills are payable at a fixed period, and unless the goods arrive to meet those Bills, they must lead him, the correspondent in London, into an advance of cash to meet those Bills without their possessing the security even of a bill of lading.

For which of course he charges you Interest and Commission?—Always.

It is stated to us, that some inconvenience arose from the not being at liberty to assort your cargoes as you please; have you found such an inconvenience?—Undoubtedly.

Is that an inconvenience to a Merchant situated as your House at Calcutta was, of any considerable extent?—It may be of extreme importance, because a large quantity of one kind of goods may come in one ship, and be too much for the market; whereas if it were divided in the different periods of the season, they would all arrive in a small proportion to more favourable sales; a large importation of any one article of course occasions a glut in the market; an assorted cargo would be more valuable.

How do you make your Insurances here upon ship and ships?—Our House has just

Mr. Baskett.

just made an Insurance of £. 200,000 for a single correspondent upon ship or ships, from not knowing upon what ship the goods are likely to come.

Does that make any difference in the Insurance?—Certainly; an additional premium is required.

When your goods arrive here, or when you export from this country to India, are there any inconveniences arise?—As to the arrival of goods, I do not think there are any of magnitude enough to be noticed; they are usually brought to sale in the way that as a Merchant I should wish. With regard to the exports, I certainly have felt very great inconvenience, from being disappointed of the freight for which I had applied. I will if you please state a specific case, a recent one; in April 1805 I applied for tonnage in order to export goods that were commissioned from a House of business in Calcutta: these goods were directed about three months afterwards to be shipped on the Northumberland; part of these goods were left out for want of tonnage. Those were the last ships sailing; it being in the month of June, the ships Northumberland and Euphrates had both a circuitous Voyage to make; that is to say, they were to go to St. Helena before proceeding to India, which was a disadvantage. Some of the goods I have mentioned were left out, for want of tonnage, although the freight for the whole had been paid in to the Company's proper Offices: these goods, so left out, I naturally expected would be shipped by the first ships of the following season; they were not, nor upon the second Fleet of that next season: they were shipped in May 1806, being above twelve months after the application for freight was made, in the Tottenham. In consequence of this delay of twelve months in the shipment, the House who commissioned those goods from India refused to receive them, and they were sold for our account, who were the Shippers, to a very considerable loss; conceiving myself entitled to look to the House who ordered these goods, for a loss that derived itself from no fault of mine, but solely from the tonnage not being allotted upon earlier ships, I am at this moment engaged in a controversy with the House who ordered the goods, in order to recover this loss, which he disputes, upon the ground that he did not receive his goods in due time. Another inconvenience which I have experienced is, that when the application is made for freight to the Honourable the Court of Directors, not knowing when it will be granted, I dare not order to be packed a variety of goods that are of a perishable nature, until I am told that tonnage is ready to receive it. This is frequently done at a fortnight's notice; that is to say, I am told that on such a day in about a fortnight you must have the goods ready for shipping: during that period it is impossible to purchase, pack, and prepare for shipping, goods, some of which may come from distant manufacturing towns, and some by water, of which the passage is uncertain; provided the goods are not ready upon the day that is notified, there is a fine chargeable upon every package, which I myself have never paid, but I have known it to be paid by others.

Do you pay your export freight here in advance?—Yes; always.

Is that usual in other exports?—The freight in other trades is paid when you get your bill of lading when the goods are on board; but in the case that I have just stated, with regard to the Tottenham, that freight was paid above twelve months before the goods left England.

Whether those inconveniences that you have stated either from India or from Europe would arise if you were at liberty to export and import in ships of your own?—Certainly not; we have had experience of that under Lord Wellesley's permission to send ships to this country; when I came to this country, I brought a considerable property belonging to the House I was there concerned with, and others, in one of the country Ships, and came passenger with my goods myself; the cargo was assorted for the demand of this market, and came to a profitable sale on a freight proportionably low; the freight on the regular ships would have been too heavy for some of those articles; the article of Cotton is one that is the least capable of bearing a heavy freight from its bulk.

Are you of opinion, from your knowledge of the trade to and from India, that if the restrictions and inconveniences which you have stated were removed, that the trade either from India or from Europe would admit of considerable extension?—I am decidedly of opinion, that were the Merchants residing in India allowed to export their goods on the India-built bottoms, and to load those goods without the interference of the Government there, that the trade of India to this country would be very greatly extended. Much of that which now goes into foreign ships would not be sent to foreigners, but sent home on our own accounts. The impediment of the high tonnage payable on the Company's Ships frequently compels a sale on the spot, in preference to sending them to this market, more particularly since the recent disappointment that was experienced by the Merchants in India in regard to the charge made for the tonnage allotted to them on certain regular Ships of the Company, which were tendered to them in consequence of there being no extra Ships in India to receive the private goods; those goods so shipped upon the Lord Duncan, Walpole, Surrey, and Castlereagh, were charged £. 44 per ton. This was in 1806, when no extra Ships were arrived in India.

The following season an advertisement of Government in the Calcutta Gazette, of the 30th July 1807, which I now deliver in, states that £. 32. 5 s. per ton would be charged for goods laden on regular Ships for the season 1805, and £. 30. 10 s. for 1806; these ships in that season went home, and to the astonishment of the Shippers, they found the freight-account made up at £. 44 per ton. Representations of the apparent injustice of this charge, and its inconsistency with the advertisement alluded to, were made by the agents resident in London on the part of their principals in India, to which no answer to this hour has been officially given.

When

When were those representations made?—I think it is near 12 months since; it was in the last summer.

In the mean time you have paid the freight?—The freight was deducted. I have no doubt it has been all paid long since.

Would the trade from Europe to India, if the restrictions were removed, admit of any extension?—Certainly, of very great extension. We should export largely, that the ships might not return without cargo; which exports would not take place under the present system.

In time of peace, are you of opinion that if the restrictions that have been stated were removed, you could be able to meet the Americans in the market of Europe to advantage.—I think, if permission of the nature I have before described of sending home our own vessels without being subject to restrictions that impede the lading of them at such period of the year, and in such manner as the Merchants would wish, that we certainly might meet any foreign traders whomsoever.

In time of war, supposing that there was a certain rate of increase of duty upon foreign trade in India, over and above what was paid by the British Merchant, do you think you could meet the American in the markets of Europe?—Under the regulations and permissions to ship, of which I have spoken, I think we should.

Are you concerned at all in India Shipping?—Not at all at the present time.

Have your Partners in India any concern in India Shipping?—None.

Do you believe that during war private traders, if left perfectly to their own way, could carry on their trade quite free of the inconveniences now complained of?—The Merchants would certainly be able to carry on their trade infinitely more to their own satisfaction and profit than under the present system, as well as to the advantage of this country, in consequence of the greater increase of goods.

At what rate do you suppose the Merchants could furnish freight if left to themselves?—The voyage from Bengal to England and back again, I conceive might be from £.28 to £.30 per ton, as nearly as I can estimate.

And what is the average rate of what you now pay on the Company's extra Ships?—£.22. 15s. for the home freight, and I think £.9 for the outward freight.

Have the Merchants ever paid freight on goods they did not ship in the Company's Ships?—I do not know whether they have not invariably filled the tonnage with articles that they did not consider desirable rather than forfeit the freight; I have done so myself.

You do not know any instance of their having so paid it?—I do not recollect any.

If you employed only ships of your own, could you always conform your goods to your tonnage, or your tonnage to your goods?—I have no doubt I always could.

What is the difference between the rate of Insurance on the Company's Ships, and private India Ships?—During war, the premium of Insurance has greatly varied, according to the protection afforded to the trade in the India Seas. I have paid £.13—£.15 and as high as £.18 per cent. On the Company's extra Ships at the same period I have paid £.12 and £.15 per cent.

Do you mean with or without convoy?—With returns for convoy in both cases.

What are the returns?—Usually at the rate of from one and a half to two per cent. for the voyage from India to St. Helena, and one and a half or two per cent. for the remainder of the voyage from St. Helena to England.

What proportion of the extra Ships do you suppose to have sailed from India at unseasonable periods?—It is impossible for me to state from recollection how many of them may have so sailed.

Do you suppose that the generality or the half of them have so sailed?—Speaking from recollection, without reference to any document, I think more than an half have sailed at a period which I do not consider desirable, subsequent to the end of March.

You have mentioned the inconvenience of having Bills drawn payable before the goods are realized; is not that an unavoidable consequence of the present state of the trade in Europe?—No doubt if I wished to support the value of goods by taking them in at the public sales for disposal at a more favourable opportunity, I incur that inconvenience, but it is not forced upon me as in the other case, it is merely optional.

But with respect to the time of bringing your goods to sale, has it not been from your own choice that you have delayed the sale of them, and consequently the realizing the produce?—We have sometimes wished them to be brought to as early a sale as possible; sometimes to postpone, according to the demand in the market.

In the last two or three years, have not the sales of the private goods been put off repeatedly at the desire of the Merchant?—They have repeatedly.

In comparing the advantage of lading your goods from India on the ships of your own and on the Company's Ships, have you not the advantage of being exempted from the loss attaching on goods put on board as dead weight, which commonly yield no profit?—There is no doubt that during a war, when the article of Saltpetre is not allowed to be exported by individuals, it is difficult to substitute dead weight that will carry a profit, or even be a saving from loss; and by shipping in the Company's Ships, this is certainly remedied in some degree in time of war.

You have mentioned, that in the way in which the Merchants are obliged to ship their goods from India in the Company's Ships, they occasionally clash with each other at this market; do not all the goods shipped in the same season from India come to sale here together?—All the goods shipped in the same season do not come to sale together assuredly, because there are two sales in the year.

Mr. Bazett.

Do they come regularly to the market at the same time at stated periods?—They are sold at periods not fixed.

You have mentioned a case of applying for tonnage at home, and not getting part of it till the season following; do you know any other instance of this kind?—Yes, I do; it is in regard to freight for Bombay applied for by our House also, the name of the ship I do not remember; but a gentleman now summoned to attend, Mr. Fawcett, who conducts that department of our business, must have a competent knowledge of it.

What was the amount of the sum you paid in advance upon the freight?—I do not recollect what the freight at that time was.

Was it £.100?—I really do not know what the sum was; I do not conceive it was an object of great importance; it was not a large amount, because it was only such goods as the Company had not room to ship.

You mentioned that part of the goods were shipped in the month of June?—They were.

Do you recollect at what time you applied for that freight?—In April.

You mentioned paying the freight on the outward export in advance; is it not common with all exports from this country, that the freight is paid upon the shipment of the goods?—It is usual to pay the freight on the delivery of the goods at the destined Port; in some cases I have known freight paid at the period of shipping.

Is not the homeward freight on the Company's Ships from India always paid after the sale of the goods here?—I believe always; I know nothing to the contrary.

When private ships are freighted from India, are they not paid a large proportion of the freight homeward in advance?—That depends entirely upon the special arrangement between the Shipper and the Ship-owner; it is sometimes done with a view to accommodate the Ship-owner, but the rates of freight are in such cases very considerably decreased.

What do you suppose the difference per cent. to be on the Company's and private Ships from India, on the value of the article of Indigo?—I conceive that in answering this question, it is necessary to state that the East India Ships that have hitherto been allowed to come home, were not built expressly for this kind of trade; if they were of that size which would be most advantageous for a voyage to Europe, I conceive that the freight would be considerably lower than it ever has been upon the ships taken up by necessity. Supposing the freight to be £.22. 15s. which is intended to be charged in this case, I conceive that the difference would be very trifling between the freight on the extra Ship and on the India-built Ship on that article.

State your reasons for thinking that if the ships of Private Merchants were allowed free navigating between Europe and India, the consumption of British produce in India among the Natives would be much increased, and the consumption of Indian produce in Europe likewise much increased?—I never have stated that I supposed the Natives would consume more; what I stated was, that if the facilities which have been in question were given to the Private British Merchants, that a considerable extension of the exports and imports in India would be the consequence.

Do you mean that the consumption would increase as regarding the Europeans or the Natives?—I do not know how they would be consumed; I think they would be imported at a cheaper rate, and be consequently saleable at a lower price.

Whether you conceive that that free Navigation would increase much in Europe the consumption of India commodities?—Many commodities I think it would.

Calcutta Gazette, 30th July 1807.

The following EXTRACTS from a General Letter, dated the 18th of February 1807, addressed by the Honourable the Court of Directors to the Honourable the Governor General in Council, are published for general information.

“ We have resolved, that the following Sums shall be charged to Individuals for the freight of goods laden by them homewards, on the regular and extra Ships of the Seasons under mentioned; viz.

Season 1804.

£.30. 10s. per ton, for goods laden on regular Ships.

Season 1805.

£.32. 5s. per ton, for goods laden on regular Ships.
£.22. 15s. per ton, for goods laden on extra Ships.

Season 1806.

£.22. 15s. per ton, for goods laden on extra Ships.
£.30. 10s. per ton, for goods laden on regular Ships.

“ You have been acquainted with the rate of freight to be charged to Individuals for all goods laden on the regular Ships, for Season 1807-8.”

Published by order of the Board of Trade.

Fort William, 28th July 1807.

(Signed)

J. Thornhill, Sec.

(No. 5.)

Sabbati, 13^o die. Maii 1809.

Sir JOHN ANSTRUTHER, Bart. in the Chair.

Mr. Richard Campbell Bazett, again called in, and examined.

DO you think that whilst this country is engaged in war, it can carry on the Indian trade to equal advantage with Neutrals?—Under the imposition of double duties upon foreigners in India, and having permission to send home our country-built ships in the manner that has been alluded to before, I think we might.

Mr. Bazett.

Do you mean this answer to apply to such a state of things as the present, when our ships have no access to the ports of foreign Europe?—Certainly not, but in ordinary times that we have seen for some years back. I mean, that if Neutral Vessels were allowed to import the produce of India to the Continent, and the intercourse from this country completely cut off, then that we could not trade with such advantage as Neutrals, the one having a market, the other not.

Do you mean to include in your answer, not only Neutral Ships coming directly from India to foreign Europe, but coming from America to foreign Europe?—I mean, coming from America to foreign Europe, which is the only channel that I am aware is open.

What do you think would be the effect if a trade were permitted between Great Britain and the ports of the Continent in Neutral Ships, although British Ships were excluded?—The effect upon the trade from India would operate most favourably, compared with the present situation of things.

Under these circumstances, do you think you could enter into competition with the American trade?—I do, under the reservations that I made before of the double duties, and the permission to load our own ships.

Do you not conceive that the Americans carry on their navigation at a cheaper rate than it is possible for any class of British subjects, whether resident in India or in Europe, to do?—No doubt the freight of American ships is lower than what we could provide ourselves with, but I very much doubt, whether the voyage from Bengal to America, and from America to the Continent, could be performed at less expense than, on our own Indian-built bottoms, we could import from Bengal to London and the Continent.

Would not the rate of Insurance paid by the Americans be considerably less whilst we were engaged in war, and they not?—Most undoubtedly.

In the case of an American ship coming directly from India to foreign Europe, how do you conceive it would then be?—I should consider that an illegal trade, and therefore not insurable at all, meaning by India from British ports in India.

Are you not aware that American ships have imported a great deal of the produce of the Dutch and of the French Islands, and of other parts of India, not British possessions, directly to foreign Europe?—I am not acquainted with the fact.

Are you acquainted with the facilities and advantages derived by the Americans in the trade by connecting it with the trade between China and America?—I am not acquainted with the subject of the American intercourse with China.

You have mentioned the very high rate of freight for the Company's Ships for one or two years; do you think that circumstance weighs much in the contemplation of the general question of the Indian trade?—I do think it to have very great weight.

If free permission were given for the importation of Indian ships here, would not the Merchants of that country concerned in the trade to Europe naturally become Ship-owners?—In answering this question, I can speak of myself as a Merchant in India, and say, that it would not influence me to become a Ship-owner; how it might influence others, it is impossible for me to say.

Were you a considerable Ship-owner while you remained in India?—I have been a Ship-owner, but to no great extent; I have had two or three ships at a time whilst I was in India.

You were asked by Mr. Grant what difference it would make between the high freight that you paid upon the regular Ships and the £.22 or £.23 per ton which you paid upon the extra Ships,—how much per cent. upon the supposed value of the commodity upon the India Ships; you were at that time not prepared to answer that question; have you since made any calculation, and how it would apply to your articles?—I did answer the question; understanding that it applied to the difference between extra and the Indian Ships on the specific article of Indigo; I said that I conceived that per centage would be but inconsiderable on that article.

Did you understand yourself then to be speaking of the difference between India-built shipping and extra-built shipping?—Yes.

Have you since been able to form any calculation of the difference per cent. of the rate of freight upon the average value of the different articles between even extra shipping and India shipping,—how much per cent. it would be upon the different articles?—Having been asked the question I alluded to, I did upon returning home calculate how it would apply, for I observed at the time that it was a question of calculation, and could not be answered off-hand.

Have you such calculation?—I have it here (producing it).

Do you assume that you could procure tonnage in India homeward bound at the rate of £. 20 per ton?—In the present time I think I could, and in time of peace lower.

At what rate, supposing you could get freight for £.20 home, would you calculate upon the outward voyage?—Something under that which the Company demand, about £. 8 per ton.

Then this is a calculation of the difference that the £. 3 per ton would make upon the average value of the articles that are stated in this calculation?—It is.

Mr. Bazett.

From what did you take the average value upon the articles here stated?—I took it principally from the account of sales of the articles from our own books of account.

You stated yesterday that the demand of the high freight of tonnage upon the regular Ships, £. 44 per ton, was an unexpected demand?—I did.

Do you know whether the Board of Trade at Calcutta ever notified that high rate of freight to the shippers of the goods, or whether they ever notified any other rate of freight than you stated in the Advertisement you delivered in yesterday?—I am positive that that rate of freight was not notified to the Public, because upon its becoming known the Government was memorialized by the Merchants upon the subject.

Were many or any of the goods that were imported that year provided either upon a supposition of a rate of freight of £. 30. 5s. upon the regular Ships, or upon the supposition of the freight stated in that Advertisement for the extra Ships?—They were no doubt provided upon the expectation of extra Ships being there to receive them, which not being the case they were under the necessity to ship them on those four regular Ships that were allotted to the Public, or the goods must have remained on hand.

Would those goods or many of them have been provided at all if the Merchant had been aware at an early period that there would be no extra Ships to carry his goods that year, and that the freight upon regular Ships should be £. 44 per ton?—I am perfectly satisfied that they would not have provided a variety of goods, because it would have been to their certain loss.

Did you ever see an Advertisement respecting extra shipping, which was issued in the month of August 1805 by the Board of Trade in Bengal?—I know there was such an Advertisement.

Have you a Copy of it?—I have not.

Do you know the rate of freight which the Government of Bengal advertised in India upon extra shipping for that year?—The tenor of the Advertisement I can give you from a document that was laid before the Government of India, and I believe referred by them to the Court of Directors. The Advertisement of the 29th of August 1805 in the Calcutta Gazette, the 5th paragraph, is as follows:

“ Information of the rates of freight to be paid by Individuals for goods laden on extra Ships of the Season of 1805-6, is contained in the subsequent Extract of a Letter from the Secretary to the Governor General in Council, and the terms and conditions to which it refers; the Extract of the Secretary's Letter above alluded to is as follows, ‘I am further directed to acquaint you that the Court have resolved that the same rates of freight be charged to Individuals, and that the same terms and conditions do continue in force for goods laden on the extra Ships for this season, out and home, as was settled by the Court the 24th of June 1803.

“ These Resolutions state as follows:

“ The 4th article. The peace-rate of freight homeward shall not exceed £. 11 per ton, and than an additional freight of £. 3 per ton, be paid on Goods laden in India on extra Ships, whose voyages from England shall have commenced in the ensuing twelve months, if the War shall continue so long.”

What freight did you actually pay for the goods that you imported upon that year?—£. 22. 10s.

Did the same thing happen in the season of 1806?—Yes, the same, excepting that the advertisement was specifically for 1805; and, from undergoing no alteration, implied as much for the year 1806.

Of course, in the first year at least, these goods were provided, upon the idea that the freight was to be £. 14 per ton home?—Surely.

You have said that you think that the trade from India to Europe, and from Europe to India, might be considerably extended (speaking of ordinary times,) if you had that liberty you have been contending for?—I have no doubt of it.

Do you think that any new articles might be introduced into the commerce between India and Europe that are not now imported, or imported in but small quantities, if those facilities we have been now pointing at were given?—I have no doubt that a variety might: the produce of the territories lately ceded in the north-west of India might, I conceive, furnish many new articles, and that even some would be tried, the produce of Bengal, of the Company's former provinces.

What are your expectations with respect to the export from Europe, and the grounds of those expectations?—My views on the subject are these: that ships being allowed to come home laden with the produce of India, and being necessitated to return to India, would not be allowed to return empty; consequently many goods would be exported from this country, which, though not profitable articles, would still yield some freight; at all events, we could always find wherewithal to lade the country ships in our employ with articles that would save us from losing the whole amount of the freight outwards. From experience of what took place when country ships were allowed to import into Britain, I have no reason to apprehend that there would be any want of articles to fill the tonnage, of a description that would yield some profit.

Have you any reason to believe that the supply at present falls short very considerably of the consumption in India?—In some articles, and at some periods, there is no doubt that the supply does fall short; for instance, the article of Copper has lately been selling in Calcutta at £. 100 per cent. above the extraordinary high price that it bore when I left India.

From your knowledge of India, do you conceive that the consumption of European articles is likely to be much increased?—I am of opinion that an increase would take place upon

upon these grounds, because they will be much cheaper, from the competition of several importers; and thereby many persons of lower condition would be able to purchase, who at present are not.

Do you suppose that, if the trade was facilitated in a greater degree, any new markets would be opened beyond the dominions of the East India Company?—I think probably they would.

Do the facilities which are wished for by the Private Merchants, extend to require the liberty of trading from England to every port in India, or only to the ports occupied by the East India Company?—Only to the Company's ports.

For what rate of freight do you conceive Indian Ships could have been sent home in the year 1805?—I think about £. 20 per ton.

Can you state what those productions of the north-west of India are, that you think might add to the exportations from India to this country?—Principally dyeing drugs, exclusive of indigo.

When you mention your belief that the exports from England could be increased according as the trade should be made more free, do you mean to apply your answer to the existing state of the trade, or suppose that the export would go on to increase progressively according as more ships came into the trade?—I do not mean to say that more ships might be necessary, but, if India-built ships were substituted for the tonnage at present allotted to the British Merchants resident in India, unshackled by some restrictions which are felt to be vexatious and embarrassing, that an increase of the exportation to India would be the consequence.

Would that increase be progressive as more ships came into the trade?—Under the system that the Merchants have in view, I think it would.

Do you not know that, in Bengal, Copper has very often been an unsaleable article, partly on account of the new importations of that article from Diarbakia?—I never knew of any importations from Diarbakia, until very recently by the Georgiana packet for the first time.

Has the article of Copper been generally a profitable one in Bengal?—Speaking from my own experience as a consignee of that article, I do not recollect an instance in which it was not profitable; the latest shipments we have made have been uncommonly profitable.

Have you ever considered of any regulation of the present system, that would remove, in some or in a great degree, the inconveniences which you have stated, short of leaving the trade open to Indian Ships, or ships the property of the Merchants concerned in the trade, instead of those chartered by the Company?—It never has been the expectation of the Merchants, that the trade should be so far thrown open as that their ships should not be subject so far to the controul of the Government of India as may be necessary to prevent the exportation of articles either monopolized by the Company, or in any other degree contraband; our object is to be allowed to ship upon Indian bottoms the produce of India, without being subject to those restrictions as to the period of departure, the mode of loading, and a variety of other restrictions, which we feel to be a great clog upon the present state of our trade with Europe, and expose us to a considerable degree of loss, which might be avoided: I know of no other mode by which the same encouragement to the trade from India can be given, under the regulation of the present system, that is, supplying the tonnage from this country as at present practised.

CALCULATION, shewing the increased rate per cent at which the following Articles of East India produce would be charged Freight, if shipped on board the Honourable Company's extra and regular Ships, compared with the assumed rate of £. 20 per ton on India-built Ships.

GOODS.	Average Value per Ton.	On Extra Ships at £. 22. 15s. per Ton.	On Regular Ships at £. 30 10s. per Ton.	On Regular Ships at £. 44. per Ton.
Borax - - - -	£. 52 - - -	5½ per cent more	20½ per cent more	46 per cent more
Cassia - - - -	80 - - -	2½ - - - -	13 - - - -	30 - - - -
Camphire - - -	300 - - -	7 - - - -	3½ - - - -	8 - - - -
Cotton - - - -	72 - - -	4 - - - -	14½ - - - -	33½ - - - -
Coffee - - - -	126 - - -	2¼ - - - -	8 - - - -	19 - - - -
Gums - - - -	40 - - -	7 - - - -	26½ - - - -	60 - - - -
Hemp - - - -	24 - - -	11½ - - - -	42½ - - - -	100 - - - -
Indigo - - - -	336 - - -	7 - - - -	3 - - - -	7 - - - -
Mother o' Pearl } Shells - - - }	155 - - -	1½ - - - -	6½ - - - -	15 - - - -
Pepper - - - -	90 - - -	3 - - - -	11½ - - - -	26½ - - - -
Sugar - - - -	38 - - -	7½ - - - -	27½ - - - -	63 - - - -

N. B. - - Data on which the above Calculate is made:
 Rate of Freight per Company's extra Ships - - £. 22. 15s. per ton, being that which has been charged since 1805.
 D° - of - D° per Company's regular Ships - - £. 30. 10s. per ton, being the Rate charged since 1807.
 D° - of - D° - - per - - D° - - - D° - - - £. 44 per ton, being the Rate charged in 1806.
 Value per ton of goods, according to average prices from actual Sales.

York Place,
May the 15th, 1809.

R^d. C. Bazett.

(No. 6.)

Luna, 15^o die Maii 1809.

Sir JOHN ANSTRUTHER, Baronet, in the Chair.

Mr. Henry Trail, called in, and examined.

Mr. Trail.

IT has been stated to us, that there is a considerable difficulty arises to the Private Merchants from their being obliged to insure on ship or ships, instead of being able to insure upon individual ships, from the mode in which the trade is now carried on; is that so?—It is.

Is there any considerable difference between the rates of Insurance upon ship or ships, and upon an individual ship?—Yes, generally a difference of two or three per cent.

Can you with the same facility obtain an Insurance upon ship or ships to a large extent, as you could upon individual ships?—By no means.

What is the reason of that?—The dislike the Underwriters have to insure generally arises from the fear of having their interest all upon one bottom, instead of being divided into several risks.

Has it ever happened to you to meet with that difficulty?—It has.

Have you any objection to state the case?—There has not been any recent instance; but three or four years ago we had a very large sum to get covered upon ship or ships, which we effected with a good deal of difficulty.

Did you effect it all at once?—The first sum we effected in the course of a few days; a fresh order came for a larger sum to be covered in the same manner: we were advised by our broker at Lloyd's to postpone effecting the second insurance until we could advise the Underwriters of the ships' names upon which the goods composing the first insurance were shipped, from the fear of having their former risks increased.

Did you follow that advice?—We did.

How long was it between the period of the one and the other?—About three months.

Then during that three months was the second sum uncovered?—It was waiting for the advice of the ships' names on which the goods were laden.

You effected the Insurance upon the second sum three months after?—Not so soon; accounts arrived of the capture of the *Althea*, which occasioned an immediate rise in the premium of from 15 to 25 per cent.

Did you effect the insurance at 25 per cent.?—We were obliged to do it; we waited two months, in hopes that the premium would fall to its former rate, but it did not, and we effected the Insurance at 25 Guineas.

The former Insurance I think you said was effected at 15?—It was. The same ship that brought the account of the capture of the *Althea*, brought the account of the shipment of the goods contained in the first Policy, or about the same time.

At the time you first received the order for the second Insurance, if you had been able to have specified the names of the particular ships upon which the goods were to be laden, could you have effected the Insurance at Lloyd's?—I have no doubt of it.

With regard to the times at which goods are shipped in Bengal, I believe the Merchants in Bengal are under the necessity of informing the Board of Trade at a given period of the year, in August or September, I think?—We are called upon to specify the quantity of tonnage we shall want in the ensuing shipping season.

Does any inconvenience result from that?—It sometimes happens that the Merchant has not the means of ascertaining what quantity of goods he will have to ship, and therefore he sends in his application at a hazard of having too much or too little.

Did it ever happen to your House to pay any forfeit for having asked for more tonnage than you found you should have occasion for?—On one occasion it has.

Did you pay that forfeit?—Yes.

What was the amount of it?—About 5,000 Rupees.

Are there any inconveniences experienced by the Merchants from the circumstance of the uncertainty of the time of sailing of the ships, or the uncertainty of loading their goods?—There is an inconvenience in not being able to give orders about our Insurances; we must do it generally, instead of upon particular ships.

I believe you are not a Ship-owner?—I am not.

Are you of opinion that if the Merchants were allowed to load their own ships at their own times, and in their own way, that the trade between Europe and India, and India and Europe, would be considerably increased or not?—I am strongly of opinion that it would considerably increase.

In both ways?—Not so much out as from India.

Are you or not of opinion that in time of peace you could meet the Americans and other foreigners in the market of Europe, if the restrictions that are now imposed upon the private trade were removed?—I should suppose nearly so.

In time of war, supposing a double duty laid upon foreigners in India, and the Americans obliged to make a circuitous Voyage by America, do you think if the restrictions were removed, that you could meet the Americans in time of war?—It would be more upon an equality; I think we could supply the Europe market as cheap as they could in time of war.

I believe your House in India never were Ship-owners?—They never were.

I believe your's was one of the largest Agency-houses in Calcutta?—It was reckoned so.

Will you explain more in detail how the increase in the exports to and from India would take

take place upon the change of system?—I think it would only apply to the raw materials, and not to the manufactured goods from India.

With regard to the exports from this Country, how do you conceive they would be enlarged?—I am not aware that they would be materially affected by the indulgence presumed, only that they would go out at a lower rate of freight, and be therefore supplied cheaper than they now are. I do not suppose the consumption could be increased.

Upon the supposition of the proposed enlargement, would it be practicable always to insure from India upon specific ships?—That would depend upon having opportunities to write home for insurance, and upon a certainty of getting those goods shipped upon particular vessels.

Mr. Trail:

(No. 7.)

Mr. Henry Fawcett, called in, and examined.

YOU were for a long time resident at Bombay I believe?—I was; I was in the Company's Service, and also a Merchant there.

A very considerable Merchant there?—Yes.

You are now concerned I believe in a House of Agency in this country?—I am.

The Committee have been inquiring whether the facilities given to the private trade have answered the purposes of the Private Merchant, and if they have not, what are the impediments that stand in the way of the private Merchants?—We have experienced considerable impediments in delays in the furnishing of tonnage in England and in India, but principally in India.

Does any inconvenience arise from the mode of shipping your goods in India, not knowing the ships that your goods are to go upon?—At Bombay, in the act of shipping, I do not know of any difficulties of any consequence.

When you say you have met with delays in furnishing the tonnage in India, do you mean that there was not sufficient tonnage ready?—Instances of that kind may have happened, but we did not make application, because we knew it could not be complied with, without a reference to Bengal, and that would be such a delay that it was not an object.

Then you would have applied for the tonnage if you had not known that the Company could not supply you with it?—Several times we might have done it; in the year 1805 the three principal Houses in Bombay had occasion for about 2,000 tons, and applied to Government then for the extra ship *Devaynes* that was lying in the harbour to take a part of it; she was refused to them, upon the plea that she was bound to Bombay and Madras. The Merchants replied, that they had information from Madras, that so far from wanting tonnage there, that they were offering what tonnage they had at a reduced freight, in order to induce the Merchants to load their ships; notwithstanding, that the Bombay Government positively refused to suffer the Bombay Merchants to load there; this was about the month of April or May 1805; the tonnage was not supplied to the Merchants until the 13th September, when they gave us the *Retreat* extra Ship, and afterwards took up two country Ships, the *Milford* and *Hercules*; the *Milford* arrived in April 1806, the *Devaynes* did not reach England till the 9th of June 1806.

Then in April or May 1805, if there had been tonnage, your three Houses would have shipped 2,000 tons for Europe?—Yes, certainly.

Were there any inconveniences attended your speculation in trade from the circumstance of the shipment being postponed, from the cause that has been mentioned, from May till September?—It must have been attended with great inconvenience and great loss, for if loaded in May it would have saved all the warehousing, which is very high during the Monsoon Season; the cargo would have arrived in England almost as soon as it was actually shipped afterwards: there was certainly a loss of interest for six months, and there might or might not have been a difference in the market.

What was that cargo?—Chiefly Cotton; the application was for Cotton. On the 8th May 1806 the same Merchants applied to load the extra ship *Sir William Pulteney*, then lying in the harbour, and were refused on the plea of her being destined for Bengal. I apprehend there was no other tonnage came in that way till the 19th of October 1806, when they were called upon by the Government to know if they still had the goods ready to ship, and in that case offering them the *Experiment*, which they accepted, stating to Government that they concluded that the rate of freight would be the same as they would have been charged for the *Sir William Pulteney*: this matter was referred to the Governor General and Council at Bengal; but as they were desirous to dispatch the ship, and indeed called upon to load her immediately, they did load her, and when she was completely loaded, the answer received from Bengal gave it as their opinion, that it must be charged £. 20 per ton instead of £. 14, which the *Sir William Pulteney* had been charged; the ship in consequence came home and arrived in the same Fleet with the *Sir William Pulteney*; the freight was charged upon the *Experiment* at £. 20 per ton, and upon the *Pulteney* at £. 14 per ton.

Supposing the Merchants had the liberty of using any ships they please, whether built in India or in England, and had the liberty of loading their ships at their own time and in their own way, whether Cotton could, under those circumstances, be profitably brought to Europe?—I think it might.

By profitable, I mean a fair market profit?—I think it might; and I think with proper encouragement we might supplant the Americans in the supply of it.

Mr. Fawcett.

Mr. Fawcett.

Do you mean that if proper encouragement was given, you could beat the American Cotton out of the market by Indian Cotton?—We could undersell them I believe.

Is the quantity of Cotton that may be exported from Bombay or Surat very considerable?—I think the export is about 90,000 bales of three hundred weight and a half each a year.

Might great part of that be brought to Europe?—I think it might.

Are there any impediments to the purchase of Cotton in India?—There were not formerly, but latterly I understand, but I do not know the circumstance sufficiently to speak to it, that there are some impediments in the Company's Districts, giving a preference to the Company's own purchases.

Could any means be adopted to suit the Surat Cotton more to the market of England?—I think there might, by proper regulations to prevent adulteration.

Supposing the Merchants had the facilities given them which have been spoken of, do you think that the freight from India to England, particularly in Cotton, and the trade from England to India, could be considerably increased or increased at all?—I think it might be considerably increased, particularly the trade from India to England.

Could the cultivation of Cotton in the Company's Territories be increased so as to supply any additional demand for Cotton that might arise?—I have not any local knowledge of the Company's Territories lately acquired; I have generally understood that the produce might be increased in Guzarát and Malva.

Will you state what you mean by further encouragement?—If the difficulties were removed with regard to freight principally, and the attention I have mentioned be paid to prevent adulteration.

Were you in India in the year 1805?—I was not.

Were the 2,000 tons of Cotton which you stated that the Merchants wished to send at that time to Europe provided purposely for the Europe market?—I cannot say for others, but the proportion or a great part that Messrs. Bruce, Fawcett and Co. shipped, they vided us of having provided on purpose for the market.

How much was the quantity?—I do not know the precise quantity; it was some they had taken great pains to collect, and the finest, picked out of all the purchases for the season.

In the year 1806, when you expected the Sir William Pulteney at the rate of £. 14 per ton freight, could you have hired an Indian Ship at that rate to Europe?—No, I do not think we could.

What might have been the freight of an Indian Ship to Europe in that season?—I do not know that any came.

If you had been allowed to send a ship of your own that year, what would have been the rate of freight?—The Milford and Hercules sailed the latter end of 1805, and they were at £. 20 per ton.

Were they not Indian Ships?—They were.

You have mentioned, that Cotton might be brought to this Country so as to supplant the supply from America; do you think this could be done at a time when we are at war, and the Americans at peace, supposing the Merchants to have the facilities they wish for?—It is difficult to say in time of war what might be the case; there are many circumstances which increase the expense of the ship and the rate of Insurances, but in general I think they might.

The export of 90,000 bales of Cotton from Bombay which you mentioned, does it not now go chiefly to China?—It does.

Is not that trade profitable to the Company's Settlements and Territories?—It used formerly to be, but I think it has considerably declined.

Would it be continued if it were not profitable?—Sometimes to employ our ships, we send them on voyages where there is no profit; if we can save ourselves, we are very glad of taking the chance of a returning cargo.

Is the selling price of Cotton in China reduced of late?—I believe not; but the first price of it has increased considerably at Bombay.

Is not that a sign of the increase of the trade?—It is principally occasioned by the Company's purchasing largely.

Is not the balance of trade between India and China now greatly against China, and chiefly arising from the article of Cotton; or does not China pay a balance to India in specie every year?—Frequently the returns are made in specie, on account of the high price of China articles there.

Do you conceive that if the China articles were ever so low there, that India could consume what would suffice for the returns of the Cotton importations into China?—Yes, including what is generally supplied to the Company for Bills of Exchange on England; my answers apply to Bombay only.

Whether, if the cotton sent from Surat to China now were to be diverted to Europe, it would not occasion a great derangement and detriment to the profitable trade carried on from India to China?—I do not think it would affect it at all, but be rather beneficial, as I think a smaller supply to China would increase the price there.

Were you or your House Ship-owners in India?—The House in which I was a Partner were Ship-owners.

Was it not a great object of the Merchants of India who were likewise Ship-owners to obtain an introduction of their Indian Ships into the navigation between India and Europe?—It is an object to all Ship-owners to increase the employment of their shipping.

Whether

Whether, upon the same principle you have already mentioned, that you sometimes send ships to China, the Merchant of India might not be induced to send ships to Europe?—They might certainly, but being a longer voyage it is a greater risk.

Is the Cotton, of India or the Cotton of America preferred in the markets of Europe?—The Surat Cotton, if we can get it clean and fine, as we do sometimes, is preferred to the Bowd Georgias, as it takes the dye better; in general the Bowd Georgias are much cleaner than the Surats.

Are the Bowd Georgias the best Cottons that come from America?—No, it is an inferior Cotton, but it comes immediately in competition with the Surats.

Does the Bowd Georgias come to this country in large quantities?—Yes, in very large quantities.

Is there much of the Surat Cotton of a fine fibre?—Not much.

How is the best of the Surat Cotton compared with the Brazil and the the West India Cotton?—It does not come at all in competition with them, it is inferior in quality, and employed in different manufactories.

Are you aware of any other article besides Cotton, the export of which would be materially increased, by the facilities which have been mentioned?—Yes; Fossil Alkali, or Barilla might be imported in very large quantities.

Are there any other articles?—There are a number of drugs from Arabia, and some from the different Provinces in India.

From the knowledge you have of India, can you say whether the consumption of European articles would admit of much increase there?—I have not been resident in the interior of India, but Bombay is in that situation, that it in fact forms the Commercial Capital of the West of India; goods from all the coasts from Mosambique to Cape Comorin are brought to Bombay principally in country craft, and exported from thence to distant countries; these country craft carry back foreign articles imported into Bombay from Europe, from China, and from all parts of the world from whence they come, in large ships; if those articles from Europe can be afforded to them cheaper than at present, I have little doubt but what the exports might be increased.

What is the description of articles to which you principally allude?—The principal articles which are imported, are iron, copper, lead, woollens, and many other articles which I cannot immediately enumerate.

By furnishing the articles cheaper, do you mean buying them cheaper in England, or conveying them at less charge?—By carrying them at less price we could afford to sell them cheaper.

In a general way, have you formed any opinion of the rate per cent. on the value of the goods that the freight could be reduced by giving the Merchants the conveyance of goods in their own ships?—I have not formed an idea of it; the per centage must depend entirely upon the value of the articles.

STATEMENT of the quantity of Cotton annually imported into Great Britain, of the quality which comes in competition with that produced in Guzzerat; taken on the average of 1805, 1806, and 1807.

	North America.	East India.
	Bags.	Bales.
In 1805 - - -	122,078	2,039
1806 - - -	124,092	7,963
1807 - - -	171,267	11,409
In three years -	417,437	21,411
AVERAGE -	139,146	7,137 per annum.

The average quantity of Cotton annually imported from North America, as above, is - - - - - Bags 139,146

Of the Cotton produced in North America, two-thirds is of the quality called Bowed Georgias, which is used for the same purposes as Guzzerat Cotton; therefore deduct one-third - - - - - 46,382

Remains annual import of Georgias - - - - - Bags 92,764

Which, at 2½ cwt. per bag, is - - - - - Cwt. 231,979

Average quantity of East India Cotton annually imported as above, is 7,137 bales, which, at 3 cwt. each, is, - - - - - 21,411

Average annual consumption - - - - - Cwt. 253,381

Equal Bombay bales of 3½ cwt. - - - - - 72,395

Value, at 1s. per lb. is - - - - - £. 1,418,933

(No. 8.)

Jovis, 18^a die Maii 1809.

Sir JOHN ANSTRUTHER, Baronet, in the Chair.

Mr. *John Bebb*, one of the Directors of the East India Company called in, and examined.*Mr. Bebb.*

HOW long did you serve the East India Company in Bengal?—In India, from 1771 till 1800 in the Civil Service.

You were I believe on the Board of Trade in Bengal for a good number of years?—Yes, from the beginning of the year 1790 to 1800, when I left India.

Have you a recollection of the manner in which the business of the private traders in shipping their goods to Europe, through the medium of the Company, used to be transacted?—Yes, generally.

Can you state how the rate of freight used to be settled by the private traders for goods to be shipped to Europe?—After the Act of 1793, according to the terms of that Act, and sometimes in certain cases by special agreement with the parties concerned.

We find complaints, that when the freight was settled at £. 32 per ton for the season, they were charged as high as £. 44 per ton; can you state how this happened?—From the instance being mentioned to me, I probably might be able to give some information upon the subject.

Will you explain what you know of this matter, either from your own knowledge or the Company's Records?—From the Company's Records in my situation as a Director of the East India Company. In the latter end of 1805 there was some vacant space in some of the Company's regular Ships; it was by the Board of Trade, under the authority of the Government, offered to Merchants in Calcutta who had obtained statutable tonnage, that they might ship goods upon the regular Ships, for which they had obtained statutable tonnage, on condition that they should pay to the Company the same freight as the Company paid upon the ships in question. There were four ships. I have Extracts of the case from the Records.

(They were read).

Mr. *Bebb*. In the £. 44 per ton, there was no charge for demurrage.

Did any instance of this nature occur whilst you were at the Board of Trade?—I do not recollect any complaint on the subject, but I forget in what year the Merchants of Calcutta were desirous of shipping their statutable tonnage upon the regular ships at the rate fixed by law, by which they would have had the advantage of low freight and low insurance. The Board of Trade were willing to meet their wishes, by offering to them tonnage on the regular Ships at the same rate the Company paid for the tonnage of the ships; I do not recollect whether the offer was accepted.

Is it usual to set apart room for 3,000 tons whether it is called for or not?—Certainly not, unless required; therefore notice is given at the proper season, I think in the month of September, for certain individuals to state what tonnage they require.

Were not the extra Ships for the purpose of carrying home the private trade sent out annually to the extent of 3,000 tons?—Generally, especially in later years.

Do you know at what rate of freight private Indian Ships could sail from India to England in time of war?—Never having been concerned in shipping, I cannot speak from my own experience as a Ship-owner; but the Merchants of Calcutta stated to the Government originally, that they could sail their ships at £. 12 per ton in time of peace, and £. 16 per ton in time of war.

In what year was that?—It must have been about the year 1796, and ships were hired from them to bring home chiefly rice or ponderous goods at the rate of £. 16. per ton, and £. 20. per ton for fine or bulky goods; the benefit of the voyage out they had wholly to themselves. I believe they found that their rates were too low, and it was owing to the desire of getting into the trade that they made such low offers.

State the way in which the Private Merchants delivered their goods in order to be shipped for England on the Company's Ships: were they required to send them into the Company's warehouses, till an opportunity for shipping should offer?—When the ships were ready to receive the goods, notice was given to the Merchants, and they were required to send their goods to sloops laying at the wharf ready to receive them, and the goods were put by them on board the boats and carried to the sloops; they were never received into the warehouses after the operation of that Act.

Whether there was any specified time which limited the delivery of the goods to the ships?—When the Merchants gave their notice what tonnage they would want, they were required to state, as nearly as they could, when the goods would be ready, and the goods were called for as the ships were ready to receive them, as nearly as possible to the time, and adverting also to the sort of goods which it was fit for the ship to receive. I do not recollect whether there was any date fixed in the Advertisement beyond which goods would not be received.

Did not the Company always put in what is called the dead weight on the ships on which private goods were laden?—Since the war of 1793 there was no Saltpetre exported, on account of individuals, it was prohibited for political reasons; but some years ago, when it was thought profitable in Calcutta to send Sugar from India to this country, the Sugar of individuals was put in the bottom of the ship in common with the Company's Sugar as dead weight;

weight; of late years individuals have not sent Sugar to this country, and then the Company have been under the necessity of putting a due proportion of dead weight, chiefly Sugar or Saltpetre, upon the ships.

Mr. Bebb.

How many cubical feet to the ton do the Company pay for, and charge to the private traders?—Where the tonnage is settled by measurement, 50 feet outside measurement, and individuals are rated in the same manner; the general usage of the Port of London I understand, in measured goods is to reckon 40 cubical feet to the ton; the Company's computation of tonnage on many articles which in the Port of London would be taken by measurement, is taken in some articles by tale, in others by short weights; for instance, piece goods are computed so many pieces to the ton, according to the scale of some old date; those piece goods by experiments I have had made, will in some instances weigh 21 or 22 cwt. to the ton, and measure above 60 feet to the ton; in other instances they will weigh about 13, 14, or 15 cwt. to the ton, and measure about 50 feet: Raw-silk is taken at ten hundred weight to the ton, Pepper at sixteen hundred weight to the ton: I mention the two latter as instances in which the tonnage is computed by short weight; I mean by short weight, short of twenty hundred weight to the ton, but not as goods measured. In reference to the statement of individuals as to the price at which they can let ships to carry goods, it should be necessary for them to explain what computations of tonnage they refer to, whether the Company's computation of tonnage, or the usual rate of 40 feet for measured goods, according to the custom of London.

Is it advantageous or otherwise for the Private Traders to have their goods received at the Company's computation of tonnage?—Certainly, very advantageous.

Explain why?—Because articles which according to the usage of the Port of London would be paid for at 40 cubical feet to the ton, are by the Company's computation of tonnage more favourable to the Owners of goods.

Is it advantageous to the Company or otherwise to furnish the dead weight to the extra Ships when the Owners of the goods do not?—Of late years, from the great glut of Sugar in the London market, it has been very disadvantageous to the Company, and operated as a considerable bonus to the Private Merchant; if he had filled his ship himself, he must have borne the loss upon the dead weight, which the Company now bear; or if he had carried no dead weight in merchandize, he must have carried kentledge or ballast, and that would have enhanced the freight on the light articles.

Can you state the season of the year at which the produce of Indigo for the year is ascertainable?—I have never myself been concerned in Indigo works, but have frequently seen them, and from observation and frequent enquiries of Indigo manufacturers, I understand that by about the middle of the month of September the produce of the crop may be ascertained with tolerable accuracy.

Do you know at what time the Merchants draw Bills of Exchange for goods which they consign to Europe?—Generally at the time that the goods are shipped, especially those persons who look to the proceeds of particular consignments of goods to answer particular Bills.

Up to the time when you left India, when were the ships with private goods generally dispatched to England?—Generally during the seasonable time of dispatch, which is from October to the end of March, and of that period the time chiefly from January to March; in one or two years I believe they fell into May or June, owing to the late arrival of ships, or political circumstances.

Since your departure from India, have you been acquainted with the period at which the extra Ships have usually been dispatched from thence?—Only by reference to the documents at the India House.

Can you assign the reason for the lateness of the dispatch of the extra Ships, when they have been dispatched beyond the seasonable period of the year?—I think, and in which I differ in opinion from several of my colleagues, that the manner in which the extra Ships are taken up, that is to be fitted out again for India as soon as possible after their arrival in this country, will often occasion their falling into unseasonable time of dispatch from India, and I have understood the reason why this system has been followed, was to accommodate the views of Private Merchants, who wished to send goods at various times of the year.

Supposing the period of dispatch to be properly regulated, and the rate of freight to be reasonable, do you conceive that it is materially detrimental to Merchants not to be allowed to convey goods in ships of their own?—Generally, I cannot conceive there is detriment to them; at the same time the fondness of men for speculation, and their idea of individual profit, and the desire of the Ship-owners in India to get their ships introduced into the trade between India and Europe, will often induce representations that they suffer considerably: another reason is, that the Indian Agency-houses in this country, for the purpose of increasing their individual concerns by Indian Ships being put under their management when in this country, will produce representations to the same effect.

Do you understand that Americans and other Neutrals, have at present an advantage over the Traders of this country from India in the sale of Indian goods in foreign Europe and America?—Considerably.

To what causes do you ascribe this?—The lower rates of freight and of insurance arising from their neutral character, and their access to different countries in hostility with Great Britain; they have also an advantage in certain articles from the operation of the duties of this country, more especially in piece goods and nankeen cloths, who can afford to sell at different ports, and particularly in the West Indies, for a profit which would be about equal to the duties retained in this country.

Mr. Bebb.

Do you conceive that the Americans navigate cheaper than the English do?—I understand that they build their hulls cheaper, and provision them cheaper, but that many articles of equipment and sailors wages, especially of the middle and southern States, are higher than in this country in time of peace.

If the trade between this country and India were now thrown open, do you conceive that it could be carried on on terms equally advantageous as Neutral nations have carried it on, whilst this country was engaged in war?—Certainly not.

What is your opinion upon the same points, supposing this country to be at peace?—If the duties on Indian articles exported from this country were not higher than on the same articles imported into and exported from America, and that they can enter into any indifferent country on the same terms as to duties or other charges, I apprehend that the contiguity of this country to the Continent of Europe, would give this country a very considerable advantage over the Americans. I give this answer on the presumption that the American Ship is to deliver her Indian cargo in America, and re-ship it from thence to Europe.

How do you suppose the comparison would stand between this country and the nations of Europe, supposing a state of general peace?—I apprehend we could carry it on more advantageously than other European nations.

Then these answers suppose the trade to be thrown open; state your opinion what the result would be in time of peace, supposing the Indian trade to remain under its present system and regulations?—The same; for I conceive the Company, from their greater capital and generally speaking better intelligence and skill of their servants, able to carry on the trade with India to more advantage to themselves and the country than individuals. I presume always that the illicit practices of individuals are out of the question,—that the trade is to be fairly carried on.

Under any system of regulation for the Indian trade, what is your opinion of the practicability of extending the sale of British manufactures in India?—I do not think it can be extended among the Natives of India. The great article of national manufacture, woollen cloths, the Company already sell to a loss and have for many years, consequently individuals could not sell them on better terms; the next great articles of national manufactures, silk and cotton, are out of the question, as they are the produce of India; and with regard to the lesser articles, India is already supplied through the privileged trade of the Captains and Officers of ships, which being wholly free of freight, go into the market on more favourable terms than any individuals can, who are obliged to pay for freight; and the usages and habits of the natives of India render them little solicitous about the use of articles not the produce of their own country.

LETTER from the Board of Trade of Bengal to the Vice President in Council; dated 20th December 1805; received by Lady Castlereagh 19th July 1806.

IT appearing by a Statement, laid before us by the Export Warehouse Keeper, of the goods in store at the Export Warehouse, and expected to arrive by the 20th January, that the regular Ships appointed to sail from this Port with cargo for Europe, could not be completely laden without the addition of private goods, for the allotment of which to those ships one application had only been received by us, namely, from Messrs. Trail, Palmer & Co. for 100 tons, we considered it to be expedient to ascertain, as far as might be practicable, the further quantity of such goods for which regular tonnage might be required; and with this view, a Notice to the following purport was on the 13th instant circulated by our orders to all the individuals by whom application had been made to us under the Advertisement of the 2d of August last, for statutable tonnage in the extra Ships of the present season.

That persons desiring that any part of the statutable tonnage already allotted to them should be granted on the regular Ships which may be dispatched from this Port in February next, would make applications to us for that purpose, the goods for which tonnage might be desired on the regular Ships to be delivered at the Export Warehouse by the 20th January, beyond which period no goods would be received, and freights to be paid on the goods at the same rate as may be paid by the Honourable Company for the ships on which the goods may be allotted.

In consequence of the Circular Notice above stated, we received the under-mentioned applications for tonnage on the regular Ships of the present season.

	Tons.
Messrs. Trail, Palmer & Co. including the 100 tons before applied	
for, as already noticed - - - - -	300
- - Fairlie, Gilmore & Co. - - - - -	100
- - Sarkies & Co. - - - - -	45
- - Alexander & Co. - - - - -	200
- - Colvins, Bazett & Co. - - - - -	200
- - D ^o on account of Mr. Thos. Brown - - - - -	40
- - Scott, Wilson & Co. - - - - -	15
Mr. W. B. Smith - - - - -	25
- B. Mason - - - - -	100
- W. R. Munro - - - - -	26
- Thos. Barnet, on account of Mr. Henry Barnet - - - - -	18
Total Tons - - -	1069

At a Committee of Private Trade, on Friday the 23d January 1807.

IT appearing by the Bengal Board of Trade letter, and their consultations of the 20th December 1805, that individuals were permitted to lade private goods on the Walpole, Surrey, Lord Duncan and Lady Castlereagh, arrived 1806, on their agreeing to pay the same rate of freight in England as may be paid by the Company for goods laden on the regular India ships; and an Estimate of the average rate of freight per ton, calculated in the chartered tonnages of the above ships, including a proportion of the charges for war, contingencies and kentledge, being laid before the Committee; Agreed, that the private goods imported by the said ships under the Resolution of the Board of Trade of the 20th December 1805, be charged at the rate of £. 44 per ton.

At a Committee of Private Trade, on Wednesday the 20th July 1808.

PURSUANT to a reference of Court of the 15th ultimo, the Committee took into consideration a Letter from Messrs. Bruce, de Ponthieu, Bazett & Co. Porcher, Redhead & Co. David Scott & Co. Paxton, Cockerill, Trail & Co. and Lambert, Gillett, Edwards & Co. transmitting on behalf of their respective constituents in Bengal, a Statement of their claims for the difference between the amount of freight charged by the Company on the privilege goods shipped on the regular ships Walpole, Surrey, Lady Castlereagh, and Lord Duncan, in the season 1805-6, and the amount which they conceive should have been charged on those goods; and expressing their hope, that the Court on examining the justness of their claims will be pleased to give orders for the payment of the difference of freight to them on behalf of their respective constituents; and the Committee having had reference to the following particulars; viz.

Advertisement published by order of the Board of Trade in the Calcutta Gazette of the 30th July last, respecting the rate of freight on privilege goods;

Letter from the Board of Trade to the Governor General in Council, dated 24th November 1807—last, transmitting copy of a Letter addressed to them relative to the rate of freight charged on the private good laden on the above ships;

And, the Committees' Minutes of the 23d January 1807;

The Committee agreed to abide by their decision of that date respecting the rate of freight to be charged on the privilege goods imported on the Walpole, Surrey, Lady Castlereagh and Lord Duncan, and that the above request for the reduction thereof be not complied with.

(No. 9.)

Sabbati, 20 die Maii 1809.

Sir JOHN ANSTRUTHER, Baronet, in the Chair.

Mr. *John Bebb*, again called in, and examined.

Mr. *Bebb*. I beg leave to offer some explanations of some of the evidence I gave on Thursday last. I stated that when the Company's Ships were taken up, they were taken up at £. 16 per ton for heavy goods, and £. 20 a ton for piece goods; that freight was paid in Bengal three fourths in advance, and of course it assisted the owners with capital, and saved them interest and risk. I think I stated that from the skill of their servants and their capital, the Company could carry on trade with more advantage than individuals. I would add, that the Company's goods have a character for excellence, which the goods of private persons do not attain; this gives the Company a considerable advantage in the Europe market. A foreign Merchant can give his correspondent in London an order to purchase Company's goods, with confidence that the goods will prove of the quality he desires; in respect of the goods of individuals, he is at an uncertainty; he must trust to the judgment and attention of his correspondent, and is liable to disappointment in the quality of the goods. The Company's goods sell at a higher price than the goods of private persons, even though such goods may happen to be equal in quality to the Company's. When engaged on my own account in correspondence to this country from Bengal, I conceived the difference to be equal to fifteen per cent. on piece goods, though my goods were provided by myself with great care and attention. The commission which falls upon the goods of Private Merchants at the different places of purchase, shipment and sale, except where the owner himself may reside, in their transit from the place of produce in Bengal, through Calcutta and London, to the place of consumption abroad, by its repetition acts with a pressing weight upon the produce of goods, and abates the profit, or eventually creates a loss or tends to it; some of the rates of commission were 10 per cent. for procuring goods at the place of manufacture, two and a half per cent. for shipping, and two and a half per cent. on gross sales in London.

Mr. Bebb.

I wish to add to my answer to another point where a foreign State in Europe may determine to support its own commerce by high duties, or where prohibited altogether the introduction of Indian articles, except in its own ships, it will supply itself with Indian goods directly from India as far as its credit or the proceeds of its native productions or its

Mr. Bebb.

acquired articles which it may send to India, may enable it to procure in India, and so far will it share in the commerce to and from India, and so far counteract the notion of rendering London the emporium for the trade of the East Indies.

How far do you think any regulation on our part might be made to operate against the foreign trade as you describe?—I apprehend it will be checked in some degree by higher duties and higher port charges; but the former must be laid on with judgment, or else the goods will be smuggled on board of foreign ships, and evade the duties altogether.

Would not it follow from that mode of reasoning, that the Company, in a commercial point of view, have nothing whatever to fear from the trade being thrown open to the competition of Private Merchants, whether in India or in Europe?—I have often reflected upon the subject, and I have been of the same opinion for twenty years, that they would have nothing to fear in a point of view merely commercial.

Then supposing the Company's exclusive privilege to cease, and that they were in future to carry on their trade as a Chartered Company, which they would remain in common with the other Merchants of this country or India, do you think that the Company could carry on their trade under these circumstances to greater advantage than the Private Merchants?—Certainly; but in such case it could not be expected that they should export articles of national manufacture to a loss as they now do, or import from India articles for the benefit of Government on the terms they often now import them.

What articles do the Company import into this country for the use of Government except Saltpetre?—At present they bring Sunn-hemp for the service of Government, without any profit whatever.

This is the first year I believe that they have brought any?—Yes, on Government account; but they are under a disadvantage in bringing it in proportion as they may lose by the dead weight necessary to be put on the ship; and some years ago, on the occasion of the first rupture with Russia, they brought it on their own account, at the wishes or at the instances of His Majesty's ministers, for the purpose of answering the national exigencies, and they lost greatly by it.

Did they bring a large quantity?—A considerable quantity.

Do you apprehend that under the present circumstances of the East India Company, they navigate their regular ships as cheaply as the Private Merchants could navigate their own ships?—Not having experience in shipping on my own account, I cannot answer the question decidedly; but the ships are taken up by open competition, and they have an advantage in being at a considerable less insurance than the private ships.

When you state the commission that is paid upon providing private goods in India, do you on the other hand state the charges of all the Commercial Establishments that the Company have been at in India?—The regular Establishment is not added to the invoice.

Is there any warehouse rent added to the invoice?—No.

Have the expenses of the building and purchasing the warehouses in India been added at any time to the invoice of goods?—No.

Then when you are to state a comparison in a mercantile point of view between the Company and a Private Merchant carrying on his trade, would it not be fair and reasonable to add those articles?—They should be put on the same footing in that respect; if they are charged in one they should be charged in the other.

Have the extra Ships always sailed from India at fixed periods, and always during the fair weather season?—During the time I was in India they generally have sailed in the fair weather season, or at least the major part have.

Do not you know that in point of fact extra Ships have very often sailed in June?—I know they have in April and May; I speak only to the end of 1799.

When do you say the fair weather season ought to end?—If I could perfectly command the circumstances of the commerce, I would wish every ship should sail from Bengal between the beginning of November and the 20th of February; but I have known ships frequently sail in March and make very good voyages.

Do not you reckon April, May, and June, as very unfavourable times of dispatch?—Certainly, they are unseasonable times of dispatch.

Might not the sailing of the ships at the most convenient seasons, for the purposes of trade, be fixed on so as to preclude the disappointment which has been complained of by Private Merchants?—I apprehend that the detentions for convoy frequently occasion them to go at unseasonable times which would not occur; and the Convoy Act, in its operation in this country, occasions great delays and loss to the Company.

Do not the regular Ships almost always sail in fair seasons?—They endeavour to make them sail in fair seasons.

Do they not, generally speaking, succeed in those endeavours?—They generally sail in fair seasons, certainly; but then it must be explained that the regular Ships are taken up to sail from England in fair times, whereas the extra are taken up to return as soon as they can, to meet the wishes of the Merchants.

Do you mean that the Merchants wish them to sail from this country at such a period as would necessarily throw them in to return in the foul weather season?—I was not in the India Direction at the time the present system was adopted, and, as I before stated, I differ in opinion with my Colleagues on the subject, but have understood the system was adopted to meet the wishes of the Merchants.

Do you then understand the wishes of the Merchants to be, that their ships should return in a bad season?—As an abstract question, no man would answer in the affirmative.

I cannot

I cannot speak to their wishes, I am not in their confidence; but I believe they have often made unfounded representations in order to perplex and embarrass the case.

Is there not every year an Advertisement issued at Bengal, stating the rate at which tonnage is to be paid upon extra Ships, and upon regular Ships?—When I was in Bengal regular notice was given of the rate of the statutable tonnage, but there was no regular notice given of the regular Ships, though it has occasionally been done at the discretion of the Board of Trade; nor is it required to be given.

Do you know whether, in the season of 1805-6, a fair season, there were any extra Ships at Bengal at all?—I cannot speak to it without referring to the Records at the India House.

Did you ever see a Letter from the Court of Directors, directing the freight upon regular Ships, for the season 1805-6, to be £.30. odd per Ton?—There is a Letter of the 18th of February 1807, which conveyed the Orders of the Board to India for three seasons, two retrospectively, and one prospectively. The four ships, which I mentioned the other day, had arrived in England before that Letter was written.

Did not that Letter convey the Orders of the Court of Directors, respecting the rate of freight that was to be charged for that season retrospectively?—I think they were for 1804-5, 1805-6, and 1806-7.

You said that those four ships were offered to the Merchants upon the conditions that they should pay the freight that the Company actually paid?—Yes.

Were not the Merchants under the necessity of accepting that rate of freight, because there were no extra Ships at Bengal at the time, and because the Company would not give them freight upon the regular Ships at any lower rate?—Not being in Bengal at the time I cannot speak to the subject; nor having seen any official document which states the circumstances the question presumes, I cannot reply to it.

Do you think that if the Merchants had extra Ships properly fitted and ready to sail in the month of November, December or January, at the rate of £.23 per ton, that they would, under those circumstances, have consented to pay that which eventually turned out to be £.44 a ton?—On fine goods it might answer to them, considering the difference of Insurance to send it on regular Ships, more especially if the ships proceeded from India without convoy.

Would it have answered upon any but the very finest goods, the difference in these two rates of freight?—Of course it must depend upon the value of the goods.

Supposing a Merchant had provided a quantity of goods in the expectation of shipping them upon an extra Ship, at the rate of about £.23 per ton, and when the season came, he found that he could only export them at the rate which he paid upon those four ships, must he not upon some goods at least have run the risk of exporting them to a considerable loss, or been obliged to dispose of them in Calcutta, at the loss of his speculation?—Without knowing what the case is exactly, I cannot answer to it.

Is not the loading of the goods, and the uncertainty that the Merchant is under what ships those goods will be placed in, an inconvenience to the private dealers?—Certainly there is some inconvenience attends it; but formerly, when there was a regular intercourse by land from India to England, that inconvenience as to Insurance did not exist in the manner that it now does: when your goods were shipped, you could write in time to effect an Insurance in London.

That was during the continuance of the over-land dispatch?—Yes.

I believe that the regular over-land-expresses were not received with any peculiar favour by the Court of Directors?—I was not at that time in the Direction.

What are the articles that the Company export from this country at a considerable loss?—Woollens.

Do they always lose by Woollens?—I cannot say always, but generally it is a losing trade.

Of course you mean it is a losing trade at the rate and the expense at which it is now carried on?—At the costs and charges which fall on the Woollens, undoubtedly it is.

Would not the uncertainty of convoy attach to ships of Private Merchants as well as to those taken up by the Company?—Certainly.

Do you not conceive that if the trade between India and England were thrown open, the great increase of buyers abroad and sellers at home would enhance the cost of goods in India, and lower the selling prices of them in England, to the general disadvantage of all persons engaged in the trade?—From the eagerness of speculation I believe it would at first, but the heavy losses that would arise would check that spirit.

Do you conceive that in the case of an open trade, individuals could be prevented from sending ships and goods from the British Settlements in India, to various other parts of the world besides Great Britain?—If they conceived it to be their interest so to do, they certainly would find the means to do it.

What do you suppose to be the aggregate rate per cent. of all the commercial charges in Bengal upon the Company's investment out and home?—I am not prepared at present to answer that question.

Taking the whole of the costs and charges of the Company's Commerce in Bengal and the costs and charges of the trade of individuals there; together with the quality of the goods purchased, which trade do you suppose to be done upon the most advantageous terms?—Most assuredly the Company's; because I found that the advantages of my own trade were not equal to those of the Company's, and I believe I carried on my own trade fully as economically and advantageously as any Private Merchant.

Mr. Bebb.

Do you recollect the periods settled in the Charter Parties of the Company's regular Ships, as a favourable season for commencing and ending the dispatch of those Ships?—For the regular Ships the commencement is varied a little; it has sometimes I believe been as early as the 1st, and sometimes as late as the 15th of November, but generally about the 10th, and the end of the time has been from the 1st to, I think, the 10th or 15th of March, generally the 10th of March.

Do not the inconveniences suffered in the manner of loading and dispatching the extra Ships relate almost entirely to a time of war?—Certainly they are greatly aggravated by a time of war, and if the extra Ships were taken up so as to sail from this country at the most favourable times of the year, they would return, under common circumstances, at the most favourable time of the year from India in time of peace.

Do you know any instances in which Merchants have paid forfeit for the tonnage which they had engaged from the Company and had not occupied?—Whilst I was in Bengal there was one instance, and I believe only one, in which the forfeit was exacted, from the House of Cockerill, Trail & Co. and a degree of strictness was used towards them, because it was believed by the Members of the Board of Trade that they had acted incorrectly or improperly, by diverting to some other channel the goods for which they had required tonnage.

What is your opinion of the effects and the expediency of navigating ships from India to England by Lascars?—The ships are less equal to defence against an enemy, and the Lascars are less capable of enduring severe weather in cold climates; and a shocking mortality has occurred in the country ships, I believe mainly attributable to the want of proper clothing and proper lodging and a heartening diet for the Lascars: on this subject there is an Essay written by Dr. Hunter of Bengal, which was published in 1804, which is deserving of attention. I understand the Lascars on their arrival in this country are extremely licentious and dissolute, and I have understood very frequently quit their ships to beg about the streets without being under any necessity.

(No. 10.)

LETTER from John Bebb, Esquire, to the Chairman of the Committee, dated 26th May, 1809; in explanation of his Evidence of the 20th.

Sir,

ON the question being asked me on Saturday last, whether there were any extra Ships in Bengal in December 1805, I replied I could not then say, but that I could easily state by reference to the Records at the India House; I have since referred to the Records, and I find that the Carmarthen, laden with 632 tons of goods, and General Stuart 642 tons, sailed from Bengal for England the 2d December 1805.

I find also the under-mentioned ships were taken up to sail from Gravesend, in the year 1805; viz.

Comet - - - - -	- - - - -	13th March.
Glory - - - - -	}	- - 13th May.
Northampton - - - - -		
Sarah Christiana - - - - -		
Union - - - - -		
Sir W ^m Pulteney - - - - -		

The Comet was in the first instance put under the orders of Admiral Troubridge, on the 20th April, but not arriving at Portsmouth in time to proceed with the Admiral, was afterwards detained there until the 17th July, and, with the other above-named ships, was, at the instance of His Majesty's Ministers, employed to carry His Majesty's troops to the Cape, for the reduction of that Colony; and had it not been for this circumstance, these ships would in the usual course of the voyage have been in Bengal before the month of December.

The further under-mentioned extra Ships were also sent to India in 1805, and ordered to sail from Gravesend, as follows:

Retreat - - - - -	}	- 13th March.
Tigris - - - - -		
Ann - - - - -		- 30th May.
Diana - - - - -		- 13th D ^o
Euphrates - - - - -	}	- 28th June.
Northumberland - - - - -		

and arrived at their respective destinations as follows; viz.

Retreat - - - - -	Bombay - - - - -	11th August 1805.
Tigris - - - - -	Madras - - - - -	2d March 1806.
Ann - - - - -	D ^o - - - - -	2d March.
Diana - - - - -	D ^o - - - - -	11th February.
Euphrates - - - - -	P. W. Island - - - - -	1st June.
Northumberland - - - - -	D ^o - - - - -	29th May.

The Tigris was in the first instance put under the orders of Admiral Troubridge on the 20th April, but not arriving at Portsmouth in time to proceed with the Admiral, was subsequently detained there until the 17th July, on which day she sailed from thence with the Ana for Falmouth and Cork, and proceeded with the Expedition against the Cape to Madeira, their port of destination, where they remained 18 days.

The Diana was put under the orders of His Majesty's Ship Belliqueux on the 8th July at Portsmouth, and proceeded with that ship to Falmouth and Cork, from the latter of which she was to have sailed with the Expedition against the Cape on the 31st August, but meeting with an accident was under the necessity of returning to Portsmouth for repairs, from whence she again sailed for India on 27th September following.

The Euphrates and Northumberland proceeded from Portsmouth to Cork, and from thence with the Expedition to Madeira, and afterwards to St. Helena, their port of destination.

I request you will have the goodness to lay this Letter before the Committee, as my answer to the question I was unprepared to reply to on Saturday.

I have the honor to be, Sir,

Your most obedient servant,

John Bebb.

East India House,

26th May, 1809.

Right Honourable Sir J. Anstruther, Bart.

Chairman of the East India Committee.

(No. 11.)

Jovis, 25^o die Maii 1809.

Sir JOHN ANSTRUTHER, Baronet, in the Chair.

Mr. John Woolmore, called in, and examined.

DID you formerly command one of the Company's regular Ships?—Yes.

Did you likewise command a ship in the country trade in India?—Yes.

Mr. Woolmore.

From your experience in the navigation of ships in Europe and ships in India, state your opinion of the comparative cheapness of Indian Ships navigated from India, and British Ships carrying on the commerce from India to Europe?—In answering that question generally, I must couple it with the particular practice at the time when I was more particularly acquainted with it, from the year 1800 to 1803. I am satisfied that the British Ship-owner could have sailed cheaper under the same circumstance than a Country Ship-owner.

Do you mean to speak of British Ships generally, or to distinguish between the Company's regular Ships and other class of British Ships?—I mean to speak of every kind of ship under equal circumstances with each other. I mean to state that if I took a regular Company's Ship, built and fitted out in India or in England, that I would, under the same circumstances at that time, have built a British Ship and navigated her cheaper than I could have done an Indian Ship: the same observation applies to the two other distinct services; the regular 800 ton ship and the regular 550 ton ship. The first regular Ship I spoke of was a 1,200 ton ship.

Then I understand you to say that if you had had a house in India and a house in Europe, and had been offered by the East India Company to fit out an India Ship under precisely the same circumstances and regulations, either in India or in England, as you might think fit, that you would have preferred fitting her out from England as the cheapest?—Exactly so.

Do you mean to say that it follows from thence that English-built Ships may be freighted at a lower rate in the India trade than India-built Ships?—It occurred to me at that time, from the calculations that I then made, that I could sail a British Ship cheaper in general than a Country Ship.

State your opinion of the expediency and the effect of employing Lascars, in navigation between India and Europe, in substitution for European Seamen?—I very much doubt whether, in a general system, as employed in our ships, they are an actual saving or not. I am satisfied that the Insurance upon a ship and cargo under such circumstances would be greater than with the Europeans. Taking the expenses attached to Lascars and the expenses attached to Europeans, I very much doubt whether any saving can be made by the employment of Lascars, compared with Europeans, in the navigation from India to Europe.

What is your opinion with respect to the efficiency of those two classes of Sailors?—I think that a ship which could be navigated with 50 Europeans, ought to have in proportion from 80. to 90 Lascars: the superior class of Indian Lascars will not come to Europe, and in times of danger, and when particular exertion is requisite, I think 80 or 90 Lascars would not be equal to 50 Europeans.

Mr. Woolmore.

In very perilous circumstances in the European Seas, can you get Lascars at all to exert themselves as the occasion requires?—Certainly not.

What do you think as to the effect of navigating to Europe upon the constitutions of Lascars, and the proportion of mortality produced by it among them?—I have no exact calculation to answer that question, but, generally speaking, I have always understood from the Commanders of mine who have had the Lascars, that the moment they have come into cold weather that they have, generally speaking, been very useless and sickly, and required very great attention in themselves to keep them to do their duty. I have been particularly desirous to afford them every comfort, by clothing and nourishing them in every way to make them useful.

Can you speak to the condition of the Lascars whilst they remain in this country?—I have found them ranging about the streets apparently in very distressed situations, arising very much from their connection with the lower order of women at the eastern part of the town. I have found them to have all the same propensities the British sailors have, excepting their insolence; but they appear to have much more of that now from their intercourse with England than they formerly had, which I believe to arise from their connection with our women.

From your acquaintance with Indian manners, do you suppose that this intimacy of Lascars with European women derogates from the respect that those natives of India are otherwise accustomed to pay to Europeans?—I certainly think it has.

From your acquaintance with the trade of India, what is your opinion of the practicability of greatly extending the sale of British manufactures there?—I have not been in India these last 16 or 17 years to be capable of judging of that question in its extended view; but if I may judge from the state of the markets in India for European goods at the present time, it is so over-stocked, that taking the average prices of all the European goods, they will hardly bear at present any profit beyond the freight, insurance, and expenses attached to them:—I mean in short to say, that the exportation is at present equal to the demand.

Do you think that if the price of European goods could by any means be considerably reduced in India, the demand would increase in proportion?—I should rather think not, as far as my judgment goes; at the same time I am not acquainted with the interior of the country so as to be able to form a correct judgment how far the sale of any particular articles might be extended, from being at a low price.

From your degree of acquaintance with the people and manners in India, do you think it probable that the consumption of our manufactures, and the use of articles fashionable among us, could be carried to any great extent?—I should think not.

Of these European articles that are now carried from England to India, is not a large proportion sent in the privilege of the Commanders and Officers of the ships employed by the Company?—I should think they are; but I do not know what trade has been to Europe independent of the Company's ships.

How far, in your judgment, is it practicable for this country to maintain a competition with America, and the nations of foreign Europe, in the trade from India to Europe and America?—As far as the shipping department goes, namely, as to freight, I am in very great doubt even in time of peace whether we could sail so cheap as they do, even under the same circumstances as to regulation; in war certainly not, because their wages, insurance and out-fits; generally must be cheaper than ours.

What is your opinion of the class of ships fittest to be used between Europe and India, in carrying on the Indian trade?—I should think the class of ships from 500 to 550 tons would be the cheapest navigated, upon the principle of the superior West India ships. I am now speaking particularly as to the trade to Bengal.

Do you include, in this answer, security as well as cheapness and expedition?—I do include security, as far as it respects every thing but war.

In what situation were you in India?—A Captain and part Owner of a ship of about 700 tons, or from 650 to 700 tons, trading from port to port in India and China.

Were you concerned, to any considerable degree, in the commerce of exporting from India to Europe, or importing from Europe to India?—During the time I commanded that ship, not at all.

Did you continue to command that ship till you left India?—I did; and I left India in 1787.

At that time, there was no commerce, I believe, open to the Merchants, either of India or of this country, between India and England?—I believe not.

Did you reside at all in the interior of India?—Not at all.

Have you much acquaintance with the manners or habits of the people in the interior of India?—Certainly not in the interior, only upon the coast.

Then from your own knowledge of the habits of the people in the interior of that Country, you cannot speak about the practicability of extending the sale of European exports, supposing the price considerably reduced?—Certainly not.

Are you sufficiently acquainted with the products of the interior of India, to be able to give an opinion respecting the possibility of increasing the import of raw commodities into this country, supposing they could be brought at a lower rate of freight than they now are?—I am certainly not acquainted, from local information, of any of the raw materials that may be produced in the interior of India; but from some observation in this country of the raw material of Hemp that has been brought here, I should think that that might, upon low freight, be brought here with advantage.

Have

Have you ever used any of the Sunn-hemp?—Yes.

Are you acquainted with the nature of the material?—Yes.

Do you think it could be made use of as a substitute for Hemp?—Yes, decidedly.

Have you had occasion to make any comparisons between it and Hemp?—I have.

Do you recollect the result of those comparisons?—I think that the Sunn-hemp will generally bear the proportion of from 70 to 85 or 90.

Does not some of the Sunn-hemp bear a much nearer proportion to Hemp?—It varies very much, and I think has latterly been improving; some of it has borne more or equal to the best Hemp.

I believe you either are now or have been a considerable Owner of India shipping?—I have been, but I am now a very small Owner of India shipping; I have only one left.

Supposing you were at liberty to build and navigate your ship in your own way as a Merchant, either in India or in Europe, could you not sail that ship cheaper than you can do under the regulations of the East India Company?—I should think so.

You once, I believe, were a considerable Owner of extra shipping?—I had between 34 and £.35,000 in them.

In the year 1801 the East India Company entered into an understanding with the Owners, Merchants, and Traders, to provide them with shipping at a moderate rate, to sail at fixed periods, and to leave India during the fair-weather season: Have those agreements or understandings been complied with by the East India Company?—I should think not.

Were the regulations of the East India Company, and the mode in which they employed those ships an inconvenience to the Owners of those ships?—In the manner in which they were carried into execution, they certainly were; as far as respects myself, certainly.

What were the inconveniences that you say the Ship-owners felt, from the mode in which the Company employed the ships?—The inconveniences were their being employed in some cases to political purposes, when I expected, as a Ship-owner, that they would have been simply, except in cases of extreme necessity, applied to bringing the trade only. There was another inconvenience which I suffered, that the cargo in India was not kept within its dimensions.

From the mode in which those ships were employed, were you able, in the course of a given number of years, to make the same number of voyages, out and home, as you would have been if the ships had been entirely at your own disposal?—Certainly not.

Did not that necessarily either diminish your profit, if you had hired your ship for a given number of years, or increase your demand for freight, supposing you to have been about to make an agreement for hiring your ship for a given time?—It certainly would have been the means of my increasing my freight, if I had had to tender ships for the same employ again.

Did not the detention of the ship in India on her outward voyage increase the expense to you the Ship-owner?—The detention in India being paid by the East India Company, did not injure me as a Ship-owner for a certain period; but beyond a certain period, the allowance that the Company made me would not have answered the expenses; at the same time, these increased the freight generally.

Did those ships generally sail either from India or Europe at the proper season?—I believe, generally, they have sailed at all times of the year.

When the ships sail either from India or England at what is called out of season, does not that necessarily increase the expense of tear and wear, and the risk to the Ship-owners?—No doubt it does.

If you had been to employ your own ship, would not you have avoided that expense?—Certainly, without I had seen any profit that might arise which would have more than equalled it.

Supposing you to tender extra Ships to the Company now, would you not take all those circumstances into your consideration in the freight you would demand?—No doubt of it.

Those circumstances which you have mentioned as inconveniences to the Ship-owners, are they not also inconveniences to the Merchant Exporter from England to India, or from India to Europe?—I should think both these circumstances, with respect to the Merchant, must depend upon the price of the articles at the time they want to import or to export them; no doubt that the uncertainty of the sailing must be an injury to the Merchant.

Supposing you were a Merchant carrying on a trade of export and of import to and from India, would it not be a considerable convenience to your trade to be allowed to load your ship in your own way, and sail her at your own time, and under your own controul?—I should certainly think so.

I mean it as compared with the uncertainty of sailing of the ships under the controul of the East India Company, and the regulations which they have established?—Of course.

Would it be impossible to form any regulation or any system for the care and protection of Lascars while they remain in this country?—I should very much doubt if it was possible to take better care of them than they are now taken care of by the East India Company.

Is there not a great mortality of European seamen in the Bengal River during certain periods of the year?—Certainly, there is.

Mr. Woolmore.

Whether do you think the European character most likely to suffer from the dissoluteness of a Lascar returning to India, or the dissoluteness of an English Sailor in the streets of India?—I think in these two extreme cases that they are very much in the same state; but I think we keep our Europeans more on board ship in India than the Lascars are kept here, and therefore the circumstances do not apply exactly.

You said you reckoned ships for the Indian trade the best fitted up in the style of the superior West Indiamen?—I think so. I meant as to cheapness of freight as well as to general security that such ships are fully equal to give security in every respect, except fighting.

Whether the Company's extra shipping is now fitted out in the manner the superior class of West India shipping is?—Yes, far beyond them.

In what respect?—I mean in their equipments as to stores generally; I mean, generally, that she is fitted out at more expense than a West Indiaman.

Does not that extra fitting enhance the freight very considerably?—Certainly; there is a general security considered in consequence of that.

Supposing you, as a Merchant, or as a Ship-owner, looking to your own interest and your own profit only, and trading to and from India, would you employ a ship which you have described as superior, a West Indiaman, or would you build and employ ships like the extra ships of the East India Company?—The superior class of West Indiamen, and the East India Company's extra ship, I consider to be the same as to the ship; but the extravagant out-fit attached to those ships, their being docked when they come home, frequently unnecessarily, in my opinion, is one of the great causes of the expense of their freight; indeed it is the principal cause of it, and I consider that the expense of freight of those ships is occasioned first by the foregoing causes; secondly, by the attachment to regulation; and thirdly, by the cargoes in India not being properly compressed, so as that they can bring a sufficiency of tonnage home.

The Merchants have stated that the Company have not afforded them the facilities which they had expected for themselves from the regulations of 1801; do you know any thing how far the Merchants' complaints upon that head are well or ill founded?—I think they may have had reason to complain of the ships being applied to political purposes; and I think that last year it struck me particularly, that the extra Ships did not go out so early as they ought to have done, if the Merchants applied for shipments in proper time.

You said, I think, that as far as you knew, the British commodities were not now exported to any considerable profit?—Not with any considerable profit beyond the price of freight, insurance, and interest of money.

Of course you mean the present rate of freight?—I mean merely the outward freight.

Do you think it is possible, with any facility that could be given to the shipping, that the European commodities could be supplied to India so much at an under rate as to very much increase their consumption?—From my limited intercourse with India, I very much doubt their being increased.

(No. 12.)

Sabbati, 27^o die Maii 1809.

Sir JOHN ANSTRUTHER, Baronet, in the Chair.

Mr. John Woolmore, again called in.

Mr. Woolmore. I beg to state that I am properly called a Ship-owner, and not a Merchant.

You have stated the inconveniences experienced with respect to the Company's extra Ships as to times of sailing, detention, &c. Do you not think that if the trade was left entirely free, that those inconveniences would be experienced in a certain degree by individuals during such a war as we are now engaged in?—They might in a small degree, but I should not think in any serious degree, that a Merchant might always have it in his power to connect the time of sailing of the ship very much agreeable to his own wishes, except in cases of extreme accident.

Would they not be obliged to wait for convoys, as the Company's Ships are?—They might sometimes; but I conceive that I could sail without a convoy.

Are you not aware that the law now prohibits that?—I understand that you may go without convoy or with convoy by a license of Government: as the convoys are generally appointed at a particular period of the year, between the months of January, the latter end of December, and the months of March, April and May, that I could in the month of September previous to that or even in December, prepare my ship under my own management, so as to get away either with the January, March, or May convoy.

With respect to convoys from India, would you not be subject to the same regulations as the Company's Ships?—If I was obliged to take them, certainly.

With

With respect to the departure of ships either from England or India, must it not depend upon their completing their cargoes, which is always liable to uncertainty when a ship puts up for freight?—Certainly, I conceive under such circumstances, that the Merchants provide their freight agreeable to the time that the ship is intended to sail; that is the case with West India Merchants. The season of ships for Jamaica, the individuals provide their cargoes at a certain period of the year, and they are ready for the ships when they arrive; and I suppose that would be the case here; the Private Merchant, if he was aware of the ships coming, he would provide his cargo ready.

Mr. Woolmore.

In point of fact, do you not know that West India Ships have to wait both at ports in England and ports in the West Indies, for the completion of their cargoes, after the time fixed for their sailing?—Generally speaking, in the seasons of the year the ships do not wait: the ships that I am most acquainted with in the West India service, they are full freighted as fast as they arrive and can take it in.

You have spoken of the practicability of making the number of voyages of a ship in the Indian trade more than they are at present under the Company's regulations, and the navigation to and from India being regulated by seasons which are fixed in their own nature; how far does this appear to be practicable?—I see no impracticability in it, provided the ship sets out at first in her proper season, and is dispatched comparatively from India in the same manner; that is, if I set out in January 1809, I shall without diversion upon political service in all probability arrive in Bengal, allowing a full passage, at the end of May or the middle of June, allowing 50 days, which the Company do, for our detention in loading there, which I think is full sufficient; and I sail again even in the middle of October, I shall be at home again in all March; I could then with great ease get my ship away in June, and I should be at Bengal again in November, and be able again to sail in all February and be home again in July or August; then I should dock my ship, and allow myself to be cleared in August and September; I should have October, November, and December to dock my ship, fit her, and go out again, that is making two complete voyages with great ease in the three years, and my ship is completely prepared to go out on a third. The idea under which I tendered the three first extra Ships to the East India Company at the low priced freight of from £. 13 to £. 13 10s. per ton, was under the impression that I should completely perform what I have stated.

You reckon on your first voyage to sail from Bengal in October; are you not aware that goods from the interior for exportation cannot be received in Calcutta so as to be loaded at that early season of the year, and that if a ship is loaded in October, it must be with goods which have lain a season in Calcutta, at an expense and loss of interest, &c.?—I am not acquainted with that circumstance; but I was going to add, that the impression upon my mind when the Bensley first went out from England in the latter end of May, that the same result would have arisen to my performing the two voyages and being ready for the third at the end of the three years, which might obviate, and I believe would obviate the difficulty arising from loading in Bengal so as to come away early in October.

In what space of time have your extra Ships performed two voyages, as they have been managed by the Company?—From the beginning of the first voyage to their going out again upon the third voyage, I think four years; but I will send to the Committee the stated times.

You have spoken of the delay and loss occasioned to the ships hired by the Company by detaining them for political purposes; is there not an allowance made for those detentions in the terms of freight; and if ships were to go without any restriction of this sort would not the rate of freight be cheaper?—The rate of freight, in the particular instance that I am speaking of, would not have been cheaper than it was, but it would have been dearer if I had not had an impression that these ships would not but in extreme cases have been diverted to any political purpose. The demurrage allowed by the Company does not apply in many cases to cover expense to the Owners, and in very few circumstances are they a complete compensation, and in other circumstances very far from adequate. The first point of elucidation I mean to apply to, is that I conceive in the particular case I am alluding to, that the East India Company paid me I suppose about six days demurrage, which cost me a loss in the first instance of fourteen days, and in the second instance a loss of at least a month. I will state the case: the Sir William Bensley that was to have sailed in May, sailed in June, she was ordered to call at the Cape either with Soldiers or to take away Soldiers, or both; she was there according to the best of my recollection 10 or 12 days or a fortnight; the consequence of going into the Cape I consider as a loss of three days, the coming out again to the same situation a loss of two days; the Company would pay for the intermediate nine days' demurrage of the fourteen, but I consider the consequence of her going to the Cape threw me backward in my arrival in the Bay of Bengal, so late as to have lost the south-west monsoon and to occasion me to lengthen my passage between England and Bengal, at least from twenty-five days to a month, for which demurrage is not allowed.

In your computation of the time in which you could perform two or three voyages between India and England, do you make allowance for the casualties which are unavoidable in any given space of time in that navigation?—Certainly I do, because I could I think, by the sailing at any of these periods of the year, almost determine, from my practice in navigation, what those casualties would be.

Are not the Company's extra ships taken up by contract, by open competition?—They are.

Mr. Woolmore.

Is it not optional for every Owner to tender at such rate of freight as he thinks fit?—Certainly, but in the instance that I allude to when I first began, the regulations of the out-fit of those ships I think was not promulgated. I only think so because I was disappointed in the impression which I had entertained of the intention of those ships, that they would not have been stored exactly and fitted as they were, nor diverted to political purposes, except in extreme necessity, which was the occasion of the low rate of freight at which I tendered, and which was the lowest rate of freight at which that class of ships was taken.

Whether in the terms and conditions published by the Court of Directors as the ground on which tenders were to be made, the manner of storing those Ships was not expressly declared?—I think in that instance that though the terms and conditions where the schedule containing the quantity of stores was not applied to them, and though the terms I believe expressed that the Company might divert them to political purposes, yet the impression I received from my general conversation with some of the Directors and parts of the Committee of Shipping, was that those ships would not be diverted to political purposes but in the most extreme necessity.

Did not the Charter Party contain an express stipulation that the ship should be liable to be employed on political services?—Certainly.

You complained of the out-fit of the extra ships employed by the Company as expensive, was not that known at the time of your tendering the rate of freight?—No, it was not. I have stated that the Schedule applying to the out-fit was not arranged at the time; if it had been arranged, I could not have been disappointed.

But generally speaking, is not the manner of fitting out the ships of the Company known before the tenders of freight are made?—In every instance that has come within my recollection since, it is; but this was a new thing.

Does not the expensive mode of fitting out the Company's ships, add to the security of the cargo from damage and capture?—Not in all cases; an unnecessary out-fit, I cannot conceive, can add to the security of the cargo; as to the fitting and arming, there is no doubt that it reduces the price of insurance, and gives a public confidence in its security.

Is it your opinion that the ships hired by the Company, regular and extra, are sufficiently paid in point of freight?—When I first entered into it, yes, perfectly; now certainly not; they are, I may say, soiled by the patronage that is attached to them.

Explain what you mean by patronage?—I mean that the individuals who have been brought up in the service, engage their friends to hold shares of the ships, for which they really do not receive interest for their money, with a view of employing them in the commands.

From your acquaintance with the trade of India from port to port, is it your opinion that the different marts in the Indian seas have been thoroughly explored by the British Navigators in India?—I should really think they have; I know I explored a great many myself, and naturally suppose that the same has been applied by other people as well as myself.

Sir William Bensley's first Voyage

REMARKS.

This ship was originally ordered afloat in May 1802, bound to Bengal direct, and to be in the Downs 2d June 1802.

I requested to be permitted to bring the ship afloat with some ships that were to be in the Downs fourteen days before that time, which was granted, on my agreeing to stay 14 days longer than usual in India before I claimed demurrage.

A few days before my time for sailing from Gravesend, I was ordered to the Cape, and on the 18th May (in writing) to prepare water and provisions, &c. for the conveying 90 troops from the Cape to India.

The water, &c. was sent from London, and the ship sailed on the 26th for the Downs, with a foul wind at N. E. (although fair from thence for India,) and actually passed through on the 30th May at the tail of a N. E. wind, which had been blowing from the 20th May, the time I should have been there, if not detained for political service,

On

The cause for this request was, to save the south-west monsoon up the Bay of Bengal.

The expense I incurred by getting the ship ready, will shew my idea of the value of time at that period, but which the subsequent act of the Court rendered nugatory; on settling the freight account of that voyage, three days demurrage was deducted from my accounts, in consequence of this agreement, the ship having passed through the Downs three days before the 2d June.

The Committee will here perceive, by my exertions in getting the water, &c. &c. on board, the continued idea of the value of time at that period.

The

Sir William Rensley's 1st Voyage—continued.

REMARKS.

Mr. Woolmore.

On the 27th August, the ship was in with the Cape Land, and was prevented getting into the Bay, by a hard gale of fair wind for India, until the 2d September.

The honourable Committee will please to compare this with my statement, relating to the inadequacy of demurrage.

She sailed again on the 14th September, but did not get clear to sea until the 17th, the difference in time being *twenty-one days*.

The honourable Company paid me twelve days demurrage for detention by calling at the Cape.

She arrived at Bengal on the 25th November, having been six months, wanting five days, on her passage from the Downs; a ship which sailed from the Downs the 18th May, arrived at Madras the 25th September; and had not my ship been detained on that political service, I will venture to assert the Bensley would have been in Bengal the first week in October.

I therefore have no hesitation in saying I lost fifty days wages, provisions, and expenses, from the ship being ordered on that political service, for which I was paid *twelve days*.

Sir William Bensley's second Voyage.

REMARKS.

This ship arrived at Portsmouth 8th February 1804; on the 13th the first convoy sailed, and this ship was not permitted, but on the 20th sailed for Plymouth to join some other convoy, from which place she sailed on the 26th February *at the tail of a fair wind*, and arrived at Madeira on the 30th March.

The Fleet that sailed the 13th February passed Madeira 22d February, I therefore lost thirty six-days in my passage to Madeira, in consequence of this detention, and was paid ten days demurrage for detention at Portsmouth and Plymouth. The honourable Committee will please to compare this with my statement respecting the inadequacy of demurrage.

Arrived at Madras outward in July, and at Bengal 30th August 1804; sailed from Bengal on her homeward voyage 28th January 1805, arrived at Madras 12th February, sailed again the 9th March, and arrived in England in September 1805. When the cargo was cleared, I inclosed my concern in this ship, but I find she sailed again on her third voyage the 4th March 1806, arrived back in July 1807, and sailed again on her fourth voyage 15th April 1808.

This ship, from the commencement of her first to the commencement of her fourth voyage, was five years ten months and a half. If the honourable Committee will please to compare this with my statement, they will find the average to be as I stated, nearly two years a voyage, instead of two voyages in three years.

(No. 13.)

Jovis, 1^o die Junii 1809.

Sir JOHN ANSTRUTHER, Baronet, in the Chair.

Mr. Grant Allen, called in, and examined.

STATE, in as particular a manner as you can, the rate of premium of insurance paid on single ships from India, ship or ships, Company's regular ships, Company's extra ships, and Indian ships?—Understanding that these questions would be put to me, I have put down on paper an answer to them as clearly as I possibly could. I deliver in this paper.

Mr. Allen.

The Paper put in.

RATES OF INSURANCE FROM BENGAL TO ENGLAND.

- On a Company's regular ship - - On goods £.7. per cent. on the ship, 7 guineas per cent.
- On "ship or ships," Company's regular ships - D° - - - D° - - -
- On a Company's extra ship - - } On the ship, 9 Guineas per cent. to return £.1 per cent. for
convoy to St. Helena, and £.1 per cent. more for convoy
from St. Helena to England.
- On goods, £.9. per cent. to return 19 s. and 19 s. per cent. for
convoy as above.
- On Company's extra "ship or ships." - - D° - - - D° - - - D° - - -

Rates of Insurance from Bengal to England—*continued.**Mr. Allen.*

On an Indian ship	- - - - -	{ 15 Guineas per cent. to return £.2½ per cent. for convoy to St. Helena, and £.2½ per cent. more for D° from thence to England.
On Indian "ship or ships,"	- - - - - D° - - - - - D° - - - - - D° - - - - -	
On "ship or ships" generally	- - - - -	{ 15 Guineas per cent. to return £.8 per cent. for regular ships, or £.6 per cent. for extra ships, and £.1, and £.1 per cent. more for convoy as above, or £.2½ per cent. and £.2½ per cent. for Indian ships, if with convoy as above.

By insuring on "ship or ships" generally, and afterwards getting a return for the goods being in regular Ships, } A loss is sustained of 15 per cent.

Should there be a short interest on the sum insured, a further loss is sustained of 10 per cent. on the amount of the short interest.

N. B. In case of capture or total loss, there are no Returns made, consequently the difference between the premium of 15 guineas per cent. on "ship or ships" generally, and £.7 per cent. the premium on regular ships, would be a loss of £.8. 15s. per cent.

As it appears that by insuring on ship or ships generally, the premium is much higher than by insuring on specific ships, and the return, in case of loss, proportionably less, what is the method the Merchants take to cover themselves from this excess of loss in such cases?—If I have £.100 to insure from India, and the premium is £.7 per cent. I value my goods in the Policy at £.100. In that case, if the ship is totally lost or captured, I recover net £.93. If I am obliged to give fifteen guineas per cent. I must value my goods higher, in order to save myself in case of loss, as I have no return of the fifteen guineas; I therefore value my goods, say at £.125 and then in case of loss I recover net £.105. 6s. 3d. The result of this is, that in case of loss I save myself; but if the goods arrive, I have paid more premium than otherwise I should have done upon a single ship.

(No. 14.)

Mr. William Bell, called in, and examined.

Mr. Bell.

YOU are I believe a Merchant and Underwriter?—Yes.

The Committee wish to receive from you information respecting the rates of premium on insurances from India to England, in all the different modes in which it is done by particular ships of the Company, regular ships, extra ships, on specific ships, on ship or ships, and on Indian ships?—From India to Europe, we give seven per cent.

Mr. Bell was shewn the paper which had been put in this morning by Mr. Allen, and said those were the premiums that had been given for this season, and for the two or three seasons last past.

(No. 15.)

SIR,

THE Evidence given before the Committee of the House of Commons, relative to the conduct of the East India Company towards the Private Traders to and from India, having been laid before the Court of Directors, they have felt themselves called upon to make certain OBSERVATIONS upon part of that Evidence: And those Observations are now, by their desire, transmitted to you, with a request that you will be pleased to lay the same before the Committee of the House.

I have the honour to be,

East India House,
24 January 1810.

Sir,

Your most obedient humble Servant,

W. Ramsay,

Sec^y.

To Sir John Anstruther, Bart.

Chairman of the Select Committee of the
Hon^{ble} House of Commons, sitting on
East India Affairs.

No. 1.

OBSERVATIONS on the Evidence given before the Committee of the House of Commons, appointed for the Consideration of India Affairs, on the subject of PRIVATE TRADE with *India*.

THE Merchants complain, that the Company have not afforded them the needful facilities for enabling them to carry on their trading concerns with the greatest possible advantage. The substance of their complaints may be comprized under the following general heads:

- 1st. That the Company have not at all times been prepared to afford them Tonnage, either here or in India, at the periods of its being wanted.
- 2d. That they are obligated to specify, by a given time, the quantity of Tonnage they may require in each season, which time, as it regards the Exports from India, is too early to admit of their calculating, with any reasonable degree of certainty, the extent of what they may have occasion for.
- 3d. That from not knowing the ships on which their goods are to be conveyed, they incur additional expenses in effecting their Insurances.
- 4th. That the rates of freight are not only burthensome, but the ships are dispatched, both outward and homeward, at unseasonable periods of the year.
- 5th. That if they were permitted to employ their own India-built ships to lade their goods in their own way, and to dispatch them at the periods that might be best suited to their own convenience, they should be enabled to extend the Imports of British produce and manufacture, and bring home the raw materials of India in increased quantities.

Upon these Complaints, and the Evidence that has been adduced in their support before the Honourable Committee of the House of Commons appointed for the consideration of East India Affairs, the Chairman and Deputy Chairman of the East India Company, in behalf of the Court of Directors of the said Company, take leave to offer the following Observations and Remarks.

No. 1.
Observations
on Evidence
relating to
Private Trade
with India.

TONNAGE NOT AFFORDED WHEN REQUIRED.

IN reply to the representation, that the Company, in some instances, have not been prepared to afford Tonnage at the period when it was required, we are ready to admit that the Complaint may not be altogether unfounded; but if the Merchants mean to infer that this has been the result of premeditation or design on the part of the Company, we most decidedly disclaim the imputation.

We are not disposed to convey our sentiments in the language of asperity, but it is impossible to avoid remarking, that, from the very moment of passing the Charter Act of 1793 to the present period, the Merchants have never been satisfied either with the indulgences as originally granted them by the Act, or with those that have been gratuitously extended to them in various subsequent periods.

By the terms of the Act, they were to be furnished with Tonnage at specific rates of freight, whether the Company were able to obtain it at those rates or not. After a series of the most indefatigable exertions, with a view to establish a permanent rate of freight upon the lowest possible scale, we were unable to prevail on the Owners to accept of lower terms than £. 21. 10s. per ton for Bombay, and £. 23. 10s. per ton for Coast and Bay, as a Peace freight, to which was to be added in time of War, or preparation for War, such additional expenses as should be actually incurred.

The terms upon which we were obligated to supply the Merchants was limited to £. 5. per ton outward, and £. 15. per ton homeward, in time of Peace, which in War was to be increased in proportion to the additional rates paid by the Company.

Under this arrangement the Company were subject to a loss in each year of £. 1. 10. per ton from Bombay, and £. 3. 10. per ton from Bengal in time of Peace, with a further proportionate loss in time of War, exclusive of the charges arising from the Iron Kentledge and Demorage.

With this advantage in their favour, the Merchants were not satisfied. It was urged, that the Company's ships, under pressing exigencies, were subject to be diverted to political purposes, whereby the Merchants were liable to suffer inconveniences and disappointments. To obviate this objection, the Company undertook to charter extra ships, for the purpose of their being more immediately appropriated to the use of the Private Traders. The Merchants were still discontented. They looked to other objects. They complained that the rate of freight was a check to their exertions; and it was hinted, that if the Company would further revise their Naval System, and enter into a permanent engagement to charter ships for a given number of voyages, say six or eight instead of four, as had been the former practice; and also condition that these vessels should be kept constantly employed in passing and repassing between the two Countries without any intermission, the Merchants of this Country, as well as of India, would build ships, and tender them upon reduced terms. The Company listened to this suggestion, and Advertisements were issued both here and in India, inviting tenders accordingly. In this Country some offers were made and accepted; but in India (notwithstanding all that has been said about Indian shipping) not a single proposal was received. For a detailed account of the principles and views by which the Company were governed in forming these arrangements, we take leave to refer to the paragraphs that were submitted to the consideration of the Board of Commissioners for the Affairs of India, under date the 15th February 1802, which are already before the Committee*. From this document it will be seen, that no effort has been wanting on the part of the Company to afford the Private Traders every accommodation that was in their power to bestow, or that the Merchants could with reason or propriety expect.

That the Company have not at all times and under all circumstances been able to effect the object, not less of their own than the Merchants wishes, will not, when considered in combination with the singular events that have occurred during the last ten or twelve years, be thought extraordinary. War has always an unfavourable influence upon the operations of Commerce, and during its continuation the best concerted plans are liable to be deranged by exigencies as little to be foreseen as avoided.

In the particular instance on which so much stress is laid, that of there being no extra shipping in India in the proper season for dispatch in 1805, by which the Merchants assert they were compelled to lade their goods upon the Company's regular shipping at an enhanced rate of freight, we beg to observe, that in stating the fact, the Merchants ought at the same time to have adverted to the cause. It was within their knowledge, that the Company had taken measures in due time for amply supplying their wants.

Not less than 14 ships of the burthen of 7,784 tons were engaged to be ready in this Country to receive goods between December 1804 and May 1805, all of which were calculated to arrive in India in due course. Of these fourteen (14) ships so taken up, three (3)

* Vide Appendix to the Proceedings of the Court of Directors from 21 May 1801 to 30 March 1802, respecting the Trade between India and Europe, No. 46, page 64, printed Papers.

only reached India in time for dispatch in the fair season, the remaining eleven (11) being placed under the orders of His Majesty's Commodore Sir Home Popham, did not leave Cork till the 1st September 1805, and of these one (1) was disabled in coming out of the harbour. At Madeira, six (6) of the others were selected by the Commodore to aid him in his expedition against the Cape of Good Hope, two (2) were dispatched on a circuitous voyage to deliver King's stores at Saint Helena and Prince of Wales' Island, and the other two (2) were sent forward to Bengal, where they arrived on the 2d March 1806. That the disappointment occasioned by the non-arrival of the ships in due season might however be felt as lightly as possible, the Merchants were informed by the Board of Trade at Bengal, on the 13th December 1805, that such as chose to avail themselves of the offer, were at liberty to lade their goods upon the Company's regular ships appointed to sail in February, on condition of paying the same rate of freight that was paid by the Company.

N^o. 1.
Observations
on Evidence
relating to
Private Trade
with India.

"The Merchants were compelled to lade their goods on the regular ships of 1805, there being no extra ships at Calcutta at that time." Mr. Bazett, 11th May 1809.

The Merchants readily acceded to the proposition, and so far from its being considered by them as a measure of compulsion, it will be found by a reference to their letters, that some of them went so far as to say they preferred it as a matter of choice.* The Tonnage accepted on these terms exceeded the quantity the ships were in capacity to receive; upon which the

Government readily allotted an additional ship, and consented to give her the usual portion of dead weight articles upon the Company's account, by which the Merchants had the advantage of bringing their *Fine Goods* upon the Company's regular ships, at the same rate of freight the Company paid for *Gruff Goods*. As we shall have occasion to shew, under the head of Freight, the manner in which the Merchants were benefited by the concession, it may be only necessary further to add in this place, that the delays occasioned by the late arrivals of these ships in India, tended to produce similar derangements as to their arriving home in time to be detained for the receipt of the Tonnage outward in an ensuing season. From this circumstance, the Company have been under the necessity of repeatedly engaging additional Tonnage both here and in India, for the Merchants' use, notwithstanding they are under permanent engagements for extra Tonnage to an extent which, in the regular course of events, is fully equal to any probable demand.

INCONVENIENT PERIODS OF GIVING NOTICE OF THE TONNAGE REQUIRED.

2.—Upon the second head, namely, that the Merchants are obligated to give notice at stated periods of the year, what Tonnage they shall require outward, and the same in India as to the Tonnage homeward, we reply, it is of the first importance that the Company should be at a certainty on this head in due time, for enabling them to regulate their provision by the extent of the demand. We need not urge a stronger proof of this, than by observing, that in the first fourteen years after passing the Charter Act, out of the 42,000 tons directed to be provided, only 8,142 were occupied outward. If the remaining quantity had been kept over till the close of the season, in expectation of its being called for, the Company would have sustained a loss of upwards of £.235,000, calculating it at the rate it would have been charged to individuals. If it is objected to this, that the Company need not have provided Tonnage beyond the extent of the applications outward, we reply, the objection is not entitled to weight, as the Tonnage is stipulated to be supplied not only for *carrying out*, but

for *bringing home* the goods of individuals. It fell short outward, but it was considerably exceeded homeward after the first year, as will be evident from the Account stated in the margin. The Merchants state, that although they are required by the Act to give notice of the Tonnage they may require outward as early as the 31st August, and to pay the freight by the 15th September, yet it has often happened, that Tonnage has not been allotted till the month of April or May following; and one instance is cited, where the goods were obliged to lie over for a subsequent season. We have investigated the circumstances of this case, and find the facts to have been as follow: After the whole of the Tonnage concerns of the seasons 1804-5 had been finally arranged, and the ships were nearly laden, an application was received from the Navy Board, signifying there was occasion to send out a further quantity of stores for His Majesty's Service in India. To effect this, it was judged necessary to take up two additional ships. It was then intimated to the Merchant Shippers, that if they had any goods to convey to India,

Tonnage shipped by Individuals.		Tonnage shipped by Individuals.	
Outward.	Tons.	Homeward.	Tons.
1793-4	919	1794-5	2,424
4-5	40	5-6	6,817
5-6	31	6-7	4,190
6-7	252	7-8	3,727
7-8	-	8-9	14,679
8-9	374	9-1800	9,782
9-1800	196	1800-1	* 14,348
1800-1	130	1-2	* 14,862
1-2	536	2-3	* 14,717
2-3	1,872	3-4	6,866
3-4	820	4-5	4,022
4-5	1,382	5-6	7,062
5-6	1,174	6-7	6,818
6-7	773	7-8	3,819

* Exclusive of Rice.

they might have Tonnage on these ships. The House of Bruce, Fawcett and Co. availed themselves of the offer, and on the 18th of April asked for 20 tons, which was granted them on the 24th, or within six days after it was applied for. On the 8th May they made a further application for 55 tons, which was also granted on the 22d, or fourteen days after. The freight upon the 20 tons was paid into the Company's Treasury on the 15th May, amounting to £. 140. and the freight on the 55 tons, or £. 385. on the 15th June. It is probable these

* Vide Letters from Messrs. W. R. Manro, Mr. Barnett & Scott, Wilson & Co. (Bengal Board Trade Consultations, 19th Dec. 1805.

No 1.
Observations
on Evidence
relating to
Private Trade
with India.

goods were shipped as fast as they were obtained from the Tradesmen by whom they were supplied, as it appears the shipping orders were granted in the following manner :

	Tons.	Feet.	
On the 26th June, for	41	7	per Northumberland.
28th June -	5	21	
3d July -	3	19	
6th July -	9	35	
8th July -	—	8	
Total	60	8	

We find no trace on the Company's Records, nor can we ascertain by the *viva voce* testimony of our Officers at this distance of time (now upwards of four years, though Mr. Bazett called it a recent case, vide his Reply to Question 21, put to him the 11th of May last), why the remainder of these goods were not shipped. It is said on the part of Messrs. Bruce, Fawcett & Co. that a verbal communication was made to the person who transacts the executive part of their Shipping Concerns, by the Officer in the Company's Shipping Department, signifying that the quantity of Naval Stores that were intended for that ship, being more than was at first expected, would prevent the receipt of any further quantity of private goods. If this was the case, Messrs. Bruce & Co. had undoubtedly a fair claim to a restitution of the freight, and it would have been readily repaid upon a request being made for that purpose. On the other hand, if the goods were not shipped because they were not ready in time, the freight became forfeited; certain it is, that no application was made for a return of the freight. It is no less remarkable, that Messrs. Bruce & Co. who applied for and obtained Tonnage upon not only the first but also the second fleet of the subsequent season, should not at one or both of those periods have adverted to the circumstance of those goods that were remaining over from the former season, and have either applied for an order to ship them by those conveyances, or that the freight that was then in the Company's hands should be considered as a part payment for the goods then to be shipped. No traces of any thing of the kind are to be met with till the 11th April 1806; when it appears, Messrs. Bruce, Fawcett & Co. in a memorial to the Committee of Shipping, brought the subject under notice. Upon the memorial being taken into consideration, the Committee came to a Resolution, that if it should appear the facts were as stated by Messrs. Bruce & Co. the goods should be shipped without any further charge. We presume the needful explanations then took place, as we find the goods were shipped in April 1806, as stated by Mr. Bazett. It is not an unfair presumption, that in the magnitude of the concerns of that House, the business was for a time altogether lost sight of; but be this as it may, we see nothing that can be fairly charged upon the Company as a matter of complaint.

But whatever inconveniences might have occurred in the earlier periods of managing this branch of the Indian Trade, care has been taken to remedy the like in future, by modifying the subsequent regulations. In August 1802, the Company published the conditions in which they were willing to furnish further Tonnage, exclusive of that to be provided under the Act 33 Geo. III. It was notified in these conditions, that they did not intend to adhere to the strict letter of the Act, which limits the Exports to such articles only as are of the growth, produce or manufacture of Great Britain; but that the Merchants would be allowed to ship any other articles of Foreign Produce, provided they were not in quantities that should be found injurious to the Company's Exports. The time prescribed for paying the freight was also fixed to be within fifteen days after the request for Tonnage should be granted. In 1806, the Court revised these regulations, and fixed three distinct periods in the year for the receipt of applications for Tonnage, namely, the first Wednesday in the months of September, December, and March, in each year. A copy of these conditions is annexed, vide Appendix, No. 1.

It may not be altogether irrelevant here to observe, that the Company have not in all instances insisted upon a rigid adherence to the rules and regulations which have been prescribed as the conditions upon which individuals are allowed to carry on an Export Trade. Applications have frequently been received and attended to, though not made within the prescribed period. Of these, some have been withdrawn after being officially recorded; and others before the period arrived for taking them into consideration; in which cases no notice has been taken of them. Out of 506 tons applied for in September 1807, 100 tons were withdrawn, though ordered to be laden on the early shipping in the subsequent months of January and February.

In December of the same year, out of 471 tons applied for, 71 tons were withdrawn. In 1808, 805 tons were applied for between April and September, of which 161 tons were withdrawn. In November 1808, which is presumed to be the instance alluded to by Mr. Innis in his evidence, out of 95½ tons applied for, 29 were afterwards withdrawn; 20 tons were allowed to be shipped in February; 34 tons in May, and 12½ in December. Out of 370 tons applied for in December, 104 were withdrawn, of the remainder part was shipped in February and part in May following. In April and May last 1809, 326 tons were applied for after the prescribed period, 166 of which were shipped in the same month. It is no unusual circumstance for an applicant, if he is disappointed on the receipt of his goods by the
Tradesman

Tradesman or Manufacturer of whom they were ordered, even after they have been allotted to a particular ship, to request the Tonnage may lie over for some future ship; nor have the Company ever declined affording such accommodation. We think it therefore neither candid nor equitable, on the part of the Merchants, in seeking to hold the Company, under extraordinary exigencies, to the strict letter of engagements, when they at the same time expect from the Company an indulgent latitude, in all cases that affect their own particular convenience. In respect to the period prescribed for giving notice of the Tonnage that will be required homeward, the Merchants assert, that it is too early to admit of their being enabled to ascertain, with any degree of certainty, whether the crops of Indigo are likely to prove abundant or otherwise; that from this circumstance, they run the hazard of asking either too much or too little Tonnage; that if they do not ask enough, they may find it difficult to procure more should they need it; and on the other hand, if they ask too much, they are reduced to the necessity of filling it up with less advantageous articles, rather than submit to a forfeiture of the freight. Indigo is undoubtedly the staple commodity of the private Imports, and the Merchants and their advocates have not been backward in claiming a large portion of credit for having originally introduced and brought to perfection, an article which now bears so distinguished a feature in the list of Asiatic Imports. We are willing to concur in allowing the Merchants every degree of merit to which they have well-founded pretensions; but many of them, and even some of the Indigo Planters themselves, have yet to learn, that the culture and manufacture of Indigo has been known and practised in India from time immemorial; that Europe was for many ages supplied by India previous to the discovery of America; that on the Company's first Establishment in 1600, Indigo formed the most extensive and profitable branch of their Commerce, large quantities of which were purchased by the British Merchants at the Company's sales, for the supply of the Hollanders in the dyeing of Woollen Cloths, before that art was brought to perfection in this Country. This Traffic was carried on for more than a century with considerable success, and the Company's only motive for relinquishing it was, to favour the introduction of the commodity from the British West Indies, where the cultivation had been taken up and carried to great perfection, both in Barbadoes and Jamaica. These being British Plantations, had undoubtedly a fairer claim to national protection than India, with which we had then only a mercantile connection. In the West Indies, the cultivation gradually declined in favour of Sugar, Coffee, and other articles, which yielded greater advantages. Saint Domingo also for a length of time, contributed largely to the European supply, and eventually the cultivation was introduced into Carolina. Revolutions in politics frequently produce revolutions in commerce. A decided instance of this occurs in the article in question. The acquisition of India, and the loss of America, having changed the relative situation which these Countries bore to Great Britain, in a great degree led to the revival of the Indigo Trade with India, after a suspension of nearly a century. The Company in 1779, entered into a contract with an enterprising individual, then resident at Calcutta, at most encouraging prices, which led others to embark in the cultivation, from whom the Company also made purchases. In the support of this commodity, the Company lost on the sale of their purchases, upwards of £.80,000, for which they had only to console themselves with the reflection, that it was a sacrifice in favour of Indian Revenues and British Commerce. Having thus fostered and protected this article of Indian produce, and brought it to a state of maturity, the Company agreed to leave it in the hands of their servants in India, and those who lived under their protection, to serve as a safe and legal channel for remitting their fortunes to this Country. By adopting this measure, it was conjectured an ample capital would be afforded for enabling the Planters to continue the culture. In this respect the Company were not only disappointed, but the Planters were disconcerted. When the Company ceased purchasing, the Planters felt themselves void of resources for continuing their exertions, upon which the Company again stood forward, and afforded them assistance, in the way of loan, upon the security of their produce, to the extent ultimately of nearly a million of pounds sterling in the course of a very few years. With this aid they persevered in their exertions, and their labours have eventually been crowned with success. The article of Indigo has attained, as we before observed, a most distinguished situation in the list of Asiatic Imports. We trust we shall be excused for having made what may be thought a digression. We have been induced to offer thus much, to remove any false impression that may have been made on the minds of those who are not familiar with the subject, by a declaration which has been made to favour the views and pretensions of the Private Traders, namely, "that the article of Indigo alone, which is now imported to the value of more than a million sterling, is but of late cultivation in India, and the rapid success it has obtained, may be fairly ascribed to its having been left to private adventure."

Observations on Evidence relating to Private Trade with India.

Returning then to the subject, we have to observe in reply to the Merchants representations as to the inconveniences that may result from their being obliged to give so early a notice of the Tonnage they may stand in need of, that, however highly Indigo may rank in the scale of value, it is not of the same importance when considered as to Tonnage. The difference between an abundant and an indifferent crop of Indigo in point of Tonnage, will not exceed 7 to 800 tons, or at the most 1,000 tons; and as the Shipments of any single House scarcely ever exceed 200 tons, admitting that 80 or 90 tons of this is deficient, it can be surely no matter of difficulty to find a substitute for such deficiency, especially if what the Merchants assert is to be credited, that there is such an ample scope for extending the Imports from that Country. If, however, it shall be thought that their representations on

No. 1.
Observations
on Evidence
relating to
Private Trade
with India.

this head are correct, and merit belief, we have only further to observe, that we are not disposed to object to any proposition that may be offered for prolonging the period to any time that in reason may be found more convenient.

I N S U R A N C E.

7 in Bengal,
5 at Fort
St. George.

Upon the Merchants complaints as they regard the charge of Insurance, we have to make one short, but, we trust, not inconclusive observation. It is a concern in which the Company have neither directly nor indirectly any interest, nor the powers of regulation or controul. In the management of their own commercial transactions, policy in a very early period dictated to the Company the propriety of becoming their own Insurers, and the experience of near two centuries has convinced them of the wisdom of the measure, notwithstanding the heavy losses to which they have occasionally been subject. The circumstance of the Merchants not being able to effect their Insurances in London on *specific ships*, is one that daily occurs in every branch of the National Commerce, and we believe makes but a small difference in regulating the premiums. But if the Merchants suffer any inconvenience or hardships on this head, the remedy is altogether within themselves. There are no less than twelve established Insurance Companies in India, the stability of any of which we never heard called in question; and, indeed, among the names of the parties that appear as the Managers and Directors of them, are to be found most, if not all, of the complainants themselves. If these Companies exact immoderate premiums, it after all centers with themselves. We have no reason to think these Merchants would transfer their Insurances to London, in preference to making them in India with themselves and their connections. It is the same object with an Insurance Company to obtain policies, as it is with a "Merchant" to render his capital productive, or Ship Owners to procure employment for their shipping." Admitting, however, that Insurances are made in this Country to any great extent, we can only suppose that it takes place in instances where the risk has either been declined in India, or where the Companies there may have deemed it expedient to lessen their risk by transferring a part of it to London. If the Underwriters have a fair claim to 12, 15 or even 18 per cent. (which is represented by Mr. Bazett to have been occasionally paid) as not being more than an adequate premium for the risk, it rests with the Merchants to ascertain whether their Trade be capable of sustaining this burthen; and if they find it will not, to regulate their concerns accordingly.

Mr. Innes (6th May 1800) states the difference between Insurance on the Company's regular ships and the private Indian ships, if they sail with convoy, to be only two per cent.

Mr. Bazett says they pay 12, 15, and as high as 18, according to the risk.

Mr. Innes says, the Merchants get a return of the difference of the premium, if the goods are eventually found to come upon regular ships, but that the difference of the rate of freight is more than equal to the *whole of the premium*.

We shall have occasion to shew, under a subsequent head, that the freight paid upon Privilege Goods laden upon the Company's regular ships in 1805, of which the Merchants complained so heavily, as being charged at the enormous rate of £.44. per ton, is only £.7. 6s. 8d. per cent. on the sale proceeds. Of this one-fourth has been since remitted, which reduces it to £.5. 10s. per cent. The freight upon the whole of the ships of every description imported in the last five years, exclusive of the above at £.44. per ton, is only about 4 per cent. on the sale amount.

£.7. 6s. 8d. per cent. upon a freight of £.44. per ton, gives for the regular ships at	Decls.
£.30. 10s. per ton, a proportion of - - - - -	5,08.
Say 5 per cent.	
And for extra ships at £.22. 15s. - - - - -	3,75.
	1,33.
Difference	

Or about £.1. 6s. 8d. per cent.

The difference of Insurance at two per cent. is more than equivalent to the advanced rate of freight, and effectually combats the assertion that the difference in freight is more than equal to the whole of the premium. In point of fact, the whole of the freight itself is not equal to the premium.

Mr. Innes's description of the Indian Insurance Companies is not very flattering. He says, in case of losses the Policies are payable in England by Agents, who are frequently without other funds than what they derive from bills drawn on the Consignees for the amount of the premiums; and if these are inadequate to the losses, payment on the Policies is refused. Upon this it is unnecessary to offer any comment. It sufficiently accounts for the preference that is given, if such is the case, to the making of Insurances in London.

RATES OF FREIGHT AND PERIODS OF DISPATCH.

Upon this head it is incumbent upon us to remark, that, if the Merchants expect that freight is to be afforded them upon the most reduced terms, and at the same time that the ships are neither to be dispatched outward or homeward but in the favourable season, they seek to effect what is not practicable by any efforts of human wisdom. We have already stated, that as one means of lowering the rate of freight, the Company entered into engagements for extra-shipping, to be kept constantly employed in passing and repassing between the two Countries, under an idea that as their operations would be performed in a much less space of time, they could afford to sail at a much less rate of freight. These engagements were made upon offers invited by public Advertisements, and we have no reason to believe that freight could have been obtained upon more favourable terms. It will be seen by the evidence of Captain Woolmore, that a Peace freight of £14. per ton, is by no means a profitable concern. The ships, he emphatically observes, "are only sailed for the patronage by the parties brought up in the service, whose friends hold shares (or which they do not get common interest) with a view ultimately to their getting commands."

In looking to the rates of freight between the Indian and the British extra ships, it must be remembered that the Owners of the ships that were first hired in India, stipulated for three-fourths of the freight to be paid in that Country in advance. This upon a ship of 500 tons, at, say the medium of £18. per ton, amounted to £6,750. The interest of this sum for nine months, the period that would elapse before the ship took in her lading, made her passage home, delivered her cargo, and allowing for the time it would take to make up the Freight Account, reckoned at an Indian interest of 8 per cent, is equal to - - £405

To this must be added the saving upon the Insurance of £6,750, say at 15 per cent. which is stated to be the rate paid on Indian-built shipping - - - 1,012

This gives an advantage of - - - - - £1,417.

or nearly £3. per ton; so that reckoning the freight upon the voyage back to be the same upon the English extra ships outwards, it will be found, that the Indian extra ships so engaged were considerably dearer than the English extra ships. Upon this head the evidence of Captain Woolmore is decisive. Whether the rates of freight are moderate or otherwise, is undoubtedly at all times a fit subject for discussion; and we can with great truth affirm, that no branch of the Company's expenditure has engrossed a larger share of attention. For some years past the Court of Directors have been sedulously engaged in investigating the system upon which their shipping concerns are conducted in all its points and bearings, and we are inclined to think it is now arranged in such a way, that, so far from being subject, as formerly, to the charge of profusion, it is rather verging to the contrary extreme. We are anxious to preserve the medium between wanton liberality and false economy, both of which are injurious, and have a tendency to produce mischievous effects. In the evidence of Mr. Bazett, we observe he has brought forward a calculation which has been made for the express purpose of shewing the proportions the several rates of freight, which have been paid upon English extra ships, as well as upon the Company's regular ships, separately bear to an assumed rate of £20. per ton, on which terms, he says, he could have procured Tonnage in India homeward, with a further £8. per ton for the voyage outward. Mr. Innes, indeed, is not so confident, he says £7. 10s. outward, and £22. 10s. homeward. We do not presume to dispute the accuracy of Mr. Bazett's calculation. He has shewn that, in apportioning those freights to the value of the goods, the difference is in some instances trifling, and in others enormous, say, from seven-eighths or 27s. 6d. per cent. on Indigo, to 100 per cent. on Hemp. We are desirous of contrasting with Mr. Bazett's Statement, one framed upon a much broader ground. We have caused to be made up from our official Records, a Statement annexed in the Appendix, N^o 2, in which is specified, not the result of a single mercantile adventure selected for the occasion, but the total quantity of Tonnage imported by individuals in the last five years, viz. from 1804 to 1808 inclusive, the various rates of freight at which it has been brought, and the total amount that was paid for the same. From this Statement it will be seen that the average amount upon English extra ships, upon Bengal extra ships, and upon the Company's regular ships, including the portion that has been so pointedly alluded to, at the enormous rate of £44. per ton, does not exceed £19. 12s. 3d. per ton.

We must further remark, that upon a reconsideration of the circumstances under which the freight of £44. per ton was charged, and finding, in conformity with the usage that has long prevailed respecting the Company's concerns, of charging the whole of the ship's earnings upon the homeward-bound voyage, the freight upon the Private Goods had been rated upon the same principle, without sufficiently adverting to the circumstance, that the Private Traders did not reap any benefit from the ship services outward. We voluntarily consented to remit a sum on that account equal to one-fourth of the rate of freight, whereby the

No. 1.
Observations
on Evidence
relating to
Private Trade
with India.

the average is reduced to £. 19. 3s. 2d. And the proportions upon each description of shipping will be found to stand as follows:

On British Extra Shipping, per ton	- - - - -	£.16	1	9
On Indian Extra Shipping, d°	- - - - -	21	10	—
On Company's Regular Shipping, d°	- - - - -	30	17	—
Average as above	- - - - -	£.19	12	8

We also beg to submit another Statement, No. 3, in which is specified the sale amount of the said goods, the freight paid upon the same, and the rate per centage, which the freight and sale value bear to each other.

From this Statement it will be perceived,

That the aggregate sale amount of the goods imported in privilege by the Merchants, and sold, from September 1804 to September 1808, exclusive of what was brought in the Private Trade of the Commanders and Officers of the Company's shipping, of Neutral Property, and of Prize Goods, amounted to £.6,393,944. viz.

Of Fine Goods, Indigo; Piece Goods and Raw Silk	- - - - -	£.5,572,407.
Of Gruff Goods, such as Cotton, Drugs, &c.	- - - - -	821,537
Total	- - - - -	6,393,944

The freight paid upon these goods amounted to 446,436

viz.		
On the Fine Goods	- - - - -	£.242,980
Gruff Goods	- - - - -	203,456
		446,436

That the Coarse Goods bore in value to the Fine Goods only in the ratio of one to seven.

That the aggregate freight calculated upon the aggregate sale amount is per cent. 6.98, or a small fraction under 7 per cent.

That the Fine Goods, which are seven-eighths of the whole in value, paid but 4.36 per cent. and the Gruff Goods 24.50

To this Account we have subjoined another, No. 4, which affords the like information respecting the goods imported by the Company. Our object in submitting these Accounts, is to shew the favourable terms on which the Merchants import their goods, compared with the rates of freight that are paid by the Company.

Indigo has not for many years, until the last, formed an article of the Company's Investments. The comparison therefore must be confined more immediately to Bengal Piece Goods, Raw Silk, and Gruff Goods.—The Amount Sale of the Company's Bengal Piece Goods and Raw Silk, is

The amount of Freight	- - - - -	£. 3,794,638.
which is at the rate of	- - - - -	205,775.
The Amount Sale of the Coast and Surat Piece Goods and Cinnamon	- - - - -	7 per cent.
The Freight	- - - - -	2,449,713.
	- - - - -	405,315.

or per cent. 16.54.

The Amount Sale of Gruff Goods	- - - - -	2,503,617.
The Freight	- - - - -	1,635,339.

or per Cent. 65.33.

The average of the Company's freight upon the whole is per cent. 26.37.

From these data it is evident, that individuals have been afforded the means of introducing their Imports from India, to an amount of £.6,393,944, at a rate of freight rather less than 7 per cent. while the Company have paid upon their own Imports of £.8,747,969, upwards of 26 per cent. or nearly in a fourfold ratio.

To those who may not be familiar with shipping concerns, the question will naturally occur, how is this amazing difference to be accounted for? We reply:—By this simple position, in as much as the Private Merchants are benefited the Company are injured. The Merchants, by those regulations with which they are so dissatisfied, are at liberty to send home what description of goods they please upon the Tonnage allotted them. They well know, it is only those of the finer descriptions that will stand any chance of proving profitable. These are in general light and bulky, and occupy a greater space than is equivalent to their gravity. In the lading of a ship, experience has shewn, that her cargo must of necessity consist of a portion of heavy articles, technically termed *Dead Weight*, that is, such goods as occupy little space in proportion to the weight; as for instance, Metals, Sugar, Saltpetre, &c. these are required to serve as a counterpoise to the more bulky articles. If a ship is laden with an over portion of dead weight, she will sail heavily; on the other hand, if she

has

No. 1.
Observations
on Evidence
relating to
Private Trade
with India.

NOTICE FOR SHIPPING GOODS.—FINES.

The Merchants represent, that after having made their applications for Tonnage, they suffer an inconvenience from not knowing at what time, and upon what ships, their goods are to be laden. Mr. Bazett, in his evidence states, that, under this uncertainty, “they dare not order to be packed a variety of goods that are of a perishable nature, until they are informed that Tonnage is ready to receive them; that this notice is frequently limited to the short space of a fortnight, in which it is not possible to purchase, pack, and prepare for shipping goods, some of which may come from distant manufacturing towns, and some by water, of which the passage is uncertain.”—He also further states, that, “provided the goods are not ready upon the day that is notified, there is a fine imposed upon them at a certain sum per package *pro rata*, according to the number of days that elapse beyond the prescribed period.”

In reply to this complaint, we need only offer a brief recital of the manner in which the Private Trade business is conducted. At a certain period in each year (usually in the month of September), the Court, having ascertained the quantity of Tonnage they shall have occasion to engage in the approaching season, proceed to take up the ships, to settle their destination, and to fix the times at which they will be required to take in their cargoes. This being adjusted, a list of the ships, &c. is printed, and distributed for the information of all whom it may concern. A copy of one of these printed lists is annexed, No. 6. In forming these arrangements, care is taken that the ships may be ready to receive their cargoes in succession, as it would be impossible to carry on the lading of the whole at one time. From this list it will be noticed, that the Company's regular ships in the present season were ordered to come afloat (the official term for being ready to receive their cargoes), at various times between the 23d October 1809 and the 19th February 1810—to sail to Gravesend at correspondent periods, and to remain there 20, 30, or 40 days, according to the length of time it is supposed would be required for the receipt of their cargoes. It will also be seen that of the extra ships, which are taken up more immediately for the Merchants goods, the first Fleet was directed to be ready to receive goods by the 21st December 1809, the second by the 3d February 1810, and the last by the 5th March. It is a condition in the Charter Parties of the extra ships, that they shall be laden and sail from Gravesend within one month from the respective periods of their coming afloat. This list was published on the 4th October last, which is rather later in the season than usual. From thence to the date of the first Fleet of extra ships coming afloat is seventy-eight (78) days, to the second one hundred and twenty-two (122) days, and to the third one hundred and fifty (150) days, a time amply sufficient for the execution of a Commission to any extent whatever, even in the most remote parts of the kingdom. The Merchants of this Country, whether they are concerned in the Export Trade to India on their own immediate account, or as Agents for the Merchants of India, well know that Tonnage must be provided for their use if it is applied for in due time; it therefore can be of no moment to them as it regards the provision of the goods, or to the Manufacturer or Trader by whom they are to be supplied, upon what specific ship they are ultimately to be laden. It is for the one to condition for the delivery of the goods by a given period, taking care to allow for casual disappointments, and for the other to conform to his engagements. Some time before the ships come afloat (which in few instances is less than a month) the Committee of Shipping proceed to a distribution of their cargoes; in doing which, if any part of them is to consist of private goods, the Merchants who have requested Tonnage are desired to attend at the Office of the Clerk to the Committee of Shipping to receive communications of the name of the ship on which the goods are to be laden, and to be informed of the period when they will be required. As soon as the ship is announced as ready to take in goods, the Clerk to the Committee of Shipping furnishes the Officer of the Private Trade Department with a list of the private goods destined for each ship. Three distinct periods are then appointed, at a distance usually of seven or eight days from each other, for issuing shipping orders. The interval between each shipping day is for the purpose of allowing the goods of one shipping day to be received on board the ship before the orders for a subsequent shipping are issued. Notice of these shipping days are affixed in a conspicuous part of the India-house, as per Form annexed (No. 7), and the Shipper is allowed to apply for orders on either of the days that may best suit his convenience; so that, independent of the general information contained in the annual printed list, each Shipper has particular notice of the ship on which his goods are to be laden, of full six or seven weeks before they are required to be shipped, instead of a fortnight, as is stated. The Shipments are conducted according to the following system of official detail. When the Shipper is ready with his goods, he furnishes the Clerk in the Shipping Department with a note of the particulars, describing the number of packages, and the contents. This Officer calculates the freight that is payable for the same, and gives an order to the Treasurer to receive the amount, as per Form, No. 8. The freight being paid into the Company's Treasury, the Treasurer furnishes the Shipper with a Voucher, addressed to the Officer in the Shipping Department, certifying that the freight has been received; vide No. 9. Upon the Shipper depositing this certificate in the Shipping Department, he is furnished with a note addressed to the Officer in charge of the Private Trade Department, signifying that the goods therein named have been permitted to be shipped, and that the freight upon them has been paid, vide Form No. 10. Upon the authority of this Voucher, the Officer in the Private Trade Department issues an order to the Company's Husband at the

the water-side, empowering him to receive and convey the goods to the ship for which they are destined, taking care to see that they are in conformity with the order. With this order the Shipper proceeds to the Office of the Company's Accountant, who certifies on the face of it, that the freight has been duly paid, vide Nos. 11. & 12. The goods are either the next day or the day following, at the option of the Shipper, conveyed to the water-side, accompanied with the shipping order. This being deposited with the water-side Officer, he takes charge of them; they are laden upon small craft, which are lying ready to receive them, and conveyed to the ship, with an order to the Commanding Officer to receive them on board, and to sign an acknowledgment of their having been so received. No concern of magnitude, especially where a multiplicity of persons are concerned, can be conducted without a strict adherence to prescribed rules and regulations. If these are not attended to, confusion and disorder must inevitably take place, which are at all times attended with inconvenience, and not unfrequently with expense. In the course of conducting the Private Trade business, it often occurred that persons took out their orders upon the first or second shipping days, but on some occasions, either from the circumstance of being disappointed in the receipt of their goods, or more frequently from the desire of having them laden in the uppermost part of the ship, where they are less liable to receive damage, they did not bring them to the water-side for shipping till after the third shipping day had elapsed, by which the goods were occasionally poured in faster than they could be shipped. Applications also were frequently made after the last shipping day, and in some instances even after the ships had been cleared out at the Custom-house. Thus the greatest part of a ship's cargo has at times been brought for lading within the short space of three or four days, by which it was shipped in hurry and confusion, and sometimes with an expense of demorage for the ship's detention beyond a month, which on a ship of 600 tons amounts to £. 15. per day. To obviate these inconveniences, it was deemed expedient to require that the goods should be conveyed to the water-side within 48 hours after granting the shipping order, and that no order should be granted in the Office of Private Trade outwards for shipping goods after the third or last shipping day, but under the following conditions:

That the sum of five shillings be paid for each package or parcel of every description for which application for a shipping order is made, within three days after the third shipping day.

The fine is increased to ten shillings per package if the application is not made within six days, and after the end of six days to £. 1. 15. per package, and it is ordained that no shipping order, under any circumstance whatever, be granted after the ship shall have cleared out at the Custom-house. It is of these restrictions, these regulations, and these mulcts, the necessity of which must to all practical men be apparent, that the Merchants complain. The amount of these fines however cannot be laid to operate as a burthen upon or a clog to their Trade, as the whole sum that has been incurred in fines for two years has not exceeded £. 60. or £. 30. per annum, which upon Exports to the amount of, say, from £. 250,000. to £. 300,000. *Sic Orig.* sicong. per annum, is little more than two-pence in the £. 100. Of these fines, £. 34. 10s. were paid under the following circumstances: In the season 1807, an application was made for Tonnage for Bombay, part of which were ordered to be laden on the Huddart. The Shipper had notice of this in the early part of January 1808, and the freight was paid upon the 21st of the same month. The days allotted for shipping goods on the above ship were the 15th and 20th of February, and the 4th of March following. The orders for shipping these goods were applied for and granted on the 3d of March. It appears afterwards that the goods were at that time not in London, nor did they arrive until many days after the period limited for their being shipped. The fact is, that the goods consisting principally of Ironmongery were ordered at Sheffield, from whence they were to be conveyed to London by the Grand Junction Canal. A frost had set in, by which their passage was retarded. In the hopes that the weather would soon break, and thereby admit of the goods arriving in town in time, the Shipper suffered the three shipping days to elapse, nor did the goods arrive till five days after the shipping period had expired. Under these circumstances, a special application was made for permission to ship them, on condition of paying the fines, which, according to the regulations, would at 10s. per package have amounted to £. 60. It was however agreed, under the special circumstances of the case, that the fines should be mitigated to the lowest rate of 5s. per package, or £. 34. 10s.

EXPORTS AND IMPORTS.

The Merchants state, that if they are allowed to employ their own Indian built ships to load them as they think proper, and to dispatch them at the times that may be best suited to their convenience, they are confident they should be enabled to effect an increased Exportation of British produce and manufactures, as also an enlarged Importation of the raw materials of India. In this general position, Messrs. Innes, Bazett, Trail and Fawcett, all concur; but when they are called upon to point out in what manner this is likely to be effected, they are not altogether in unison. Mr. Innes thinks an increase would take place in the Exports outwards; and being asked in what particular articles, he adds, in *all sorts of manufactures* that are usually sent to India. Mr. Bazett is of the same opinion, Mr. Trail is not so sanguine. He thinks an increase might take place, but not so much outward as homeward. On being further questioned as to the increase of Exports, he adds, "I do not suppose the consumption
" could

No. 1.
Observations
on Evidence
relating to
Private Trade
with India.

“ could be increased. I only presumed, that by their going out at a lower rate of freight, they would be supplied cheaper than they now are.” Mr. Fawcett thinks the Trade might be increased, but not so much outward as homeward. His reason for expecting an increase in the Exports is, that by affording them cheaper, they will be sold in greater abundance. On being asked, whether by selling them cheaper, he means by buying them cheaper here, or conveying them at a less rate of cost, he answers, “ By carrying them at a less price, we could afford to sell them cheaper.” Mr. Innes, on being asked whether he is of opinion an increased consumption would be effected among the Natives, replies, “ He thinks it would, because, when the Natives of any country purchase an article at a cheap rate, they will consume a greater quantity than when they pay a higher price for it; he nevertheless fairly confesses, that he does not think any reduction in freight would alter the taste of the Natives so as to lead to an increased consumption.” Mr. Bazett says, he does not know how the consumption would be increased, whether as regarding the Europeans or the Natives, but he thinks the goods might be exported at a cheaper rate, and consequently be saleable at lower prices. He thinks that the ships coming to this Country would, rather than return without a cargo, carry out goods that would not otherwise be exported; that these goods, if they yielded no profit, would afford some freight, which would be preferable to the loss of the whole; that it is probable an increase would take place among the Europeans, because, by being afforded cheaper from the competition among the Importers, they would be more within the reach of persons of lower condition.

Mr. Bebb, on the other hand, whose testimony is entitled to great weight, as well from his long residence in one of the most populous districts in India, as from the particular means he had of obtaining the most correct information on the subject as a member of the Bengal Board of Trade, is of opinion the Exports cannot be extended among the Natives. The staple article of Woollens sent out by the Company, he observes, has for many years past sold at a loss, and individuals cannot obtain better terms.

With the lesser articles India is supplied by the Captains and Officers, who can sell them cheaper than others, by carrying them out free of freight. “ The Natives,” he adds, “ are by no means solicitous about articles not the produce of their own Country.” Captain Woolmoie is of opinion, no reduction of price could effect an increased consumption of Exports. He not only thinks the Exportation is equal to the demand, but from what he has learnt from persons conversant in the Export Trade, he considers the markets to be at present overstocked, and that few articles will bear any profit beyond freight and insurance. In opposition to this, Mr. Bazett states, that the supplies in some articles occasionally run short, and instances the article of Copper, which has sold at 100 per cent. beyond the price it bore when he was in India, which he might have ascribed to a very natural cause, namely, that it had risen near cent. per cent. in this Country within the last 20 years.

From this recital of the expectations that are formed of an increased Exportation of British produce and manufactures to India, we shall now take a view of the opinions as they regard an increased Importation of articles from India, and afterwards submit our own ideas of the probabilities that attach both to the one and the other.

IMPORTS FROM INDIA.

Mr. Bazett is of opinion, the Trade to this Country would be greatly extended by diverting hither a large portion of that which now goes to Foreigners. That the consumption of Indian goods could be extended in Europe; that many new articles might be introduced from the ceded territories; and that trials would be made of new articles from the Company's own provinces, as Dying Drugs, &c. to which Mr. Fawcett adds, Cotton, Fossil Alkali and Barilla.

Mr. Innes is of opinion, that in times of Peace we should be able to meet the Americans and Foreigners in the various markets of Europe.

Mr. Bebb doubts whether in Peace we could sail as cheap as the Americans. In War we certainly could not, on account of the superior rate of Insurance.

With regard to any views the Merchants may have formed of being enabled to extend the consumption of British produce or manufactures in India, we have no hesitation in declaring it to be our decided opinion, that the expectation of such advantages is ill founded, resulting from general presumption, contradicted by the nature of the Indian people, climate and productions, and by the experience of more than two centuries.

In any scheme of intercourse purely commercial between this Country and India, the leading objects must be to export as largely as possible of our home manufactures, and to import those commodities which would either beneficially supply our own consumption or the demand of other Countries, European or Transatlantic; and it is no doubt imagined by many persons, that if the Trade to India were perfectly free, these objects would be obtained in a degree extending far beyond its present scale. The ardour of individual enterprize, it will be thought, could find out channels which the settled routine of a Company cannot explore, and carry on commercial operations more economically and expeditiously than suits with the habits of monopoly; whilst our most active rivals in the Indian Trade would thus be best counteracted. The present times, it will also be said, peculiarly demand new attempts
and

and discoveries in Commerce; and His Majesty's Government may very naturally wish at such a crisis, to procure for the Country every possible facility for the exertion of its commercial spirit, and the employment of its commercial capital. But before a change in its principle, altogether novel, and obviously connected with national interests of the highest importance, is adopted, it ought to be seen not only on what rational grounds the expectations of advantages entertained from it rest, but to what consequences so material a change might expose the Country and its Indian dependencies.

No. 1.
Observations
on Evidence
relating to
Private Trade
with India.

Now with respect to the benefits supposed to be derivable from opening the Trade with India, it is in the first place to be observed that no material enlargement, if any enlargement at all, is to be expected, in the Exports of our manufactures to that quarter. The Records of the Company for two centuries, are filled with accounts of their endeavours to extend the sale of British products in India, and of the little success which has attended them. Our instructions to our servants throughout India have uniformly been to make profit a secondary consideration, and we have even consented to forego every idea of profit whatever, provided we could thereby secure an enlarged vend. By a clause in the Charter of King William, and by various subsequent Acts of Parliament, we have been obliged to export goods of the produce or manufacture of this Country to a specific amount, independent of the Private Trade of our Commanders and Officers. With Woollens and Metals, the only articles we exclusively reserved to ourselves, India has been repeatedly glutted, and upon many occasions our Woollens have remained years in warehouse before an opportunity offered for disposing of them. It has been no less at times surcharged with other articles of Exports by our Commanders and Officers. The markets of India, like those in every other part of the world, fluctuate in proportion as the supply is more or less suited to the demand. Upon some occasions, an opportune arrival has brought goods that were in high request to a favourable sale; but on the other hand it has been no uncommon circumstance to purchase British commodities in India at and under their prime cost in this Country.

As Mr. Bazett has chosen to select the article of Copper to prove his assertion, that the markets of India are not at all times amply supplied with Europe articles, we trust we may be allowed to take a brief review of the Copper Trade as it regards India.

The markets of India are by no means altogether dependent upon this Country for their supply of this commodity. India was in the habit of receiving Copper by way of the Persian Gulph, long before she had any connection with this Country. Nor were the Company's Exports to India of this commodity in the earlier stage of their existence made from the produce of Great Britain. It was purchased for them by Agents at Hambro', Sweden, and Barbary, and consigned to this Country, from whence it was re-exported to India. The first Exports of British Copper were in the year 1731. For about forty years after that period the quantity increased gradually from about 100 tons to 7 or 800, and the prices continued tolerably steady, at about the medium between £. 100 and £. 110 per ton. From 1773 to 1787, the Mines being more productive it was afforded in increased quantities and at reduced prices. Within this period the Company's Exports were at the medium of about 1,500 tons per annum, and the price was reduced gradually from about £. 96 per ton to as low as £. 70.

In 1788, the quantity of Copper upon hand was so great and bore so heavy upon the market, as to affect very considerably the mining interest. In this exigency, the Company were applied to and prevailed upon to export in the two following years, no less a quantity than 5,200 tons at the price of £. 78 per ton, or an advance of £. 8 above the cost price of 1787. These increased Imports depressed the market in India in the same proportion it relieved the markets at home. By the Charter Act of 1793, it was also stipulated, that if the Company did not annually export 1,500 tons of Copper, the holders or proprietors of British Copper are permitted to ship the like quantity on their own account.

Under the influence of the Company's enlarged Exportations in 1789 and 1790, and the stipulation under which the Miners can rely upon an Exportation to the extent of 1,500 tons per annum, Copper has risen from 78 to £. 150 per ton or nearly cent. per cent. Under these discouraging prices, the Company have not ceased exporting upon a most ample scale. The following Extracts from their last annual Indent, will shew how far the charge of not keeping the Indian market fully supplied (with Copper in particular) is well or ill founded.

Extract from the Bengal Indent, dated 18th April 1808:

" I have thought it advisable to exclude from the present Indent every description of Metal, excepting Bolt Iron and Copper Bolts, in consequence of the very considerable Importation of the present year."

From Bombay it is also said, under the head of Copper:

" Unless this Metal can be procured at a lower price than by the late Invoices, it will appear needless to send any, the prime cost being almost 29 rupees per maund, whilst
151 & 182. I i it

No. 1.
Observations
on Evidence
relating to
Private Trade
with India.

" it is sold at 24 by retail in the Bazar.—Copper, in imitation of Japan, will not produce more than 20 rupees the Surat maund."

Upon this subject we may further add, that if the Company, with all their exertions, have not succeeded in their endeavours to extend the sale of British products in India, neither have the French, Dutch, or other European nations been more successful in introducing the manufactures of Europe. This has not been owing to their trading chiefly in the form of Companies: the Americans, who within the last 20 years have entered into the Indian Commerce, and traded largely, not as a Company but by numerous individuals, each pursuing his own scheme in his own way, in which *course* no part of the East is left unexplored, *carry hardly any European manufactures thither*. Of an Import into India of goods to the amount of 16 lacs of rupees, 3-4ths consists of liquors, as Brandy, Cherry Brandy, Madeira Wine, &c. their chief article for the purchase of Indian goods *being Silver*; and such has been the state of the Trade from Europe to India, since the time of the Romans. This state results from the nature of the Indian people, the climate, and their usages. The articles of the first necessity their own Country furnishes more abundantly, and more cheaply, than it is possible for Europe to supply them. The labour of the great body of the people only enables them to subsist on Rice, and wear a slight covering of Cotton Cloth; they therefore can purchase none of the superfluities we offer them. The comparatively few in better circumstances, restricted, like the rest, by numerous religious and civil customs, of which all are remarkably tenacious, find few of our commodities to their taste; and their climate, so dissimilar to ours, renders many of them unsuitable to their use, so that a Commerce between them and us cannot proceed far upon the principle of supplying mutual wants. Hence, except Woollens in a very limited degree for Mantles in the cold season, and Metals on a scale very limited to be worked up by their own Artizans for the few utensils they *need*, hardly any of our staple commodities find a vent among the Indians; the other Exports which Europe sends to India, being chiefly consumed by the European population there, and some of the descendants of the early Portuguese settlers, all of whom, taken collectively, form but a small body in view to any question of National Commerce.

What is here said does not relate only to those parts of India where the Company have Settlements or Factories, but to all the shores that embrace the Indian Seas, from the Gulphs of Arabia and Persia to the Eastern Archipelago. Many advocates for a free Trade may suppose, that, in so vast a range, numerous positions favourable for the vent of European commodities are still unexplored; but they are not aware, that in the British Settlements, which themselves extend on the West to Cambay, and on the East to China, there are a number of Merchants, Native and European, who carry on what is called the Coasting Trade of India, with great spirit, sending their ships to every mart insular or continental, where any profitable commodities can be either sold or bought. At all those marts, European articles have been tried by the enterprize of individuals; the little demand that has been found for them has been supplied, and Residents settled in India can carry into such parts the Trade in European commodities, which it is now open to them to receive from this Country, with more facility and advantage than Merchants in England.

The Merchants themselves seem to be fully aware of the little probability of extending the Exports from this Country through the medium of the Natives. In explaining the ground upon which their expectations are founded, they state, that by conveying them at more reduced rates of freight, they are likely to be more within the reach of persons of lower condition, meaning, we suppose, among the Europeans. The freight, as stipulated to be paid in time of Peace, is £. 5. per ton on the Company's regular ships, and at the present period, after all the accumulated expenses arising from the War, it is only £. 9. per ton. Mr. Bazett assumes, that freight upon Indian built shipping could be afforded at £. 8. per ton outward. Mr. Innes says £. 7. 10. the difference is not material. The value of a ton of Exports one with another, may be taken at a fair medium of £. 100. It must be evident, therefore, to mercantile men, that a difference of £. 1. 2. or even 5 per cent. can have but little influence in encouraging or depressing the demand for European articles in any of the markets of India.

We have subjoined, in the Appendix, No. 13. an abstract view of the Trade with India from this Country, Foreign Europe, America, and from one part of India to another, in which is stated the particular articles of Imports and Exports, with their value for the five years, from 1802-3 to 1806-7, being the latest period to which such an Account can be made up.

It will be seen from this Statement, that there is no place of commercial note from the Eastward of the Cape of Good Hope; the Shores of India to Canton, to which a Trade is not driven by the British or Native Merchant resident in India, except Japan. It has been repeatedly made a subject of accusation against the Company, that they have never taken any measures for establishing a commercial intercourse with this Empire. We reply, this accusation is not founded on fact. The Company actually established a Factory at Nangafaki as early as the year 1614, under an idea suggested by one of their servants, that it would take off great quantities of Woollens in exchange for Silver, and so far be the means of relieving the Company's Trade from the odium to which it was subject in those days of impoverishing

impoverishing the nation by draining it of its treasures. It appears, after a trial of four or five years, to have entirely failed of this object. In the first twenty-two months, the Factors were not able to dispose of more than 32 Cloths, and in five years not more than 165. The Factory was thereupon withdrawn, the profit not being equal to the expense of its maintenance. Between 1632 and 1689, various attempts were made to renew the intercourse, but they were as uniformly resisted by the Emperor, who, after a dreadful massacre of such of his subjects as had become converts to the Christian religion, expelled the Portuguese, and by an edict shut his ports against Europeans of every nation except the Dutch. The terms upon which the Dutch obtained this exemption, if the facts are truly stated, were not only degrading to them as Merchants, but in the last degree reproachful to them as Christians*.

No. 1.
Observations
on Evidence
relating to
Private Trade
with India.

The Dutch writers have upon all occasions been anxious to rescue their nation from the severity of this charge; but they have been able to advance little beyond a simple denial of the fact. From what we discover upon our Records, we fear it is too correctly founded.

In a letter, dated 4th February 1670, addressed to the Company's servants at Bantam, is this passage:—"The great objection to opening the Trade at Japan, is against Christianity, This objection must be first removed. Our servants must not deny themselves to be Christians, nor be liable to have their persons and our effects seized for trading there before terms are made."

On the 17th July 1671, Charles the II. addressed a letter to the Emperor of Japan, accompanied with presents, entreating him to admit of a Trade being opened with the Emperor's subjects, which proved of no avail.

At this period, in some instructions to the Company's servants on the same subject, it is again said:

"You must not alter your colours, but explain to the Japanese, that they have no allusion to the Cross, as it is supposed they are not so much enemies to Christianity as to the Papists.

"We apprehend they will not insist upon unhangng the rudder and delivery of the guns, as they do with the Dutch. You must endeavour to avoid this."

In 1681, is a letter to the Emperor of Japan, of which the following is an Extract:

"Near ten years since, we sent three ships with presents for your Majesty and Ministers, of which one only arrived; but by the sinister informations of enemies to us and your Majesty, we were not admitted into your Majesty's presence, nor allowed to trade, &c."

This effort likewise proved abortive, as did a similar one in 1683.

The Emperor of Japan was not only inflexible in his determination to have no commercial intercourse with this Country, but he even prohibited the Importation of British Woollens by his own subjects trading to Bantam, and other places in the South Seas.

With these repeated disappointments the Company were not totally discouraged, they determined to make another attempt, and in a letter of the 11th September 1689, they wrote to their servants at Fort St. George to this purport:

"Being now at peace with the Dutch, and our King being their Stadtholder, it may not be prudent to attempt the Spice Trade; but we see no reason why, the King and Queen being now both Protestant, you should not make another attempt at Japan, as it can be turned into a China voyage if you are disappointed. This we recommend to your consideration, in regard that the only reason they gave for disappointing our last attempt was, that our Queen was then a Papist and a Portuguese." This attempt in like manner also failed. Seeing then that the Emperor was so firm in his resolution not to admit the English in trading intercourse with his dominions, and the Company having expended upwards of £. 50,000 in pursuit of the object, it was at length finally abandoned.

But, admitting that they had succeeded in their views, Japan neither requires European commodities, nor does it afford any thing that we need. It was intended at the time only as a Trade from port to port in India. A consignment to Japan was at that time required to consist of a mixed cargo of goods from Europe, Persia, India, the Coast of Choromandel, Bengal, the South Seas, Siam, Cambaya and Formosa, of Callicoes, Silk, Pepper, Skins, &c. &c.

It appears from the Proceedings of the Commissioners appointed to examine into the state of the Dutch Company's Trade in India in the year 1795, that the only produce which the Dutch for a long series of years obtained from Japan, was Copper and Camphor for the supply of their Indian Settlements, of which the former, upon an average of ten years from 1784 to 1793, was only about 442 tons per annum.

* The Dutch are reported to have consented to deny that they were Christians, and as a test of their veracity to have submitted in public to the degradation of trampling upon the Cross.

Upon the arrival of their shipping they were to unhang their rudders and send them on shore, together with their guns and ammunition, there to remain till they were ready to depart.

It

No. 1.
Observations
on Evidence
relating to
Private Trade
with India.

It appears also, that the expense of maintaining this intercourse was so great, and the restrictions and restraints to which they were subjected by the Japanese so many, that they at one time had it in contemplation to withdraw their Factory. We shall only upon this head offer a short observation, that if any Englishman is to be found so mean and abject, as, for the sake of a little paltry gain, to undertake a Traffic with Japan upon the terms which even the Dutch are tired of, we are not disposed to envy him in the acquisition of his riches, or the feelings under which they must be acquired. Upon the head of Exports, we shall only further submit a comparative Statement, by which it will be seen that the Company's endeavours to extend their Exportations from this Country have been attended with the most beneficial effects to the Country at large, though they have yielded but little advantages to themselves.

In the 50 years from 1710 to 1759, about which time the Company first began to obtain territorial dominions in India,

The Company exported in Goods and Merchandize to the value of	- - - - -	£. 9,248,296
In Bullion	- - - - -	26,829,207
<hr/>		
In the next 50 years from 1760 to 1809 inclusive, in Goods and Merchandize		48,659,458
Bullion	- - - - -	14,656,587
Of which in the last 10 years, from 1799 to 1808 inclusive, the amount were		
In Bullion	- - - - -	6,030,035
Goods and Merchandize	- - - - -	19,931,801
<hr/>		
of which £. 11,299,420. has been in Woollens only :		
Average per annum in Woollens	- - - - -	1,129,942
Other Articles	- - - - -	863,238
<hr/>		
£. 1,993,180		

The great national benefits which have arisen from the extensive Exportation by the Company of British Woollens, having been so lately noticed in the Reports of the Special Committee, we shall forbear from enlarging upon that part of the subject on the present occasion.

I M P O R T S.

Let it be enquired, in the next place, whether the adoption of so great a change in our Indian System would be followed by the discovery of such new and valuable productions of the East, as would serve materially to augment the Trade of this Country with the Continents of Europe and America; for, with regard to the supply of our home consumption of Indian commodities, it cannot be asserted, that the Importations already made by the Company and individuals, do not abundantly suffice for it, or may not at any time be extended to the exigencies of the market; in which it may be noted, that a preference is given to the Cotton and Silk Manufactures of our own Country, and to some of the tropical productions brought from our West Indian Colonies. Nor can it be asserted, that new adventurers in the Eastern Trade fitting out from Great Britain, could, with a profit to themselves, furnish the home consumption on cheaper terms than it is now supplied; for both the Company and British individuals, resident in India, must have an advantage over such adventurers in the provision of goods there; British residents in freight also, and yet of late the great Indian staple of Cotton Piece Goods has been a losing article in this Country.

Now as to the productions of India valuable for Foreign Commerce, the Trade of Europeans of different nations to all parts of it in the course of the last three centuries, may well be presumed to have left little for discovery in that way. The Portuguese, who in their early time spread themselves along all the shores of the East, explored every considerable part of it, and they were followed by the Dutch, English, and French Companies, with their numerous Establishments, some of which extended inland to the Upper India. But the modern European Merchants, resident in the East, who have long been the chief navigators and adventurers in what is called the Coasting Trade, as we before noticed, have become well acquainted with the commercial capacity of every region bounded by the Indian Seas, so that many Countries supposed here to be little known, because little visited by the ships of Europe, are familiar to them, and whatever article those Countries furnish, valuable for the Commerce of the West, are already conveyed through the medium of private or foreign Trade to Europe.

The chief commodities suited to the European market, which India has hitherto been found to produce, are Spices, Pepper, Drugs, Sugar, Coffee, Raw Silk, Saltpetre, Indigo, Raw

Raw Cotton, and above all Cotton manufactures of singular beauty and in endless variety. These last have, as already intimated, formed from time immemorial the grand staple of India, but from the rise and excellence of similar manufactures in Europe, particularly in our own Country, and from the general impoverishment which wars and revolutions have brought upon the Continent of Europe, with the obstructions opposed in much the greater part of it to our Commerce, the consumption of the fine fabrics of India has considerably decreased, and it is not likely that it can be restored to its former standard. Spices, Sugar and Coffee, have been furnished chiefly from the Molluccas and Java, Dutch Islands not in our possession, nor in a commercial view worth the expense of conquering and keeping them. The Cinnamon of Ceylon, now ours, may be brought in sufficient quantity for the supply of all Europe in one or two of the Company's ships. Pepper is a very losing article; Sugar has been of late imported from our territories, but the necessary expense of conveyance from so great a distance prevents it from being profitable, and it can be much encouraged only at the expense of our West India Colonies. Raw Silk and Indigo, now produced in great perfection in Bengal and its dependencies, have been brought to that state by the expense incurred, and the support afforded by the Company. Both are articles occupying little space in proportion to their value. The Factories where the former is collected and prepared are in the hands of the Company, who have in the course of many years established them with great labour and expense. They can furnish not only all the Raw Silk this Country requires, but much for the consumption of the Continent, if it was possible to bring it there into competition with the Raw Silk of Italy, and the Tonnage already employed by the Company is quite sufficient for its importation from India. The Indigo produced in Bengal and the adjacent Provinces, is equal probably to three-fourths of the demand of all Europe, and may easily be raised to the whole demand, but the manufacture of this article is entirely, and the trade in it, chiefly in the hands of individuals, who need and require no shipping from this Country, except what the Company provide to convey to Europe all that Europe can consume of it. Saltpetre furnished only from Bengal is for political reasons prohibited to Foreigners, and exported exclusively in the ships of the Company. For the same reasons it could never be prudent to allow the private ships of this Country to carry it away at pleasure. Where then is the scope for the admission of new shipping and new adventurers without limitation into the Trade of India with Great Britain? In general it may be observed, that the commodities which have hitherto come from that Country in a state prepared for use, such as the great staple of Cotton Piece Goods, being articles of luxury, can have only a limited consumption, and that the demand for them could not be increased at all in proportion to the number of new competitors that should enter into the trade. The same may be said of all kinds of Spices and Drugs, which from their nature have a limited consumption; and with regard to the important articles of Raw Silk and Indigo, which require a further preparation before they are used, there is already abundant provision made for their Importation to the utmost extent of demand.

No. 1.
Observations
on Evidence
relating to
Private Trade
with India.

There remains then to be considered, of all the commodities above enumerated, only the raw material of Cotton Wool, and to this may be added another of high importance, which India is in time likely to produce abundantly, namely, Hemp.

COTTON.

There is no article of Commerce that is subject to a greater variety of contingent events than Cotton, especially when considered with reference to India. Like every other production of the soil, it is liable to great fluctuations in price, either from natural or eventual causes as the seasons are more or less propitious to its growth, as produce shall bear to the pressure of demand, or from political exigencies. The variations in those respects will at times occasion a difference of cent. per cent. in the first cost of the article in India, and the like in the selling rates in England. This is the case in other parts as well as India; but as our views are here more immediately directed to the Cotton of India, we shall observe only, that

In Bengal, Cotton has varied from 12 to 25 rupees per maund.

At Madras, from 75 to 160 pagodas per candy, and

At Bombay, from 90 to upwards of 200 rupees per candy.

That Cotton, which in 1801, sold at our sales for 1s. 5½ per pound,

In 1802, though of the same quality, produced only nine-pence.

On the 23d of May 1804, some Cotton shipped at Bombay by the House of Forbes, Smith and Co. sold at 7½d. per pound.

On the 27th of July, a further parcel of the same Import sold at 10½d. per pound.

On the 25th January 1805, some belonging to the same House by the same ship, sold at 1s. 4½d. or a difference of near 130 per cent. in the short space of seven months.

It is therefore to be apprehended that Cotton from India cannot be calculated upon as a permanently profitable article of Commerce; but notwithstanding this unpromising appearance, the East India Company, with a view to ensure a supply of the raw material to the

No. 1.
Observations
on Evidence
relating to
Private Trade
with India.

British manufactures, have some time since determined to make this article a regular branch of their Commerce, and have instituted two permanent Factories, one in the Upper India, and the other in the territories ceded by the Guickwar, on the Western coast of India, from whence considerable quantities have been, and will continue to be, imported.

Under fortuitous circumstances, such as an eager demand with an insufficient supply, a failure of Crops in any of the places of its growth, or an interruption in the Trade with the usual places from which it is imported, Cotton from India has probably at times yielded some advantages; but in the ordinary course of things it is, generally speaking, *impossible* to answer, and yet upon every occasion when the Commerce of India has been the subject of discussion, the Private Traders have always insisted that the Trade of India was capable of being considerably extended in raw materials for the use of the British manufactures, and Cotton has always been referred to as the foundation of these assertions. It is taking the advantage of popular ground, but it is neither more or less than popular delusion. We have heard of assertions, that six millions of pounds of Ahmood Cotton (the Cotton of Surat) could readily be vended in this Country at 5s. the pound, when the price in India was but 90 rupees the candy, (in June 1809 it was at 180). We have also seen a calculation, by which, reckoning the Prime Cost, Charges of Freight, Interest, Insurance, &c. to its introduction here at a rate of 1s. 6d. per pound, and reducing the sale rate to 3s. per pound, the advantages that would accrue to the Company, upon an Import of 20,000 bales, were rated at £. 450,000. per annum, and under the impression of this calculation, a Merchant of India actually made us a tender of this quantity deliverable in London on British or Indian-built shipping, at 2s. 3d. the pound, by which he observed, the Company would be gainers of 9d. per pound at 3s. or £. 225,000. and if the selling rate extended to 3s. 6d. or 4s. of upwards of half a million sterling per annum.

We have also heard from a quarter where better information might have been expected, the cost price of Cotton at Bengal quoted at 1½d. the pound, while the Planter in the West Indies, it was said, could not afford to sell it on the spot under 1s.; but it was omitted to be stated, that this was the price of Cotton in the state as gathered immediately from the pod, which by the first operation of cleaning loses 3-4ths of its weight by being divested of the seeds.

But it is said, the freight of £. 22. 15s. on so low-priced an article as Cotton operates as a bar to its importation; and yet it is within our knowledge, that the Private Traders charge *this same rate* to one another on their Indian-built ships, at £. 22. 15s.; the freight of a ton of Cotton, supposing it so compressed, that 1,600lbs. will come into the space of 50 feet, is but about

The present War freight from Surinam, Demerara and Berbice, is	3.
St. Lucia	2½.
Grenada	2½.
Nevis	2½.

Seeing then that individuals have the means of importing Cotton at rates of freight nearly as reasonable as those that attach upon the article from other places of its Import, it follows, that it is not the charge of freight that operates against its introduction. The impediment will be found to arise from other causes. In proof of this we beg to introduce in this place, the following quotations from the Proceedings of our Government of Bombay.

“ We have long been sensible, that the general and improvident competition which has prevailed among the mercantile part of the Settlement, has encouraged the Northern Dealers to exact a price for the article neither warranted by its intrinsic value on the spot, or the relative demand for it in the foreign market. The effect of the competition has not ended here; it has produced the nefarious practice of adulterating the quality, and increasing the weight of the staple; a circumstance which has affected the Merchant and the sale of his cargo in the markets of China and England. We have spared no expense to obviate the latter, by the strongest representations to the Court of Poonah and the Northern Provinces, but with little or at best with partial success.”

The fact is (as far as concerns the Exports to China, and perhaps even the Consignments to England may not be free from the remark) “ the Traders have conceived it mattered not what quality they sent to China, provided it was Cotton, in any state.”

If the above observations shall be thought too pointed, we beg to observe, that we find upon our Records a letter from a person at the head of one of the first mercantile Houses in Bombay, to the Bombay Government, in which is the following passage :

“ Cotton of the best quality fit for the Europe market, or that estimated loose at Broach at 130 rupees, is too good for the China market, being much too high-priced; and therefore the additional expense of cleaning it may be spared.”

We also find on our Records another letter from the same Merchant, in which is given a description of the Cotton Trade, which, although written with a more immediate reference to

to the Trade with China, will not be found an unfaithful representation of their concerns with this Country.

No. 1.

Observations on Evidence relative to Private Trade with India.

“ Our Cotton Trade with China has for some years past been a mere *Lottery*, in which the Merchants have carried on a blind competition, encouraged occasionally by a little success; but the tide is at length turned against them, and they may lose more by one voyage than they have gained by half a dozen. It is therefore much to be wished, that they might be enabled, with the aid of Government to fix upon some reasonable and liberal plan of reducing this trade from destruction, and themselves from certain ruin, or at least from desperate speculation.”

On the subject of Drugs, we have only to observe, that as this is a branch of the Import Trade from India that has been in a great degree left to the Commanders and Officers of the ships employed in our service, we cannot speak so decidedly to it as we have done to our own concerns*. We may venture however confidently to affirm, that we know of no articles whatever whether classed under the head of Drugs or otherwise, that are capable of being extended. In proof of this we beg to annex a list of the various articles that have been brought to our sales in the last five years on private account, as well by the Merchants as by our Commanders and Officers, in which will be found almost every article at present known in the commercial world. Having exhibited a comparative Statement of the extent of the Company's Export Trade as well before as since the attainment of their territorial acquisitions, we shall now add a similar Statement as regarding the Imports. The amount sales from 1747 to 1756, being the ten years immediately preceding that event, was - - £.23,155,730.

or per annum - - - - - 2,315,573.

The amount in ten years from 1798 to 1807 inclusive, was £.63,440,356. but for the purpose of a fair comparison to this sum must be added for the duties which formerly were paid by the Company, and included in the amount sales, but since the Warehouse Act of 1799 have been paid by the buyers on clearing them, the further sum of - £.17,800,598.

which brings the amount to - - - - - 81,240,954.

or per annum - - - - - 8,124,095.

and if an allowance is made for the reduced rates of all Indian articles, on account of the unfettled state of affairs on the Continent, the amount would perhaps, on a comparative view, stand at little less than £. 10,000,000. or more than a fourfold proportion.

PRIVATE TRADE, INTERFERENCE WITH COMPANY'S TRADE.

The Private Traders have upon various occasions professed, that they had no wish to interfere in any branch of the Company's Trade. In a Memorial to the Commissioners for the Affairs of India, on the subject of Private Trade, dated 8th June 1801, they state, “ that their plan will not in the slightest degree diminish the commercial profits of the East India Company, whose Investments, they add, consist for the most part in articles different from those of the Private Traders, so that in the staple commodities of the Company, no rivalry can take place between them.” It has also on several occasions been stated by themselves and their advocates, as well in as out of Parliament, “ that they had no wish to deal in any articles of the Company's Trade,” that they were only “ desirous their ships might proceed to India with such goods as are not exclusively reserved for the Company, and to return with cargoes of Rice, Drugs, Groff Goods, and such other articles as the Company do not think fit to reserve to themselves.” They have uniformly professed and continue to do so, that their views are directed only to raw materials, as Cotton, Drugs, &c. We are not disposed to call in question the sincerity of their professions; but in opposition to their assertions, we are desirous of bringing under notice the manner in which their Trade was conducted, between the years 1797-8 and 1803-4. In this period is comprized the time when importations were made in every respect in conformity with their wishes. Our view in selecting this period is, because, prior to 1797, their concerns were comparatively trifling, and since 1803, their exertions have been in a great degree diminished, first, from the effects of their improvident speculations, and, more recently, from the pressure of the times, which has had an unfavourable influence upon all commercial operations.

The articles, of which the Company's regular Investments from India are composed, are Cotton and Silk piece goods, Raw Silk, Saltpetre, Sugar, Lacks, Turmeric, Pepper, Sunn, Coffee, and more recently Cinnamon. Indigo has been in the hands of the Private Traders exclusively, from 1788 until within the last year or two.

It appears from official documents, that in the period to which we have referred, the Private Traders imported;

* In 1805 the quantities of Drugs of the private imports then remaining in our warehouses were equal to six years consumption, many of which perished for want of a market.

No. 1.
Observations
on Evidence
relating to
Private Trade
with India.

	Tons.
Of Piece Goods - - - - -	11,988
Raw Silk - - - - -	299
Sugar - - - - -	11,954
Saltpetre - - - - -	5,345
Pepper - - - - -	4,046
Lacks, &c. - - - - -	2,156
Sunn - - - - -	217
Coffee - - - - -	2,099
Total in articles of the Company's established Commerce - -	38,104
In Indigo - - - - -	10,674
Cotton - - - - -	20,141
Sundries - - - - -	10,062
	<hr/>
Tons - - - - -	78,981

Now if from this total we deduct the articles of the descriptions of those of which the Company's regular Investments are composed, and in which the Private Traders so pointedly disclaim every idea of interference, viz. Piece Goods, Raw Silk, Sugar, Saltpetre, Pepper, Lacks, Turmeric, Paut, Sunn and Coffee - - - - - 38,104 tons.

also for Indigo which had been left in the hands of the Private Traders - - - - -	10,674
For Cotton - - - - -	20,141

Tons - - - - - 68,919

It will in result appear that the remainder, which consists chiefly of Drugs and various articles of trifling note, all of which, that were capable of being imported with advantage, would have found their way to this Country through the licensed privileges of the Commanders and Officers of the Company's freighted shipping, is but 10,062 tons, or, on the average, less than 1,500 tons per annum. To this view of the Tonnage we will add another as to the value.

It appears that during the five years, from 1801 to 1805 inclusive, when the most considerable of these Imports were made, the sale amount of the goods imported in the Privilege Trade, were as follows—per annum;

In Piece Goods - - - - -	£. 665,669
Raw Silk - - - - -	38,260
Sugar - - - - -	37,526
Saltpetre - - - - -	38,782
Spice - - - - -	777
Coffee - - - - -	42,708
Pepper - - - - -	52,711
	<hr/>
Indigo - - - - -	£. 876,433
Cotton Wool - - - - -	633,506
Drugs - - - - -	104,281
	<hr/>
Total - - - - -	£. 1,809,785

If therefore from this sale amount, we deduct in the first instance £. 876,433. for the amount of the goods of the description of those which form the Company's regular Investment; and secondly, £. 633,506. for the article of Indigo, which, as has been before remarked, had been since 1788 conceded to them exclusively, making together £. 1,509,939; it will appear in result, that the boasted surplus Trade of India, which it has been in such a decided way pronounced the Company's capital could not embrace, is reduced to the comparatively trifling sum of £. 300,000. per annum, from which, if we deduct the article of Cotton, it sinks to under £. 200,000.

It is evident from these premises, that the views and expectations of the Private Traders, so far as regards the creating and extended Importation of Indian goods of a description different from those in which the Company deal, has, after the fairest experiment, proved delusive. We are aware it may be urged in reply to this, that if the markets are competent to take off in articles of the description in which the Company deal, the quantities here stated with advantage to the Merchant, and without proving injurious to the Company, it is a clear demonstration that the Trade of India is capable of being carried to an extent beyond the powers of the Company's capital to embrace. If the premises can be substantiated, we admit the conclusion to be just.

That such Imports have been made is an undoubted fact, but that they have been made with advantage to the Merchants, and without in the slightest degree diminishing the commercial profits of the Company, we feel ourselves bound to deny.

In order to shew how far the Merchant's Imports have interfered with those of the Company, it may be necessary to state, that in the twenty-five years previous to 1797, when the Private Traders first began to import upon an extended scale, the Company's Imports of Bengal Piece Goods, were:

No. 1.
Observations
on Evidence
relating to
Private Trade
with India.

Pieces 16,129,635, which sold for £. 28,012,024; which gives the average for each year at 643,993 Pieces, and the medium value at per piece £. 1. 14. 8.

Since when, the Imports by the Company and by the Merchants have been as follows:

COMPANY'S.

	Pieces sold.	Amount.	Medium Price.
1797 - - - -	350,329 - - - -	£. 648,756 - - - -	£. 1 17 —
1798 - - - -	723,127 - - - -	1,219,818 - - - -	1 14 —
1799 March sale	334,115 - - - -	508,584 - - - -	1 10 6
— Sept. sale -	459,500 - - - -	548,256 - - - -	1 4 6
1800 - - - -	1,129,501 - - - -	1,406,879 - - - -	1 5 —
1801 - - - -	838,712 - - - -	1,179,447 - - - -	1 8 6
1802 - - - -	437,862 - - - -	660,019 - - - -	1 10 —
1803 M. sale -	242,164 - - - -	293,832 - - - -	1 4 3
— Sept. sale -	381,477 - - - -	378,199 - - - -	19 9
1804 M. sale -	442,952 - - - -	424,456 - - - -	19 —
— Sept. sale -	518,019 - - - -	493,106 - - - -	19 —
1805 M. sale -	174,321 - - - -	142,157 - - - -	16 6
— Sept. sale -	None sold.		
1806 M. sale -	410,196 - - - -	336,453 - - - -	16 5
— Sept. sale -	199,500 - - - -	146,466 - - - -	14 9

IN PRIVILEGE.

1797 - - - -	136,761 - - - -	£. 151,942 - - - -	£. 1 3 —
1798 - - - -	127,810 - - - -	182,594 - - - -	1 8 6
1799 M. sale -	79,727 - - - -	133,336 - - - -	1 13 6
— Sept. sale -	152,870 - - - -	145,503 - - - -	19 —
1800 - - - -	304,530 - - - -	317,828 - - - -	1 — 10
1801 - - - -	396,444 - - - -	379,569 - - - -	19 1
1802 - - - -	1,252,503 - - - -	960,864 - - - -	15 4
1803 M. sale -	742,193 - - - -	462,757 - - - -	12 6
— Sept. sale -	343,546 - - - -	202,452 - - - -	11 10
1804 M. sale -	548,186 - - - -	306,886 - - - -	11 2
— Sept. sale -	431,013 - - - -	220,082 - - - -	10 2
1805 M. sale -	320,727 - - - -	193,665 - - - -	12 —
— Sept. sale -	None sold.		
1806 M. sale -	113,233 - - - -	67,453 - - - -	11 10
— Sept. sale -	96,264 - - - -	61,602 - - - -	12 —

It is obvious from these Statements, that while the Trade in Bengal Piece Goods remained entirely in the Company's hands, it was conducted wisely and discreetly upon the true mercantile principle of regulating the Imports in proportion to the current demand.

Another essential and equally important object was no less attended to, that of keeping up the respective fabricks to their established standard as to quality and dimensions. Upon this head, the good faith of the Company was so implicitly acquiesced in by the Dealers on the Continent, that they would readily give their orders upon the bare authority of the invoice mark; and it not unfrequently happened, that the commodities passed from one buyer to another without inspection or examination. The sales were made at stated periods twice in the year, at the distance of six months from each other; and when the goods were declared for one sale; the buyers had an assurance that no further quantity of such goods should be sold until the ensuing half-yearly sale; in short, the whole routine of the business was conducted on systematic principles, and to the perfect satisfaction of all parties.

It will also be noticed, that when the annual Imports of Bengal Piece Goods were limited to from 7 to 800,000 pieces of the various assortments, they were readily taken off at the sale without any material difference in the selling prices; and that as the Imports exceeded or fell short of that quantity, the prices fluctuated in a correspondent proportion. In the five

years from 1797 to 1801, the Imports of the Company were	Pieces.	3,826,284
And there were imported by individuals in the like period		1,198,142
		<hr/> 5,024,426

which gives the average of each year at - - - - - 1,004,885
which additional quantity does not appear to have had at the time any unfavourable influence on the prices.

No. 1.
Observations
on Evidence
relating to
Private Trade
with India.

In the ensuing four years, from 1802 to 1805, the total Imports by the Company	Pieces.
were - - - - -	2,564,297
And in Privilege - - - - -	4,055,169
	<u>Ps. 6,619,466</u>

which gives the average of the Company's at	641,074
Privilege - - - - -	1,013,792
	<u>1,654,866</u>

the effect of which reduced the prices of the Company's goods from £. 1. 10s. the average selling rate in 1802, to 16s. 6d. the average rate of 1805, which is a diminution of upwards of £. 50 per cent. while those in Privilege suffered in the like proportion.

Such are the mischiefs that have arisen from the admission of the Private Traders to a participation in the Indian Trade, as far as regards the branch of Bengal Piece Goods only. The like baneful effects have been felt in the Piece Goods from the Coast of Coromandel, and in other articles the result has been similar, as Raw Silk, Pepper, &c. It may be said in opposition to these Statements, that the present times afford no just criterion for comparison. We allow the force of the observation, and to avoid the possibility of objection, we have purposely brought our comparative Statement no lower than 1805; but if we confine ourselves only to the years 1802-3 and 4, when none of the present obstructions and restrictions upon the Continent were in existence, the result will be found to be nearly the same. In these three

years the Company's declarations of Bengal Piece Goods were	2,346,211	or	782,070
which is about the usual standard import.			
And those of individuals	3,732,349		1,244,116
	<u>Ps. 6,078,560</u>		<u>2,026,186</u>

These improvident Imports produced their natural effect.

In 1802, the Company sold 443,093 Pieces at an average of £. 1. 10s. per Piece. The average sale rate in 1801 of Privilege Goods was 19s. 1d.; the difference is owing to the latter being in general of an inferior description. In 1802, there were sold belonging to individuals 1,273,273 Pieces, which lowered the price from 19s. 1d. to 15s. 4d. or nearly 20 per cent.

In March sale 1803, the Company's Goods also experienced a reduction from £. 1. 10s. to £. 1. 4s. 3d. or upwards of 18 per cent. and out of 364,394 Pieces declared, 122,230 Pieces or 1-3d of the sale, were refused for want of buyers.

In the same sale 756,089 Pieces, belonging to individuals, reduced the price further from 15s. 4d. to 12s. 6d. a difference of 18 per cent.

In September sale 1803, the Company's goods were further reduced from £. 1. 4s. 3d. to 19s. 9d. or a further 18 per cent. and out of 494,648 Pieces declared, 113,171 pieces were refused for want of buyers. In the same sale, the goods of individuals fell from 12s. 6d. to 11s. 10d.; and out of 501,293 Pieces declared, 157,747 Pieces, or more than 1-4th, were refused for want of buyers.

In March sale 1804, the Company's goods were reduced from 19s. 9d. to 19s. but out of 539,294 pieces declared, 96,342 pieces were refused for want of buyers. In the same sale the goods of individuals were reduced from 11s. 10d. to 11s. 2d. and out of 762,250 pieces declared, 214,054 pieces were refused.

In September sale 1804, the Company's goods retained the price of 19s. but those of individuals fell to 10s. 2d.

Now if from these quantities annually declared within the three years alluded to, viz.

Pieces.	
2,026,186.	
we deduct of the Company's goods refused in the three years 363,737	
Of those belonging to individuals - - - - -	414,908
	<u>778,645 or per ann. 259,548</u>

It will leave the quantity sold, or rather apparently sold, at - - - - - 1,766,638
But it is a well known fact, that very considerable portions of the goods belonging to individuals only nominally passed the sales, and were bought in for the account of the Proprietors*. If these are estimated at only one-half of the quantity supposed to be sold, which is believed to be short of the actual quantity so bought in, or - - - - - 552,906

It will leave the quantity really and *bond fide* sold, at - - - - - 1,213,732

It may therefore fairly be presumed, that the markets are not equal to take off Bengal

* A considerable number of which lay several years in the Company's warehouses waiting for a market.

Piece Goods to any considerable extent beyond the Company's regular and accustomed Imports, say, 800,000 pieces per annum; since it is seen, that an addition of 400,000 Pieces per annum in three years, brought this description of goods down near 40 per cent. But it is necessary to observe, that the evil of this rivalry has not merely been confined to the markets at home. The Company have equally suffered from the competition that has been excited against them in the Aurungs and manufacturing districts abroad, where eagerness of demand has unavoidably led to encrease of price; and what is no less to be regretted, the fabricks have in some instances been so shamefully debased, that, as one of the Company's Agents has justly observed, "the original standards are no longer to be seen." The Company's Records both at Bengal and the Coast are full of complaints on this head; they are too voluminous to be introduced in this place; we shall therefore insert only the following:

No. 1.
Observations
on Evidence
relating to
Private Trade
with India.

"The indulgence of Trade on Piece Goods was originally granted to individuals under the express stipulation, that they should not interfere with the Company's Investment; but we lament to add, and experience has established it to be an undeniable fact, that the forbearance with which the Agents of the Private Traders have been permitted to settle themselves in different parts of the Country has not failed of being productive of serious prejudice to the Company's manufactures; for their object being confined to the purchase of goods of any description, it becomes a matter of unconcern whether the quality or dimensions are deficient; and the natural consequence of such an evil tends to create an indifference on the part of the Weaver, who, being certain on these occasions of obtaining a good price for his Cloth, adopts without remorse the fraudulent practice of making use of bad materials; and we have reason further to believe, that the constituents to whom such goods are ultimately consigned, are liable to sustain a loss from their imperfections."

"The second prominent evil of which we had cause to complain, was the great difficulties occasioned by the interference of the Private Traders in the provision of the Company's Investments, and the ruinous debasement of the fabricks, both proceeding from a competition of a particular juncture, that admits of no delay, and consequently obliges them to purchase whatever they can procure, however inferior in its quality; of which urgent necessity the Manufacturer is perfectly aware, and scruples not to avail himself to the utmost, by vending a debased manufacture made up with the advances he has received from the Treasure of the Factory."

9th April
1803.

We cannot close our observations on this staple article of the Company's Indian Trade, without adverting to a circumstance which is too important to be overlooked.

In a letter from the Governor General Marquis Wellesley, to the Secret Committee, 7th April 1801, his Lordship states the necessity for curtailing the amount of the Investment for 1801-2; and observes, that in order to guard against the evils which might attend a sudden and considerable reduction of the Indian Investment, the advances for which, issued throughout every part of the Country, furnish ultimately a resource for the payment of the land revenues, and by withholding of which difficulties might occur in realizing them, it had been found necessary to afford the Public an assurance that "the arrangement adopted in the last year by the Order in Council, 19th September 1800, for allowing the Export to England in private ships, would be continued in the ensuing season."

Of the propriety of admitting individuals to supply any deficiency that may arise in the provision of goods for the Europe market, when the Company are enabled to afford the needful funds for that purpose, there can be no question. The Board of Control, in a letter from Mr. Broderick, their Secretary, dated 25th March 1802, suggest, "that his Lordship be informed, in reply to his letter, that the Company perfectly agree in the sentiments expressed by his Lordship in regard to the evil consequences that are likely to ensue when the Company's Investment is much curtailed, if the Public were not allowed to fill the chasm. The class of Manufacturers, as therein remarked, is entitled to the constant protection and encouragement of the State, otherwise that useful and valuable body of men might experience distress, the fabricks be debased, valuable branches of manufacture, now supported by the Company, be wholly abandoned or materially injured, and the Country suffer from the diminution of that supply of specie, which is now regularly furnished through the channel of the Company's advances."

"We were glad to find that the Governor in Council had taken care to prevent the operation of those evils, or to alleviate their effects; and that with this view, it was deemed necessary to afford every possible encouragement to the Private Merchant, in order that he might be enabled to supply the place of the Company in the market, and to furnish that support to the Manufacturers which could not proceed from the Company's funds."

Of the correctness of this principle there cannot rest the shadow of a doubt. It constitutes the only true and substantial ground upon which every portion of this valuable branch of the Company's Commerce ought ever to have been conceded. But what was the fact? The Merchants of India, mindful only of what they thought to be their own immediate interest, instead of affording relief to the Manufacturers in the various Factories and Aurungs subordinate to the Company's more immediate government; instead of making up deficiencies in the usual and well known fabricks of which the Company's Investment have long been composed, and which were about to be curtailed; instead of filling up that chasm which the temporary embarrassment of the Company had created, and thereby supplying the place of the

No. 1,
Observations
on Evidence
relating to
Private Trade
with India.

the Company in the market; instead of making use of their funds in the way that was likely to relieve the Weavers from distress; to preserve the valuable branches of manufacture which were supported by the Company, from being wholly abandoned or materially injured, and to prevent the Country from suffering by the diminution of that supply of specie which was regularly afforded through the channel of the Company's advances; instead of forming engagements that would have been creditable and profitable to themselves as well as beneficial to that Government by whom they were protected, they wildly and improvidently, without concert, plan, system, or connection with each other, dispatched Agents into the Upper Provinces with unbounded commissions to provide immense quantities of goods of the lowest description of quality, or, as they have been well described in an official document, "Goods of a slight and flimsy texture, in which their object was principally to obtain as many covids of Cloth for as little money as possible without the least regard to fabrick, and so eager was their competition against each other, that they paid in the ceded and reserved territories larger prices for these debased commodities than could be obtained for them in the Calcutta market."

It is with goods of this description that London, America, and the markets throughout the whole of Foreign Europe have been glutted, a striking instance of which appears in the immense quantities of these low assortments from Bengal belonging to individuals, which lay so long in the Company's warehouses, that many would have been out of time for Exportation, if the Lords of the Treasury had not repeatedly, at the solicitation of the Proprietors, enlarged the stipulated time allowed for that purpose.

It appears that the value of Piece Goods manufactured in the Upper Provinces, and exported from Calcutta, which in 1799-1800 was but 17 lacs of rupees, in 1800-1 exceeded 57 lacs, and was still greater in 1801-2.

The value of Piece Goods in privilege exported from Bengal to the port of London alone in 1801-2 and 1802-3, was upwards of 65 lacs in each year, or a larger sum than the amount of the Company's provision of Bengal Piece Goods in the most favourable conjuncture of their affairs.

In 1803-4, it was reduced to 48 lacs.
1804-5 - - D° - 12, and
1805-6 - - D° - 3 only.

nor has this deficiency been made up by a correspondent encrease to any other parts of Europe or America. The nations on the Continent are found to vary but little, and to America the average from 1800-1 to 1803-4 was per annum 47 lacs; in 1804-5 it was reduced to 25; and in 1805-6 it advanced again only to 47 lacs; from which it is evident, that the markets have been glutted and the prices reduced, solely by the interference of individuals in this hitherto valuable and staple branch of the Company's Commerce.

The following Fifteen Numbers, are APPENDICES to the foregoing
"OBSERVATIONS."

No. 1.

East India House, 12th November 1806.

TERMS and CONDITIONS under which the East India Company are willing to furnish Tonnage, exclusive of that to be provided by the Act of the 33d of His present Majesty, cap. 52.

1.—THAT the applications for tonnage be received on the first Wednesday in the months of September, December, and March in each year, and that such applications be indorsed, "*Private Application for Tonnage*;" and that any application made in the intermediate months, unless required by advertisement, will be considered only in the ensuing quarter.

2.—That all applications be made by the persons who actually ship the goods, and not by any agent or clerk, and specify that the said goods are bona fide intended to be sent to India on account of the persons making the application, or on commission received from persons in India, whose names must be inserted in the applications; and the person making application must engage to verify the same by affidavit, if so required by the Court of Directors.

3.—That every application do specify the tonnage of measurable and heavy goods respectively, the particular articles of which each species of tonnage consists, the Presidencies to which they are to be consigned, and the periods when the same will be ready to be shipped.

4.—That no material deviation be permitted in the articles of tonnage specified in any request, after such request shall have been granted.

5.—That no application for a less quantity than one ton be granted.

6.—That the Court of Directors, in order to encourage the export of a sufficient supply of necessary articles for consumption in India, do not intend to restrain the exportation wholly to the letter of the Act, which limits the articles to such as are of the growth, produce, or manufacture of Great Britain, but the Court reserve to themselves the power of limiting the exportation of articles which are not of the growth, produce, or manufacture of Great Britain, or the exportation of which by individuals is not permitted by the Act, to such quantities as the Court may judge proper. And they further reserve to themselves a power to reduce the quantities of any particular description of goods applied for by any individual, which may appear to them to operate to the exclusion of others.

7.—That not more than fifty chests of wine, or fifty hogsheads of beer belonging to one person, be laden on any ship.

8.—That the tonnage of wines or chests of liquors on freight, be calculated at two chests, containing twelve dozen quart bottles each to the ton, and not at three chests to the ton, as has occasionally been the practice heretofore.

9.—That the Tonnage of Carriages on freight be calculated as follows, viz.

A Coach or Barouche	- - - - -	10 tons
Chariot	- - - - -	8
Phaeton	- - - - -	6
Curricle	- - - - -	4½
Two-wheel Chaise	- - - - -	2

10.—That not more than two four-wheel carriages, or four two-wheel carriages, be laden on any ship, nor any one house be permitted to ship more than one carriage on each ship.

11.—That if quicksilver be allowed to be shipped on freight, no expense or risk thereby be incurred by the Company or owners of the ship.

12.—That the peace rate of freight for goods shipped in England on extra ships for India, be at a rate not exceeding £.5. per ton; and that such additional freight be paid for goods shipped in England in war, as the circumstances of the time may render necessary.

13.—That the peace rate of freight homeward shall not exceed £.11. per ton; and that such additional freight be paid on goods laden in India on extra ships, in war, as the circumstances of the time may render necessary.

14.—That wine freighted from Madeira to India, on the Company's extra ships, be at the rate of £.5. per pipe of 110 gallons.

15.—That the same rate of freight be paid for wine sent from Madeira to any part of India, both in peace and war.

16.—That the freight of wine brought from India to England be £.8 per pipe in time of peace, and £.12 per pipe in time of war, and that this freight be paid previous to the delivery of the wine in England, and charged at the above rates respectively, whether the pipes contain the full quantity or not.

17.—That persons requiring tonnage for wine from Madeira to be landed in India, or to be carried to India and from thence to England, be permitted to lade in articles for Madeira, freight free, to the amount of the tonnage they may be allowed in wine, and that two pipes be calculated equal to one ton.

18.—That the ships be allowed to remain at Madeira two working days for every twenty tons of goods they may have been permitted either to carry to or receive on board at that island (the days of arrival and sailing not included), and that if the agents of the shippers should not complete their lading within that period, the ships do proceed on their voyage, and the freight paid in England do thereby become forfeited.

19.—That all persons do make a deposit in the Company's treasury, within fifteen days after their requests to ship goods or wine shall have been granted by the Court of Directors, of the amount of freight chargeable on such goods or wine at the rates above mentioned, under the regulations of the Act.

20.—That the Court of Directors do reserve to themselves the right of allotting to any of the ships in their service, bound to the respective places of consignment, the goods or wine in such proportions as they may think proper; at the same time, the Court will endeavour to comply, as far as circumstances will admit, with the particular wishes of the proprietors, respecting the shipping of their goods or wine.

21.—That if the goods allotted as above-mentioned be not sent on board the ships, previous to the day appointed by the Court for the ships clearing out at the Custom House, the freight paid on such goods shall be forfeited.

22.—That should the produce of such goods or wine be paid into the Company's Treasury at either of the three Presidencies, or Bencoolen, bills will be granted on the Court of Directors, on the terms of the season allowed to other individuals.

23.—That the proprietors of goods shall be exactly on a similar footing with the Company, in respect to short delivery, as is contained in the terms and conditions under which the ships shall have been engaged.

24.—That each shipper of goods, jointly with the Company, shall be entitled to all allowance for ship damages and short delivery, not exceeding £.4. per ton on their respective tonnage; that is to say, £.4. per ton to such persons who occupy the like proportion of tonnage out and home, whether the damage be on the outward or homeward goods, and £.2. per ton on the outward goods, and the like sum on the homeward goods, when they belong to different proprietors, averaging on the whole at the rate of £.5. per ton on the builder's measurement, agreeably to the terms under which the ships shall have been engaged.

25.—That in all other cases the owners of goods will be subject to the same decisions and determinations only, as the Company themselves are liable to.

26.—That the tonnage of all goods (except the articles before mentioned) be calculated according to the computation of tonnage used by the Company.

27.—That three days at least shall be appointed by the Court for shipping goods on board of each ship appointed to carry out the same, and that public notice shall be given, at least three days before such day of shipping, by the officer for private trade outwards.

28.—That not any order will be given by the officer in the private trade department outwards, for goods allowed to be shipped on freight, until the several persons who are permitted to export the same shall have delivered into the office an exact account of the tonnage of each article which they have been allowed to ship.

29.—That before any goods shall be shipped, the same shall be registered with the officer for private trade outwards, in books to be kept by him for that purpose, which registry shall describe the marks and numbers of each bale or package of goods to be shipped, and the amount of the whole tonnage allowed to the person so shipping, and all goods which shall be shipped without being so registered, will be considered as goods illicitly shipped, and the goods will be subject to such seizure and forfeitures, and the owners, shippers, and agents concerned therein, to such forfeitures and penalties, as any person shall be subject to by law, for carrying on trade to and from the East Indies without the Company's licence.

30.—That the said officer for private trade outwards, upon such registry as aforesaid, shall give an order or licence, under his hand, for the shipping of such goods, which licence, together with the goods, shall be carried to the East India Wharf to the proper officers there, who shall examine the same, to see that the packages contain only the sorts of goods of which notice shall have been given, and

and that they do not exceed in tonnage the quantity of goods allowed to such shipper; and all goods exceeding the allowed tonnage shall be returned and taken back, unless the Committee of Shipping of the said Company, upon special application, shall see fit to allow the shipping thereof, which it shall be competent for them to do, upon previous payment of double freight for the additional quantity of goods shipped, exceeding the quantity appertaining to such shipper as aforesaid, if the same shall amount to one ton or upwards, or single freight if under one ton.

31.—That after the goods shall have been examined as aforesaid, the same shall be sent from the East India Wharf on board of hoys to be employed by the Company, the water-side charges and hoyage being previously paid by the owner of the said goods, in default of which payment, the goods may be stopped.

32.—That on the goods being shipped, bills of lading shall be signed for the same, in triplicate, by the commander or purser, which shall be delivered to the shipper of the goods, or his agent, the persons who sign such bills of lading being allowed, if they think proper, to add the following memorandum, in regard to the delivery of the goods at their consigned port, viz. "To be delivered at the consigned port, provided the destination of the ship shall not be changed by the East India Company, or their agents abroad, or by the act of any of His Majesty's officers."

No. 2.

ACCOUNT of the Number of Tons of Privilege Goods laden on the Regular and Extra Ships, and the Ships taken up in India respectively; arrived Seasons 1804, 5, 6, 7, and 8; distinguishing the quantity of Tonnage and the rates of Freight charged thereon.

Season 1804:						per Ton.
Privilege Goods	-	per Regular Ships	8 Tons	-	at	£.17 10 —
- D°	-	-	138	-	at	23 12 —
Privilege Goods	-	per Extra Ships	3,985	-	at	11 — —
- D°	-	-	201	-	at	12 — —
- D°	-	-	22	-	at	16 — —
Privilege Goods	-	per Ships taken up in India,	2,308	-	at	21 10 —
- D°	-	-	3	-	at	24 — —
Season 1805:						
Privilege Goods	-	per Regular Ships	18	-	at	24 — —
- D°	-	-	396	-	at	29 10 —
Privilege Goods	-	per Extra Ships	278	-	at	11 — —
- D°	-	-	3,517	-	at	14 — —
- D°	-	-	26	-	at	24 — —
Season 1806:						
Privilege Goods	-	per Regular Ships	2	-	at	24 — —
- D°	-	-	22	-	at	30 — —
- D°	-	-	20	-	at	30 10 —
- D°	-	-	1,099	-	at	44 — —
						afterwards reduced to £.33.
Privilege Goods	-	per Extra Ships	1,386	-	at	14 — —
- D°	-	-	5	-	at	24 — —
Season 1807:						
Privilege Goods	-	per Regular Ships	640	-	at	30 — —
- D°	-	-	114	-	at	32 5 —
- D°	-	-	82	-	at	47 — —
						afterwards reduced to £.35. 5.
Privilege Goods	-	per Extra Ships	3,405	-	at	14 — —
- D°	-	-	2,972	-	at	20 — —
- D°	-	-	2,436	-	at	22 15 —
- D°	-	-	94	-	at	24 — —
Season 1808:						
Privilege Goods	-	per Regular Ships	56	-	at	30 — —
- D°	-	-	2,314	-	at	30 10 —
Privilege Goods	-	per Extra Ships	1,822	-	at	22 15 —
- D°	-	-	9	-	at	24 — —
Total Tons						27,378

(continued.)

138 Appendix, No. 47.—SUPPLEMENT to the FOURTH REPORT

General ABSTRACT and Average rate per Ton, for the five Seasons.

		per Ton.	
Total Privilege Goods per Regular Ships -	8 Tons at -	£.17 10 -	£.140 - -
- - - - - D° - - - - -	138 - at -	23 12 -	3,256 16 -
- - - - - D° - - - - -	20 - at -	24 - - -	480 - - -
- - - - - D° - - - - -	396 - at -	29 10 -	11,682 - -
- - - - - D° - - - - -	718 - at -	30 - - -	21,540 - -
- - - - - D° - - - - -	2,334 - at -	30 10 -	71,187 - -
- - - - - D° - - - - -	114 - at -	32 5 -	3,676 10 -
- - - - - D° - - - - -	1,099 - at -	44 after- } wards reduced ¼ }	48,356 - -
- - - - - D° - - - - -	82 - at -	47 ditto }	3,854 - -
Total Privilege Goods per Extra Ships -	4,263 - at -	11 - - -	46,893 - -
- - - - - D° - - - - -	201 - at -	12 - - -	2,412 - -
- - - - - D° - - - - -	8,308 - at -	14 - - -	116,312 - -
- - - - - D° - - - - -	22 - at -	16 - - -	352 - - -
- - - - - D° - - - - -	2,972 - at -	20 - - -	59,440 - -
- - - - - D° - - - - -	4,258 - at -	22 15 -	96,869 10 -
- - - - - D° - - - - -	134 - at -	24 - - -	3,216 - -
Total Privilege Goods per Ships taken up in India	2,308 - at -	21 10 -	49,622 - -
- - - - - D° - - - - -	3 - at -	24 - - -	72 - - -
Total Tons - - - - -		27,378	539,360 16 -
Deduct tonnage and freight of Wine - -		275	7,188 - -
		27,103	532,172 16 -
Deduct freight returned Season 1806 - - -		£.11,986 1 4	
D° - - - - - 1807 - - - - -		941 2 8	12,927 4 -
			£. 519,245 12 -
Average rate of freight per ton on the tonnage laden (exclusive of Wine) for the above five Seasons			19 3 2
The average rate of freight per ton on the tonnage laden (exclusive of Wine,) for the above five Seasons, supposing the above sum of £.12,927. 4. had not been remitted, would have been -			19 12 8
Average rate of freight per ton on the tonnage laden (exclusive of Wine) on the Regular Ships for the above five Seasons			30 17 -
Average rate of freight per ton on the tonnage laden (exclusive of Wine) on the Extra Ships, for the above five Seasons			16 1 9
The rate of freight per ton on the Ships taken up in India, was, exclusive of Wine - - - - -			21 10 -

East India House, }
18th January 1810. }

W. Raincock.

No. 4.

AMOUNT and FREIGHT of the Company's Indian Investment in five years, from March Sale 1804, to September Sale 1808, inclusive.

	Sale Amount.	Freight.	Proportion of Freight to Sale Amount per Cent.
Fine Goods:			
Bengal Raw Silk - - - - -	£. 1,603,663	£. 59,441	3.70
D° - Piece Goods - - - - -	2,190,975	206,364	9.40
Coast - - D° - - - - -	1,617,667	255,805	15.81
Surat - - D° - - - - -	264,945	46,291	17.47
Spice - - - - -	185,279	33,326	17.98
Cinnamon - - - - -	381,822	69,893	18
Gruff Goods:			
Drugs, &c. - - - - -	665,877	315,913	47.44
Sugar - - - - -	937,648	669,123	71.36
Saltpetre - - - - -	900,092	650,697	72.30
	£. 8,747,968	£. 2,306,823	26.37

ABSTRACT.

Bengal Raw Silk and Piece Goods	£. 3,794,638	£. 265,775	7
Coast and Surat Piece Goods, } Spice, and Cinnamon - }	2,449,713	405,315	16.54
Gruff Goods:			
Drugs, Sugar, and Saltpetre - -	2,503,617	1,635,733	65.33
	£. 8,747,968	£. 2,306,823	26.37

No. 3.

AMOUNT and FREIGHT on Privilege Goods, from September Sale 1804 to September Sale 1808, inclusive.

	Sale Amount.	Freight.	Proportion of Freight to Sale Amount per Cent.
Indigo - - - - -	£. 3,942,723	£. 176,580	4.47
Piece Goods - - - - -	1,131,410	54,203	4.79
Raw Silk - - - - -	498,274	12,197	2.44
Gruff Goods; as	5,572,407	242,980	4.36
Cotton Drugs, &c. - - - - -	821,537	203,456	24.50
	£. 6,393,944	£. 446,436	6.98

Of the above, there were imported in the Company's Regular Ships of the Season 1806, and sold in March Sale 1807,

Indigo - - - - -	£. 594,043	£. 43,803	7.3
Piece Goods - - - - -	11,607	1,249	10.78
Raw Silk - - - - -	47,869	2,887	5.92
	£. 653,519	£. 47,939	7.33

The remainder was laden upon ships of various descriptions, Company's and Extra Ships chartered in England and in India; viz.

Indigo - - - - -	£. 3,348,680	£. 132,777	3.97
Piece Goods - - - - -	1,119,803	52,954	4.73
Raw Silk - - - - -	450,405	9,310	2.07
	£. 4,918,888	£. 195,041	3.97

No. 5.

A CALCULATION, shewing at what time a ship must sail from England, and arrive in and depart from India, so as to perform Eight successive Voyages, without intermission, in the shortest possible time.

THE data assumed for the Calculation are these:

That three weeks be allowed for the receipt of the cargo outward.

That if the ship sails from England in the favourable season of the year, her passage shall be considered to consume from four to five months, say, the medium of four months and a half; and in the unfavourable season, five months.

That six weeks be allowed for the landing of the Europe, and the receipt of the Indian cargo.

That if she is dispatched home in the unfavourable season of the year, her passage be considered the same as in the voyage outward, at five months; or in the favourable season, four months and a half.

That three weeks be allowed for the delivery of the cargo homeward; and,

That one week be allowed for surveying, and making any trifling repairs she may be found to stand in need of, previous to her departing upon an ensuing voyage.

The favourable seasons may be considered at nearly the same period of the year, either from England or from India; viz. from the middle of November to the middle of March.

In this mode, the ship will perform her voyages in the following manner:

	In the First Voyage.	In the Second Voyage.	In the Third Voyage.	In the Fourth Voyage.
	On the	On the	On the	On the
She will begin to take in goods	24 Oct. 1810.	9 Nov. 1811.	25 Nov. 1812.	13 Dec. 1813.
Sail from England - - -	15 Nov. —	1 Dec. —	17 Dec. —	4 Jan. 1814.
Arrive in India - - -	29 March 1811.	15 April 1812.	2 May 1813.	19 May —
Sail from India - - -	11 May —	28 May —	14 June —	1 July —
Arrive in England - - -	11 Oct. —	28 October —	14 Nov. —	1 Dec. —
And be cleared - - -	1 Nov. —	18 Nov. —	5 Dec. —	22 Dec. —

She will then have performed four voyages, sailing from England in season, and uniformly returning out of season; allowing her then a month for her repairs.

	In the Fifth Voyage.	In the Sixth Voyage.	In the Seventh Voyage.	In the Eighth Voyage.
	On the	On the	On the	On the
She will be ready to take in goods	23 Jan. 1815.	9 Feb. 1816.	28 Feb. 1817.	18 March 1818.
Sail from England - - -	14 Feb. —	3 March —	22 March —	9 April —
Arrive in India - - -	29 June —	18 July —	6 Aug. —	24 August —
Sail from India - - -	11 August —	30 August —	18 Sept. —	6 Oct. —
Arrive in England - - -	11 Jan. 1816.	30 Jan. 1817.	18 Feb. 1818.	6 March 1819.
And be cleared - - -	1 Feb. —	20 Feb. —	11 March —	27 March —

But say that on account of the cargo homeward being more valuable than it is in general outward, the preference is given to her sailing from India, rather than this country, in the favourable season, the operations will then stand as follows:

	In the First Voyage.	In the Second Voyage.	In the Third Voyage.	In the Fourth Voyage.
	On the	On the	On the	On the
She will begin to take in goods	12 March 1810.	28 April 1811.	17 May 1812.	4 June 1814.
Sail from England - - -	3 May —	20 May —	8 June —	26 June —
Arrive in India - - -	3 Oct. —	20 Oct. —	8 Nov. —	26 Nov. —
Sail from India - - -	15 Nov. —	2 Dec. —	21 Dec. —	8 Jan. 1815.
Arrive in England - - -	30 March 1811.	17 April 1812.	6 May 1813.	23 May —
And be cleared - - -	20 April —	9 May —	27 May —	13 June —

She will then have performed four voyages, sailing from England out of season, and returning in season; allowing a month for her repairs.

	In the Fifth Voyage.	In the Sixth Voyage.	In the Seventh Voyage.	In the Eighth Voyage.
	On the	On the	On the	On the
She will be ready to take in goods	14 July 1814.	30 July 1815.	17 Aug. 1816.	5 Sept. 1817.
Sail from England - - -	5 Aug. —	21 Aug. —	8 Sept. —	27 Sept. —
Arrive in India - - -	5 Jan. 1815.	21 Jan. 1816.	8 Feb. 1817.	27 Feb. 1818.
Sail from India - - -	17 Feb. —	4 March —	23 Mar. —	11 April —
Arrive in England - - -	2 July —	19 July —	7 Aug. —	11 Sept. —
And be cleared - - -	23 July —	9 Aug. —	28 Aug. —	2 Oct. —

No. 6.

TIMES appointed for the following Ships taken up for the Season 1809.

Voyages	SHIPS.	Chartered Tonnage.	Managing Owners.	Commanders.	Consignments.	To be Afloat.	To sail to Gravesend.	To stay there.	To be in the Downs.
R E G U L A R S H I P S.									
4	Wexford	1200	Sir Robert Wigram, bart.	William Stanley Clarke	Bombay and China	1809. 23 October.	1809. 7 November.	40 Days.	1809. 23 December.
4	Earl Camden	1200	John Pascall Larkins, esq.	Henry Morse Samson					
7	Arniston	1200	Robert Hudson, esq.	Samuel Landon	D°	7 November.	22 Ditto.	30 Ditto.	28 Ditto.
4	Winchelsea	1200	William Moffat, esq.	Milliken Craig					
4	Elphinstone	1200	Richardson Borradaile, esq.	James John Williamson	St. Helena, Bencoolen & China	22 Ditto.	7 December.	40 Ditto.	23 January.
5	Ocean	1200	Sir William Fraser, bart.	George Welstead					
8	Alfred	1198	Andrew Timbrell, esq.	James Martin	Coast and China	7 December.	21 Ditto.	30 Ditto.	27 Ditto.
8	Woodford	1180	Sir Robert Wigram, bart.	Robert Hay					
5	Hugh Inglis	820	Peter Everitt Mestaer, esq.	William Fairfax	Coast and Bay	7 December.	21 Ditto.	30 Ditto.	27 Ditto.
4	Ceylon	818	Henry Bonham, esq.	Charles Graham					
3	William Pitt	819	Kennard Smith, esq.	Henry Sturrock	D°	1810. 5 January.	1810. 20 January.	Ditto.	26 February.
6	Preston	671	Henry Bonham, esq.	John Ramsden					
3	Phoenix	818	Miss Jane Chrystie	Henry Halkett	China	20 Ditto.	3 February.	Ditto.	12 March.
7	Cirencester	1200	Robert Williams, esq.	Alexander Robertson					
2	Surat Castle	1149	Francis Pitney Martin, esq.	John Innes, esq.	D°	19 February.	5 March.	Ditto.	11 April.
5	David Scott	1200	John Locke, esq.	John Locke, jun.					
5	Alnwick Castle	1200	John Mavor, esq.	Charles Elton Prescott	Ceylon and Bengal	19 February.	5 March.	Ditto.	11 April.
8	Canton	1198	(Company's Ship)	John Christopher Lochner					
1	Thomas Grenville	889	John Pascall Larkins, esq.	William Patterson	Bengal	19 February.	5 March.	Ditto.	11 April.
6	Earl of St. Vincent	818	Andrew Timbrell, esq.	John Brook Samson					
8	Exeter	1200		Henry Meriton	Bombay				
E X T R A S H I P S.									
4	Alexander	600	Felix Clay, esq.	James Hay	Bombay	1809. 21 December.	To sail from Gravesend. 1810. 21 January.		
3	Sir Stephen Lushington	608	John Mavor, esq.	William Nesbitt					
5	Huddart	547	Robert Burrowes, esq.	John Robinson Francklin	Coast and Bay	3 February.	3 March.		
3	Northumberland	600	William Masson, esq.	Dugald Macdougall					
4	Tigris	527	Robert Livie, esq.	Philip Herbert	Coast and Bay	3 February.	3 March.		
4	Euphrates	596	Andrew Timbrell, esq.	Alexander Campbell					
4	Sovereign	600	John Locke, esq.	George Weltden	Coast and Bay	3 February.	3 March.		
4	Indus	587	William Borradaile, esq.	John Marshall					
3	Diana	600	William Syme, esq.	James Masson	Coast and Bay	5 March.	5 April.		
4	Ann	508	William Masson, esq.	George Hooper					
5	Sir William Bensley	547	Robert Burrowes, esq.	William Lynch	Coast and Bay	5 March.	5 April.		
5	Harriet	549	Charles H. Turner, esq.	John William Young					
4	Lord Eldon	538	Richardson Borradaile, esq.	James Ross	Madeira and Bombay				
5	Carmarthen	550	James Williams, esq.		Bombay				

East-India House,
4th Oct. 1809.

[These Lists are dated when printed or reprinted, as the case is. The first Edition, if they may be so called, was dated on the 4th October, and the second on the 11th ditto.]

on the Affairs of The EAST INDIA COMPANY.

No. 7.

Goods in Private Trade, and Goods on Freight, by the following Ships, are to be sent to the East India Wharf on the under-mentioned Days; viz.

Ships boarded, and consequently ready to receive her Cargo.		First Shipping-day.	Second Shipping-day.	Last Shipping-day.
1809. December 21 - -- D° - --	Euphrates - - - Huddart - - -	1809. Friday, 29 Dec. D° - - D°	1810. Friday, 5 Jan. D° - - D°	1810. Thursday, 18 Jan. Wednesday, 17 D°
-- D° - -- -- D° - 23 - -- D° - 27 - -- D° - 28 -	Alexander - - - Tigris - - - Sir Steph. Lushington Northumberland -	1810. Tuesday, 2 Jan. Thursday, 4 D° Monday, 8 D° D° - - D°	Thursday, 11 D° D° - - D° Monday, 15 D° D° - - D°	Friday, 19 - D° Tuesday, 16 - D° Tuesday, 23 - D° Wednesday, 24 D°

No. 8.

Mr. Gilmour,
PLEASE to receive from Mr. A. B. the sum of Ninety Pounds, being Freight for Ten Tons of Goods to be shipped for India.

East-India House,
the 13th January 1810. }

(Signed) J. Morice.

Accountant's Office, Treasury.

No. 9.

THIS is to certify, That Mr. A. B. has paid into the Company's Treasury Ninety Pounds, being Freight for Ten Tons of Goods to be shipped for India.

East-India House,
the 13th January 1810. }

(Signed) J. A. Gilmour.

John Morice, Esq.

No. 10.

Mr. Warren,
Mr. A. B. has been permitted to ship Ten Tons of Goods on board the Huddart, for Bengal, and has paid Freight for the same into the Company's Treasury.

East-India House,
the 13th January 1810. }

(Signed) J. Morice.

No. 11.

Mr. Milburn,
YOU may send to the East India Wharf, on 17th instant, the following Goods on account of Mr. William Milburn, to be shipped on the Ship Huddart, for which Freight has been paid.

East-India House, the 12th January 1810.

Consigned to his Order at Madras:

Mark.	No.	Length. Feet. Inches.	Breadth. Feet. Inches.	Depth. Feet. Inches.	Cubical Contents. Feet.
-------	-----	--------------------------	---------------------------	-------------------------	----------------------------

Fifty Hhds. Beer.

Messrs. Gear and Foster,
YOU may receive the above Goods, on the Bearer's paying you the Water-side Charges, and ship the same, after they have been examined and sealed by the proper Officer, if the measurement shall appear to you to be agreeable to the above Dimensions, of which you are to return me, at your convenience, the necessary Certificate.

Freight duly paid.
Accountant's Office, the

180

I am, Gentlemen,
Your most humble Servant,
(Signed) Aug^r Warren.

The above being agreeable to Order, have been received.

— No. 12. —

Gentlemen,
Mark No.

East India House, 12 January 1810.

Please to Weigh and Seal from

Mr. Milburn, Sixty Boxes, Tin Plates, Weight three Tons.

And ship the same on board the Euphrates, on Account of Mr. Will^m Milburn, for which Freight has been paid.

I am, Gentlemen,

Your most humble Servant,

(Signed) Aug' Warren.

Freight duly paid,
Accountant's Office, }
the 180 }

Messrs. Lloyd and Gear.

— No. 13. —

A VIEW of the TRADE carried on with the British Settlements in India, from and to London, Foreign Europe, America, and the various Ports and Places in Asia, exclusive of that of the English East India Company.

LONDON.

Exports from London to the British Settlements in India.			Imports into London from the British Settlements in India.		
Mrch andize.	Treasure.	TOTAL.	Merchandize.	Treasure.	TOTAL.
Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.
1802 64,44,531	21,35,503	85,80,034	1802 1,33,90,443	992	1,33,91,435
1803 51,50,230	23,76,847	75,27,077	1803 1,42,35,030	-	1,42,35,030
1804 51,89,623	18,79,372	70,68,995	1804 1,05,20,722	-	1,05,20,722
1805 62,45,919	23,88,731	86,34,650	1805 73,75,766	-	73,75,766
1806 91,35,966	14,91,236	1,06,27,202	1806 1,01,92,598	-	1,01,92,598
3,21,66,269	1,02,71,689	3,24,37,938	5,57,14,559	992	5,57,15,551
Average per annum - - -		£ 804,157			
Which consisted, in 1805, of			Which consisted, in 1805, of		
Malt Liquors, Wines, and Spirits -		15,94,077	Piece Goods -		4,82,433
Apparel, as Boots, Shoes, Hosiery, } Millinery, Haberdashery, Piece } Goods -		7,58,008	Indigo -		45,28,426
Metals -		3,60,628	Raw Silk -		7,87,106
Cutlery -		2,37,050	Cotton -		7,45,467
Ironmongery -		1,22,952	Precious Stones -		1,79,101
Perfumery -		96,493	Sugar -		54,478
Books -		1,15,311	Elephants Teeth -		53,978
Carriages -		1,22,434	Drugs -		89,558
Glass Ware -		4,09,383	Gum, Ginger, Shellack, & Sundries		1,19,411
Jewellery and Plated Ware -		1,42,664	Imports re-exported:		
Oilman's Stores -		2,76,222	Wines and Liquors -		95,841
Provisions -		1,19,260	Camphor -		72,009
Sadlery -		2,03,291	Spices -		62,181
Naval Stores -		1,09,789	Provision, Books, Piece Goods, } Drugs, &c. -		1,05,777
Stationery -		93,424	Sa. Rs. 73,75,766		
Woollens -		1,48,176			
Cochineal -		82,075			
Coral -		64,029			
Cordage -		43,883			
Quicksilver -		48,385			
Sundries -		10,90,185			
		Sa. Rs. 62,45,919			

DENMARK.

Exports from Denmark to the British Settlements in India.				Imports into Denmark from the British Settlements in India.			
	Merchandize.	Treasure.	TOTAL.		Merchandize.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.		Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	4,54,645	3,11,175	7,65,820	1802	3,36,225	6,300	3,42,525
1803	3,43,594	69,495	4,13,089	1803	5,04,519	-	5,04,519
1804	5,61,312	2,55,744	8,17,056	1804	13,01,149	-	13,01,149
1805	1,87,647	6,08,834	7,96,481	1805	6,54,233	-	6,54,233
1806	2,42,777	-	2,42,777	1806	4,78,153	-	4,78,153
	17,89,975	1,245,248	30,35,223		32,74,279	6,300	32,80,579
Average per annum - - -			£. 44,749				£. 81,857
Which consisted, in 1805, of				Which consisted, in 1805, of			
Brandy	-	-	36,327	Piece Goods	-	-	337,632
Cordage	-	-	23,434	Sundries	-	-	316,601
Canvas	-	-	10,852				
Claret	-	-	20,443				Sa. Rs. 6,54,233
Cyder	-	-	2,570				
Copper Nails	-	-	2,367				
Coffee	-	-	1,396				
Gin	-	-	13,158				
Iron and Steel	-	-	14,278				
Spices	-	-	16,123				
Wine	-	-	5,314				
Sundries	-	-	41,835				
			Sa. Rs. 1,37,647				

FRANCE.

Exports from France to the British Settlements in India.				Imports into France from the British Settlements in India.			
	Merchandize.	Treasure.	TOTAL.		Merchandize.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.		Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	27,050	14,495	41,545	1802	11,230	-	11,230
1803	-	1,72,601	1,72,601	1803	-	-	-
1804	-	-	-	1804	-	-	-
1805	-	-	-	1805	-	-	-
1806	-	-	-	1806	-	-	-
	27,050	1,87,096	2,14,146		11,230	-	11,230

HAMBURGH.

Exports from Hamburgh to the British Settlements in India.				Imports into Hamburgh from the British Settlements in India.			
	Merchandize.	Treasure.	TOTAL.		Merchandize.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.		Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	1,38,031	-	1,38,031	1802	3,27,713	-	3,27,713
1803	-	-	-	1803	-	-	-
1804	16,960	3,47,775	3,64,735	1804	1,90,650	-	1,90,650
1805	-	-	-	1805	1,57,902	-	1,57,902
1806	-	-	-	1806	-	-	-
	1,54,991	3,47,775	5,02,766		6,76,265	-	6,76,265
Average per annum -			£. 3,875	Average per annum -			£. 16,007
Which consisted, in 1805, of				Which consisted, in 1805, of			
				Piece Goods	-	-	45,430
				Indigo	-	-	28,835
				Sugar	-	-	54,804
				Ginger	-	-	2,121
				Sundries	-	-	11,513
				Imports re-exported	-	-	15,199
							Sa. Rs. 1,57,902

L E G H O R N.

Exports from Leghorn to the British Settlements in India.			Imports into Leghorn from the British Settlements in India.			
Merchandize.	Treasure.	TOTAL.	Merchandize.	Treasure.	TOTAL.	
Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	
1802	23,484	- - -	23,484	1802	- - -	-
1803	-	- - -	-	1803	- - -	-
1804	7,709	- - -	7,709	1804	- - -	-
1805	-	- - -	-	1805	- - -	-
1806	-	- - -	-	1806	- - -	-
	31,193	-	31,193		-	-

L I S B O N.

Exports from Lisbon to the British Settlements in India.			Imports into Lisbon from the British Settlements in India.				
Merchandize.	Treasure.	TOTAL.	Merchandize.	Treasure.	TOTAL.		
Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.		
1802	5,92,339	14,56,697	20,49,036	1802	28,93,744	- - -	28,93,744
1803	4,57,895	33,89,330	38,47,225	1803	29,97,851	- - -	29,97,851
1804	5,29,253	23,18,968	28,48,221	1804	29,96,955	- - -	29,96,955
1805	6,46,979	26,48,736	32,95,715	1805	19,58,269	- - -	19,58,269
1806	9,14,713	24,18,144	33,32,857	1806	19,43,635	- - -	19,43,635
	31,41,179	122,31,875	153,73,054		127,90,454	-	127,90,454

Which consisted, in 1805, of			Which consisted, in 1805, of		
Lisbon Wine	- - -	1,18,079	Piece Goods	- - -	16,24,663
Madeira	- - -	3,70,809	Indigo	- - -	1,52,227
Port	- - -	13,188	Grain	- - -	18,000
Goa Paper	- - -	1,10,214	Cassia Buds	- - -	9,050
Sundries	- - -	34,689	Drugs	- - -	18,218
		6,46,979	Cotton	- - -	1,16,000
			Sundries	- - -	7,443
					19,45,601
			Imports re-exported	- - -	12,668
					19,58,269

M A D E I R A and T E N E R I F F E.

Exports from Madeira and Teneriffe into the British Settlements in India.			Imports into Madeira and Teneriffe from the British Settlements in India.			
Merchandize.	Treasure.	TOTAL.	Merchandize.	Treasure.	TOTAL.	
Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	
1802	2,96,620	- - -	2,96,620	1802	- - -	-
1803	3,42,426	- - -	3,42,426	1803	- - -	-
1804	5,63,022	- - -	5,63,022	1804	- - -	-
1805	4,14,827	65,000	4,79,827	1805	- - -	-
1806	3,66,774	- - -	3,66,774	1806	- - -	-
	19,83,669	65,000	20,48,669		-	-

Which consisted, in 1805, of	
Brandy	- - - - - 2,639
Madeira Wine	- - - - - 4,12,188
	4,14,827

CADIZ.

Exports from Cadiz into the British Settlements in India.			Imports into Cadiz from the British Settlements in India.				
Merchandize.	Treasure.	TOTAL.	Merchandize.	Treasure.	TOTAL.		
Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.		
1802	2,341	4,29,660	4,32,001	1802	4,35,286	- - -	4,35,286
1803	37,993	4,31,672	4,69,665	1803	20,810	- - -	20,810
1804	23,546	4,45,050	4,68,596	1804	4,93,134	- - -	4,93,134
1805	- - -	- - -	-	1805	- - -	- - -	-
1806	- - -	- - -	-	1806	- - -	- - -	-
	63,880	13,06,382	13,70,262		9,49,230	-	9,49,230

A M E R I C A.

Exports from America to the British Settlements in India.			Imports into America from the British Settlements in India.				
Merchandize.	Treasure.	TOTAL.	Merchandize.	Treasure.	TOTAL.		
Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.		
1802	4,85,265	50,55,463	55,40,728	1802	52,47,240	43,250	52,90,490
1803	2,78,658	52,00,540	54,79,198	1803	69,21,366	89,238	70,10,624
1804	6,50,497	42,54,049	49,04,546	1804	36,98,794	- - -	36,98,794
1805	15,84,077	71,04,282	86,88,359	1805	77,15,211	- - -	77,15,211
1806	19,38,466	97,83,180	117,21,646	1806	101,20,989	21,668	101,42,657
	49,36,963	313,97,514	363,34,477		337,03,600	1,54,176	338,57,776

Which consisted, in 1805, of

Arrack and Rum	- - -	16,214
Brandy and Cherry Brandy	- - -	6,60,423
Claret and Port	- - -	87,529
Madeira Wine	- - -	2,01,162
Cape Wine	- - -	42,201
Gin	- - -	80,121
Cyder	- - -	332
Coffee	- - -	3,893
Cordage	- - -	1,780
Metals	- - -	1,44,049
Timber and Plank	- - -	39,833
Spices	- - -	55,687
Oilman's Stores	- - -	14,299
Piece Goods	- - -	25,096
Broad Cloth	- - -	2,630
Sundries	- - -	1,18,823
		<u>15,84,077</u>

Which consisted, in 1805, of

Piece Goods	- - -	60,43,576
Sugar	- - -	11,69,261
Indigo	- - -	2,13,890
Cotton	- - -	1,18,592
Camphire	- - -	6,416
Ginger	- - -	13,511
Seeds	- - -	1,000
Hemp, Flax, and Twine	- - -	13,051
Canvas and Gunnies	- - -	22,810
Sundries	- - -	25,037
		<u>76,27,144</u>

Imports re-exported:

Tea	- - -	7,310
Allum	- - -	15,755
Drugs	- - -	3,218
Coffee	- - -	13,675
Oils	- - -	3,900
Rice	- - -	6,598
Pepper	- - -	19,566
Sundries	- - -	18,045
		<u>77,15,211</u>

COAST of MALABAR.

Exports from the Coast of Malabar to the British Settlements in India.

	Merchandize.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	13,46,817	8,400	13,55,217
1803	6,02,169	1,38,033	7,40,202
1804	7,49,338	2,08,066	7,57,404
1805	5,75,001	1,61,474	7,36,475
1806	6,67,255	4,30,171	10,97,426
	39,40,580	9,46,144	48,86,724

Which consisted, in 1805, of

Piece Goods	-	-	96,626
Beetle Nut	-	-	1,15,616
Horses	-	-	44,800
Drugs	-	-	12,176
Tobacco	-	-	24,154
Fruit	-	-	33,896
Coir and Coir Cables	-	-	15,214
Liquors	-	-	15,450
Grain	-	-	12,787
Timber	-	-	11,187
Tea	-	-	19,780
Lamatta	-	-	11,975
Nankeen	-	-	9,350
Coral	-	-	17,188
Spice	-	-	16,852
Naval Stores	-	-	6,721
Sundries	-	-	1,11,229
			5,75,001

Imports to the Coast of Malabar from the British Settlements in India.

	Merchandize.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	36,84,374	-	36,84,374
1803	34,63,523	1,83,969	36,47,492
1804	63,14,901	38,726	63,53,627
1805	57,66,827	27,954	57,94,781
1806	55,30,635	84,432	56,15,067
	247,60,260	3,35,081	250,95,341

Which consisted, in 1805, of

Piece Goods	-	-	14,70,921
Sugar	-	-	13,51,441
Raw Silk	-	-	16,38,652
Indigo	-	-	1,01,422
Grain	-	-	3,88,990
Bengal Rum	-	-	2,23,471
Canvas and Gunnies	-	-	72,165
Cardemoms	-	-	37,721
Long Pepper	-	-	38,596
Seeds	-	-	22,457
Carriages	-	-	27,000
Beetle Nuts	-	-	23,882
Ginger	-	-	42,176

Sundries - - - - - 54,38,894
1,43,801

Imports re-exported:

Woollens	-	-	1,573
Liquors	-	-	95,416
Sundries	-	-	87,143

57,66,827

NORTHERN PARTS of GUZZERAT.

Exports from the Northern Parts of Guzzerat to the British Settlements in India.

	Merchandize.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	70,49,517	3,03,618	73,53,135
1803	23,634	1,550	56,25,184
1804	67,88,323	-	67,78,323
1805	79,22,128	-	79,22,128
1806	84,02,809	23,501	84,26,310
	357,76,411	3,28,669	361,05,080

Which consisted, in 1805, of

Cotton	-	-	46,82,494
Piece Goods	-	-	13,40,693
Grain	-	-	6,69,541
Cornelians	-	-	62,231
Oils	-	-	1,35,628
Ghee	-	-	1,24,845
Putchuck	-	-	61,547
Seed	-	-	81,999
Sandal Oil	-	-	62,812
Jinjelly Seed	-	-	60,623
Shawls	-	-	62,812
Drugs	-	-	20,719
Mowa	-	-	45,567
Tobacco	-	-	31,837
Hemp	-	-	17,383
Horses	-	-	14,950
Hides	-	-	14,843
Sundries	-	-	1,22,565
			79,22,108

Imports into the Northern Parts of Guzzerat from the British Settlements in India.

	Merchandize.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	43,86,623	16,91,754	60,78,377
1803	34,18,367	2,45,527	36,63,894
1804	56,80,144	11,38,341	68,18,485
1805	58,43,308	17,29,511	75,72,819
1806	50,40,723	34,53,105	84,93,828
	243,69,165	82,58,238	326,27,403

Which consisted, in 1805, of

Piece Goods	-	-	8,58,817
Sugar and Jaggery	-	-	11,40,041
Raw Silk	-	-	7,17,709
Cocoa Nuts	-	-	2,91,059
Pepper	-	-	2,80,662
Drugs	-	-	2,54,285
Elephants Teeth	-	-	1,68,238
Cochineal	-	-	1,78,241
Woollens	-	-	1,73,675
Copper	-	-	1,83,310
Iron	-	-	1,85,488
Steel	-	-	54,256
Metals	-	-	47,245
Beetle Nuts	-	-	1,09,161
Liquors	-	-	1,02,459
Dates	-	-	1,54,284
Grain	-	-	1,14,719
Embroidery	-	-	72,701
Copra	-	-	60,305
Bengal Ivory	-	-	60,285
Gunnies	-	-	84,593
Ghee	-	-	54,015
Spices	-	-	97,833
Sundries	-	-	3,99,921

58,43,308

SURAT and VILLAGES.

Exports from Surat and Villages to the British Settlements in India.

Imports into Surat and Villages from the British Settlements in India.

	Merchandize.	Treasure.	TOTAL.		Merchandize.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.		Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	13,30,614	1,10,216	14,40,830	1802	17,76,399	5,74,971	23,51,370
1803	9,58,126	15,996	9,74,122	1803	13,87,168	3,69,239	17,56,407
1804	13,24,801	26,567	13,51,368	1804	21,92,481	11,74,059	33,66,540
1805	23,25,355	1,05,768	24,31,123	1805	20,46,265	14,00,421	34,66,686
1806	22,71,151	1,83,021	24,54,172	1806	29,75,805	1,91,935	31,67,740
	82,10,047	4,41,568	86,51,615		103,78,118	37,10,625	140,88,743

Which consisted, in 1805, of

Cotton	10,83,893
Piece Goods	9,72,593
Hemp	22,971
Red and White Lead	19,421
Tin	10,996
Horses	13,600
	21,23,384
Sundries	2,01,971
	23,25,355

Which consisted, in 1805, of

Raw Silk	6,16,664
Piece Goods	2,75,261
Sugar	3,29,401
Beetle Nuts	65,944
Cochineal	69,908
Quicksilver	85,722
Copper	35,535
Tin	10,918
Iron	36,965
Woollens	12,835
Elephants Teeth	35,654
Liquors	19,388
Pepper	25,094
Old Brass	40,370
Sundries	3,86,000
	20,46,265

BOMBAY.

Exports from Bombay to the British Settlements in India.

Imports into Bombay from the British Settlements in India.

	Merchandize.	Treasure.	TOTAL.		Merchandize.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.		Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	14,48,907	15,057	14,63,964	1802	27,92,116	80,983	28,73,099
1803	11,89,765	1,51,909	13,41,674	1803	16,86,435	41,691	17,28,396
1804	12,46,510	12,53,966	25,00,476	1804	44,45,441	6,826	44,52,267
1805	13,36,583	11,05,474	24,42,057	1805	34,73,275	13,544	34,86,819
1806	16,89,261	6,07,191	22,96,451	1806	34,93,682	29,464	35,23,146
	69,11,026	31,33,596	100,44,622		158,90,949	1,72,778	160,63,727

Which consisted, in 1805, of

Piece Goods	1,36,591
Cotton	1,51,806
Sugar and Sugarcandy	1,11,065
Metals	67,676
Quicksilver	83,447
Cochineal	81,347
Beetle Nuts	69,421
Spices	25,474
Salt	22,252
Woollens	20,202
Liquors	49,561
Elephants Teeth	55,762
Cocoa Nuts	25,489
Grain	26,494
Tea	18,316
Sundries	3,91,683
	13,36,583

Which consisted, in 1805, of

Cotton	9,96,932
Piece Goods	5,76,716
Pepper	3,85,681
Grain	6,37,833
Fruits	1,86,869
Beetle Nuts	76,667
Provisions	48,010
Spice	41,914
Naval Stores	31,396
Sandal Wood	34,177
Chillies	30,159
Tin	10,918
Sundries	2,95,879
Imports re-exported	1,21,124
	34,73,275

Southern Division of CARNATIC.

Exports from Southern Division of Carnatic into the British Settlements in India. Imports into Southern Division of Carnatic from the British Settlements in India.

	Merchandize.	Treasure.	TOTAL.		Merchandize.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.		Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	4,27,843	-	4,27,843	1802	3,07,664	-	3,07,664
1803	9,07,082	97,528	10,04,610	1803	3,51,236	46,430	3,97,666
1804	5,99,612	51,896	6,51,508	1804	1,81,889	26,152	2,08,041
1805	3,57,931	1,50,582	5,08,513	1805	3,77,140	-	3,77,140
1806	3,56,985	32,373	3,89,358	1806	95,083	3,250	98,333
	26,49,453	3,32,379	29,81,832		13,13,012	75,832	13,88,844

Which consisted, in 1805, of

Piece Goods	-	-	2,63,192
Indigo	-	-	45,711
Sundries	-	-	49,028
			<u>3,57,931</u>

Which consisted, in 1805, of

Piece Goods	-	-	1,48,992
Grain	-	-	1,83,173
Sundries	-	-	13,200
Imports re-exported	-	-	31,775
			<u>3,77,140</u>

TANJORE.

Exports from Tanjore into the British Settlements in India. Imported into Tanjore from the British Settlements in India.

	Merchandize.	Treasure.	TOTAL.		Merchandize.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.		Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	6,13,625	17,644	6,31,269	1802	2,38,566	-	2,38,566
1803	4,92,031	3,993	4,96,024	1803	2,82,502	-	2,82,502
1804	3,47,993	78,929	4,26,922	1804	2,26,844	1,856	2,28,700
1805	7,61,396	34,205	7,95,601	1805	1,78,451	-	1,78,451
1806	3,75,043	4,307	3,79,350	1806	1,70,428	-	1,70,428
	25,90,088	1,39,078	27,29,166		10,96,791	1,856	10,98,647

Which consisted, in 1805, of

Grain	-	-	5,30,331
Liquors	-	-	58,137
Metals	-	-	12,842
Drugs	-	-	16,585
Cotton	-	-	10,948
Fruit	-	-	31,492
Spice	-	-	16,602
Sundries	-	-	84,459
			<u>7,61,396</u>

Which consisted, in 1805, of

Piece Goods	-	-	1,03,019
Indigo	-	-	29,824
Sundries	-	-	19,685
Imports re-exported	-	-	25,923
			<u>1,78,451</u>

TINNEVELLY and RAMNAD.

Exports from Tinnevelly and Ramnad into the British Settlements in India. Imports into Tinnevelly and Ramnad from the British Settlements in India.

	Merchandize.	Treasure.	TOTAL.		Merchandize.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.		Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	7,11,252	14,576	7,25,828	1802	1,18,320	-	1,18,320
1803	5,48,430	-	5,48,430	1803	1,07,987	-	1,07,987
1804	5,76,764	-	5,76,764	1804	1,86,857	-	1,86,857
1805	3,65,290	24	3,65,314	1805	1,35,712	-	1,35,712
1806	3,41,543	-	3,41,543	1806	3,58,731	-	3,58,731
	25,43,279	14,600	25,57,879		9,07,607	-	9,07,607

Which consisted, in 1805, of

Piece Goods	-	-	2,17,556
Grain	-	-	47,373
Jaggery	-	-	25,725
Cotton	-	-	11,618
Sundries	-	-	63,018
			<u>3,65,290</u>

Which consisted, in 1805, of

Pepper	-	-	56,732
Piece Goods	-	-	12,223
Sundries	-	-	37,031
			<u>1,05,986</u>
Imports re-exported	-	-	29,726
			<u>1,35,712</u>

Province of MALABAR, with FORT ST. GEORGE.

Exports from Province of Malabar into the British Settlements in India.			Imports into Province of Malabar from the British Settlements in India.		
Merchandize	Treasure.	TOTAL.	Merchandize	Treasure.	TOTAL
Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	-	-	1802	-	-
1803	18,67,395	18,67,395	1803	17,80,529	17,80,529
1804	-	-	1804	-	-
1805	-	-	1805	-	-
1806	-	-	1806	-	-
	18,67,395	18,67,395		17,80,529	17,80,529

CANARA.

Exports from Canara into the British Settlements in India.			Imports into Canara from the British Settlements in India.		
Merchandize.	Treasure.	TOTAL	Merchandize	Treasure.	TOTAL
Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	2,20,752	2,20,752	1802	1,03,771	1,03,771
1803	54,285	56,181	1803	72,168	79,565
1804	1,25,265	1,31,217	1804	2,42,641	2,45,627
1805	89,721	1,19,816	1805	1,52,929	1,55,361
1806	3,81,413	3,83,161	1806	1,21,361	1,22,105
	8,71,436	9,11,127		6,92,870	7,06,429

Which consisted, in 1805, of

Piece Goods	23,734
Sugar Jaggery	16,163
Beetle Nuts	10,660
Sundries	39,164
	<u>89,721</u>

Which consisted, in 1805, of

Grain	54,576
Piece Goods	17,805
Tobacco	23,520
Fruits	13,390
Sundries	43,638
	<u>1,52,929</u>

MALABAR and CANARA, jointly with BOMBAY.

Exports from Malabar and Canara into the British Settlements in India.			Imports into Malabar and Canara from the British Settlements in India.		
Merchandize.	Treasure.	TOTAL.	Merchandize.	Treasure.	TOTAL.
Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	11,21,650	11,72,133	1802	7,45,832	7,52,827
1803	24,01,717	24,07,317	1803	7,29,494	7,76,544
1804	25,88,644	25,97,801	1804	6,47,699	7,36,742
1805	17,65,631	18,33,585	1805	6,46,514	7,15,263
1806	25,19,268	25,61,255	1806	5,97,412	10,72,657
	103,96,910	1,05,72,091		33,48,951	40,54,033

Which consisted, in 1805, of

Copra	2,44,274
Cocoa Nuts	2,18,150
Pepper	2,28,562
Sandal Wood	2,81,278
Beetle Nuts	1,35,666
Piece Goods	1,04,647
Coir	57,789
Cardemoms	75,177
Ghee	53,513
Grain	72,566
Timber and Plank	99,137
Sundries	1,94,872
	<u>17,65,631</u>

Which consisted, in 1805, of

Cotton	94,083
Piece Goods	63,673
Wines	67,671
Horses	88,575
Liquors	42,468
Iron	26,788
Old Brass	17,992
Copper	11,950
Tin	4,128
Woollens	4,562
Sugar	23,420
Drugs	20,583
Sundries	1,80,621
	<u>6,46,514</u>

MALABAR and CANARA United.

Exports from Malabar and Canara united, into the British Settlements in India.			Imports into Malabar and Canara united, from the British Settlements in India.				
Merchandize.	Treasure.	TOTAL.	Merchandize.	Treasure.	TOTAL.		
Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.		
1802	13,42,402	50,483	13,92,885	1802	8,49,603	6,995	8,56,598
1803	43,23,397	7,496	43,30,893	1803	25,82,191	54,447	26,36,638
1804	27,13,909	15,109	27,29,018	1804	8,90,340	92,029	9,82,369
1805	18,55,352	98,049	19,53,401	1805	7,99,443	71,181	8,70,624
1806	29,00,681	43,735	29,44,416	1806	7,00,773	4,93,989	11,94,762
	1,31,75,741	2,14,872	1,33,50,613		58,22,350	7,18,641	65,40,991

COCHIN.

Exports from Cochin into the British Settlements in India.			Imports into Cochin from the British Settlements in India.				
Merchandize.	Treasure.	TOTAL.	Merchandize.	Treasure.	TOTAL.		
Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.		
1802	40,415	- - -	40,415	1802	5,686	- - -	5,686
1803	7,195	- - -	7,195	1803	11,886	- - -	11,886
1804	46,671	- - -	46,671	1804	8,244	- - -	8,244
1805	11,166	- - -	11,166	1805	11,290	- - -	11,290
1806	11,764	- - -	11,764	1806	2,726	- - -	2,726
	1,17,211	- - -	1,17,211		39,832	- - -	39,832

Which consisted, in 1805, of

Pepper	- - - -	8,042
Sundries	- - - -	3,124
		11,166

Which consisted, in 1805, of

Piece Goods	- - - -	} 11,290
Wine, Liquors	- - - -	
Cassia Buds	- - - -	
Gum	- - - -	

BENGAL.

Exports from Bengal into the British Settlements in India.			Imports into Bengal from the British Settlements in India.				
Merchandize.	Treasure.	TOTAL.	Merchandize.	Treasure.	TOTAL.		
Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.		
1802	65,36,739	12,44,099	77,80,838	1802	8,35,697	68,163	9,53,860
1803	72,38,763	4,53,749	76,92,512	1803	8,07,882	33,896	8,41,778
1804	1,23,83,457	14,530	1,23,97,987	1804	8,08,935	- - -	8,08,935
1805	1,03,35,414	20,185	1,03,55,599	1805	7,99,832	25,731	8,25,563
1806	1,07,38,443	826	1,07,39,269	1806	9,25,706	5,57,154	14,82,860
	4,72,32,816	17,33,389	4,89,66,205		42,28,052	6,84,944	49,12,996

Which consisted, in 1805, of

Grain	- - - -	39,62,288
Raw Silk	- - - -	22,86,043
Piece Goods	- - - -	18,14,529
Sugar	- - - -	14,30,914
Drugs	- - - -	1,34,730
Liquors	- - - -	1,40,219
Gunnies	- - - -	1,08,273
Ginger	- - - -	53,407
Spice	- - - -	68,585
Ghee	- - - -	25,951
Sundries	- - - -	3,10,475
		1,03,35,414

Which consisted, in 1805, of

Piece Goods	- - - -	1,08,834
Salt	- - - -	1,62,305
Chanks	- - - -	66,869
Copper	- - - -	42,094
Tea	- - - -	45,836
Horses	- - - -	46,000
Sundries	- - - -	2,13,933
		6,85,871
Imports re-exported :		
Woolens	- - - -	11,700
Liquors	- - - -	30,898
Timber	- - - -	16,250
Spice	- - - -	11,671
Tea	- - - -	9,103
Sundries	- - - -	34,339
		7,99,832

C E Y L O N.

Exports from Fort St. George into the British Settlements in India. Imports into Fort St. George from the British Settlements in India.

	Merchandize.	Treasure.	TOTAL.		Merchandize.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.		Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	7,92,166	7,476	7,99,642	1802	4,70,771	60,126	5,30,897
1803	8,37,865	2,584	8,40,449	1803	7,30,209	1,45,974	8,76,183
1804	7,18,530	9,772	7,28,302	1804	12,27,473	66,299	12,93,772
1805	7,55,626	1,56,147	9,11,773	1805	13,16,192	13,000	13,29,192
1806	9,45,067	17,918	9,62,985	1806	14,88,196	55,000	15,43,196
	40,49,254	1,93,897	42,43,151		52,32,841	3,40,399	55,73,240

Which consisted, in 1805, of

Arrack	-	-	2,58,440
Beetle	-	-	1,15,770
Coir and Coir Cables	-	-	51,464
Copper	-	-	41,215
Spice	-	-	32,657
Timber	-	-	41,400
Naval Stores	-	-	27,886
Elephants Teeth	-	-	19,500
Sundries	-	-	1,67,294
			<u>7,55,626</u>

Which consisted, in 1805, of

Grain	-	-	57,076
Piece Goods	-	-	3,42,381
Metals	-	-	2,500
Horses	-	-	12,568
Sugar	-	-	10,790
Salt Provisions	-	-	13,662
Sundries	-	-	1,14,767
			<u>10,66,744</u>

Imports re-exported:

Liquors	-	-	1,47,054
Grain	-	-	29,917
Woollens	-	-	1,188
Metals	-	-	20,004
Sundries	-	-	51,285
			<u>13,16,192</u>

S U M A T R A.

Exports from Sumatra into the British Settlements in India. Imports into Sumatra from the British Settlements in India.

	Merchandize.	Treasure.	TOTAL.		Merchandize.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.		Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	2,51,928	2,67,862	5,19,790	1802	2,06,117	1,41,000	3,47,117
1803	2,07,860	1,47,903	3,55,763	1803	5,16,181	1,44,500	6,60,681
1804	94,762	54,825	1,49,587	1804	3,28,725	95,000	4,23,725
1805	6,04,256	1,21,819	7,26,075	1805	4,93,401	-	4,93,401
1806	3,26,727	1,31,513	4,58,240	1806	3,42,878	-	3,42,878
	14,85,533	7,23,922	22,09,455		18,87,302	3,80,500	22,67,802

Which consisted, in 1805, of

Pepper	-	-	3,65,516
Spices	-	-	2,05,209
Sundries	-	-	33,531
			<u>6,04,256</u>

Which consisted, in 1805, of

Opium	-	-	3,20,748
Piece Goods	-	-	85,089
Grain	-	-	37,724
Canvas	-	-	7,365
Sundries	-	-	24,777
Imports re-exported	-	-	17,698
			<u>4,93,401</u>

ARABIAN and PERSIAN GULPHS.

In the Bengal Accounts, the Arabian and Persian Gulphs are blended.

Exports from the Arabian and Persian Gulphs into the British Settlements in India.				Imports in the Arabian and Persian Gulphs from the British Settlements in India.			
	Merchandise.	Treasure.	TOTAL.		Merchandise.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.		Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	5,21,891	7,38,499	12,60,390	1802	12,13,304	- - -	12,13,304
1803	3,61,233	4,27,101	7,88,334	1803	10,68,634	- - -	10,68,634
1804	5,04,079	4,32,352	9,36,431	1804	13,94,275	- - -	13,94,275
1805	3,70,500	7,98,412	11,68,912	1805	21,85,287	- - -	21,85,287
1806	4,41,068	13,55,981	17,97,049	1806	34,38,320	- - -	34,38,320
	21,98,771	37,52,345	59,51,116		92,99,820	- - -	92,99,820

Which consisted, in 1805, of		Which consisted, in 1805, of				
Horses	- - - -	88,200	Piece Goods	- - - -	8,45,788	
Cowries	- - - -	56,894	Indigo	- - - -	2,00,806	
Copper Nails	- - - -	50,150	Sugar	- - - -	5,37,255	
Drugs	- - - -	42,651	Raw Silk	- - - -	73,994	
Galls	- - - -	17,762	Grain	- - - -	3,91,928	
Gums	- - - -	12,749	Sundries	- - - -	1,11,685	
Coffee	- - - -	15,290			21,61,456	
Dates	- - - -	10,886				
Raisins	- - - -	13,265				
		3,02,847				
Almonds, Coral Beads, Elephants	Teeth, Paints, Hartall, Coir and Coir Cables, Brimstone, Jewellery, Sundries	67,653	Imports re-exported:			
				Broad Cloth	- - - -	5,201
				Spices	- - - -	4,978
				Iron and Nails	- - - -	5,382
		3,70,500	Sundries	- - - -	8,270	
					21,85,287	

ARABIAN GULPH, FORT ST. GEORGE, and BOMBAY.

Exports from Arabian Gulph, Fort St. George, and Bombay, to the British Settlements in India.				Imports into Arabian Gulph, Fort St. George, and Bombay, from the British Settlements in India.			
	Merchandise.	Treasure.	TOTAL.		Merchandise.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.		Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	2,70,391	22,55,575	25,25,966	1802	20,82,531	- - -	20,82,531
1803	2,42,637	15,14,287	17,56,924	1803	16,17,650	- - -	16,17,650
1804	3,58,515	37,43,359	41,01,874	1804	20,75,126	31,884	21,07,010
1805	2,50,854	24,31,644	26,82,498	1805	17,68,005	334	17,68,339
1806	3,01,453	21,90,552	24,92,005	1806	15,73,237	1,215	15,74,452
	14,23,850	121,35,417	135,59,267		91,16,549	33,433	91,49,982

Which consisted, in 1805, of		Which consisted, in 1805, of			
Myrrh	- - - -	23,287	Piece Goods	- - - -	7,89,837
Olibanum	- - - -	41,245	Grain	- - - -	6,34,480
Coffee	- - - -	10,787	Sugar	- - - -	26,380
Grain	- - - -	4,500	Pepper	- - - -	36,391
Shark-fins	- - - -	4,625	Iron	- - - -	40,370
Cloves	- - - -	7,208	Lead	- - - -	17,286
Tortoise Shells	- - - -	6,169	Coloured Silk	- - - -	44,358
Horses	- - - -	8,427	Drugs	- - - -	43,843
Sundries	- - - -	1,37,438	Tobacco	- - - -	11,628
		2,50,854	Shawls	- - - -	20,525
					16,65,098
			Sundries:		
			Sandal Wood, Cotton, Ginger	} 1,02,907	
			Vermillion, China Ware,		
			Cassia Buds		
					17,68,005

PERSIAN GULPH.

Imports into Fort St. George, Bombay and Surat.			Exports home D ^r to the Persian Gulph.				
Exports from the Persian Gulph to the British Settlements in India.			Imports into the Persian Gulph from the British Settlements in India.				
Merchandize.	Treasure.	TOTAL.	Merchandize.	Treasure.	TOTAL.		
Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.		
1802	7,37,448	12,22,919	19,60,367	1802	22,37,153	- - -	22,37,153
1803	9,40,129	16,39,647	25,79,776	1803	15,10,253	2,000	15,12,253
1804	11,52,678	11,27,107	22,79,785	1804	18,92,412	2,191	18,94,603
1805	10,81,003	18,54,216	29,35,219	1805	21,90,686	- - -	21,90,686
1806	11,35,385	22,92,521	34,27,906	1806	26,98,380	- - -	26,98,380
	50,46,643	81,36,410	131,83,053		105,28,884	4,191	105,33,075

Which consisted, in 1805, of

Horses	-	-	-	4,18,400
Dates	-	-	-	1,84,540
Lametta	-	-	-	1,24,869
Hing	-	-	-	71,798
Copper	-	-	-	27,707
Coral	-	-	-	18,027
Galls	-	-	-	17,162
Myrrh	-	-	-	12,791
Benjamin	-	-	-	10,692
Olibanum	-	-	-	11,582
Almonds	-	-	-	14,927
Rose Water	-	-	-	8,844
Shark-fins	-	-	-	47,136
Drugs	-	-	-	9,684
Elephants Teeth	-	-	-	14,421
Sundries	-	-	-	88,423
				10,81,003

Which consisted, in 1805, of

Piece Goods	-	-	-	11,68,155
Sugar	-	-	-	3,82,187
Grain	-	-	-	1,25,472
Drugs	-	-	-	72,301
Pepper	-	-	-	51,085
Tobacco	-	-	-	6,223
Spices	-	-	-	40,774
Cotton, Yarn and Thread	-	-	-	49,224
China Ware	-	-	-	31,443
Lead	-	-	-	13,212
Sapan Wood	-	-	-	24,699
Iron	-	-	-	49,807
Tin	-	-	-	31,363
Agla Wood	-	-	-	20,415
Sundries	-	-	-	1,23,686
				21,90,686

ARABIAN and PERSIAN GULPHS — United.

Exports from Arabian and Persian Gulphs united, to the British Settlements in India.			Imports into Arabian and Persian Gulphs united, from the British Settlements in India.			
Merchandize.	Treasure.	TOTAL.	Merchandize.	Treasure.	TOTAL.	
Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	
1802	15,29,730	42,16,993	57,46,723	1802	55,32,988	55,32,988
1803	15,43,999	35,81,035	51,25,034	1803	41,96,537	2,000
1804	20,15,272	53,02,818	73,18,090	1804	53,61,813	34,075
1805	17,02,257	50,84,272	67,86,629	1805	61,43,978	334
1806	18,77,906	58,39,054	77,16,960	1806	77,09,937	1,215
	86,60,264	240,24,172	326,93,436		289,45,253	37,624

BASSEIN and VILLAGES.

Exports from Bassein and Villages, to the British Settlements in India. Imports into Bassein and Villages, from the British Settlements in India.

	Merchandize.	Treasure.	TOTAL.		Merchandize.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.		Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	2,63,214	2,800	2,66,014	1802	2,47,791	900	2,48,691
1803	4,49,686	15,525	4,65,211	1803	5,23,291	15,734	5,39,025
1804	4,88,255	9,100	4,97,355	1804	5,89,462	-	5,89,462
1805	4,24,898	-	4,24,898	1805	4,44,611	1,331	4,45,942
1806	4,97,806	5,910	5,03,716	1806	4,73,004	1,756	4,74,760
	21,23,859	23,335	21,57,194		22,78,159	19,721	22,97,880

Which consisted, in 1805, of

Grain - - - - -	1,68,028
Ivory Ware - - - - -	78,958
Oil - - - - -	43,342
Timber and Planks - - - - -	30,430
Hemp - - - - -	23,549
Piece Goods - - - - -	11,337
Beetle Nuts - - - - -	25,052
Sundries - - - - -	44,202
	<u>4,24,898</u>

Which consisted, in 1805, of

Piece Goods - - - - -	1,23,563
Grain - - - - -	43,316
Iron - - - - -	38,269
Sugar - - - - -	31,553
Cocoa Nuts - - - - -	30,399
Copia - - - - -	29,359
Beetle Nuts - - - - -	11,161
Dates - - - - -	16,590
Pepper - - - - -	9,424
Turmeric - - - - -	6,730
Sundries - - - - -	1,04,247
	<u>4,44,611</u>

GOA and the CONCAN.

Exports from Goa and the Concan, into the British Settlements in India. Imports into Goa and the Concan, from the British Settlements in India.

	Merchandize.	Treasure.	TOTAL.		Merchandize.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.		Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	11,39,099	4,56,349	15,95,448	1802	19,45,040	34,688	19,79,728
1803	9,64,742	3,88,015	13,52,757	1803	49,55,060	13,71,722	63,26,782
1804	7,69,643	12,18,046	19,87,689	1804	66,47,698	14,76,459	81,24,157
1805	11,33,089	5,70,446	17,03,535	1805	41,67,580	5,23,408	46,90,988
1806	16,41,943	8,33,600	24,75,543	1806	42,19,209	2,24,519	44,43,728
	56,48,516	34,66,456	91,14,972		219,34,587	36,30,796	255,65,383

Which consisted, in 1805, of

Grain - - - - -	3,85,452
Piece Goods - - - - -	2,87,362
Beetle Nuts - - - - -	91,327
Hemp - - - - -	93,542
Old Brass - - - - -	38,609
Sandal Wood - - - - -	24,581
Drugs - - - - -	37,912
Copper Ware - - - - -	9,196
Sundries - - - - -	1,65,118
	<u>11,33,099</u>

Which consisted, in 1805, of

Grain - - - - -	10,71,707
Piece Goods - - - - -	5,98,379
Raw Silk - - - - -	6,91,780
Sugar - - - - -	2,61,079
Woollens - - - - -	1,34,689
Hing - - - - -	1,00,105
Drugs - - - - -	1,54,945
Seeds - - - - -	78,372
Wine - - - - -	78,392
Dates - - - - -	65,388
Spices - - - - -	83,869
Iron - - - - -	10,051
Tin - - - - -	25,831
Liquors - - - - -	83,869
Cochineal - - - - -	48,341
Horses - - - - -	55,725
Pepper - - - - -	56,196
Sundries - - - - -	5,68,855
	<u>41,67,580</u>

MAHRATTA DOMINIONS.

Exports from the Mahratta Dominions into the British Settlements in India. Imports into the Mahratta Dominions from the British Settlements in India.

	Merchandize.	Treasure.	TOTAL.		Merchandize.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.		Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	76,812	- - -	76,812	1802	1,28,171	- - -	1,28,171
1803	63,460	11,491	74,951	1803	1,18,436	- - -	1,18,436
1804	1,05,649	75,175	1,80,824	1804	98,146	2,899	1,01,045
1805	1,26,767	73,946	2,00,713	1805	2,19,212	1,405	2,20,617
1806	1,03,448	1,06,803	2,10,251	1806	2,38,238	10,663	2,48,901
	4,76,136	2,67,415	7,43,551		8,02,203	14,967	8,17,170

Which consisted, in 1805, of

Piece Goods - - - - -	1,02,495
Cottons - - - - -	11,974
Woollens - - - - -	5,543
Sundries - - - - -	6,755
	<u>1,26,767</u>

Which consisted, in 1805, of

Grain - - - - -	1,70,987
Pepper - - - - -	23,398
Beetle - - - - -	12,846
Sundries - - - - -	11,981
	<u>2,19,212</u>

TRAVANCORE.

Exports from Travancore into the British Settlements in India. Imports into Travancore from the British Settlements in India.

	Merchandize.	Treasure.	TOTAL.		Merchandize.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.		Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	- - -	- - -	--	1802	- - -	- - -	--
1803	1,88,795	- - -	1,88,795	1803	59,383	- - -	59,383
1804	43,337	- - -	43,337	1804	9,854	- - -	9,854
1805	1,26,214	- - -	1,26,214	1805	5,958	- - -	5,958
1806	9,162	- - -	9,162	1806	1,123	- - -	1,123
	3,67,508	--	3,67,508		76,318	--	76,318

Which consisted, in 1805, of

Beetle - - - - -	53,609
Spice - - - - -	38,404
Fruit - - - - -	11,904
Timber - - - - -	6,110
Drugs - - - - -	6,054
Pepper - - - - -	2,293
Grain - - - - -	2,180
Chanks - - - - -	1,492
Sundries - - - - -	4,168
	<u>1,26,214</u>

Which consisted, in 1805, of

Piece Goods - - - - -	4,512
Salt - - - - -	272
Cotton - - - - -	181
Sundries - - - - -	993
	<u>5,958</u>

on the Affairs of The EAST INDIA COMPANY.

PINANG and the EASTWARD.

Exports from Pinang and Eastward, to the British Settlements in India.			Imports into Pinang and Eastward, from the British Settlements in India.				
Merchandize.	Treasure.	TOTAL.	Merchandize.	Treasure.	TOTAL.		
Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.		
1802	22,91,193	7,95,766	30,86,959	1802	48,22,773	3,79,732	52,02,505
1803	20,90,675	10,78,503	31,69,178	1803	35,11,329	83,490	35,94,819
1804	21,91,108	14,07,870	35,98,978	1804	34,02,699	32,685	34,35,384
1805	23,53,164	20,54,308	44,07,472	1805	46,38,399	- - -	46,38,399
1806	24,07,471	26,45,979	50,53,450	1806	31,65,831	57,400	32,23,231
	1,13,33,611	79,82,426	1,93,16,037		1,95,41,031	5,53,307	2,00,94,338

Which consisted, in 1805, of

Pepper	- - - -	9,97,262
Beetle Nuts	- - - -	4,46,059
Benjamin	- - - -	1,61,862
Metals	- - - -	1,94,553
Spices	- - - -	1,10,933
Tutenague	- - - -	92,296
Agla Wood	- - - -	58,651
Piece Goods	- - - -	24,214
Sugar	- - - -	31,742
Elephants Teeth	- - - -	26,216
Cochineal	- - - -	20,224
Sundries	- - - -	1,69,052
		<u>23,53,164</u>

Which consisted, in 1805, of

Opium	- - - -	21,25,209
Piece Goods	- - - -	17,52,070
Raw Silk	- - - -	1,60,318
Grain	- - - -	1,61,820
Cotton	- - - -	1,02,710
Carpets and Blankets	- - - -	4,736
Sundries	- - - -	1,27,651
		<u>44,34,514</u>

Imports re-exported:

Wine	- - - -	1,18,183
Metals	- - - -	10,293
Hosiery	- - - -	2,046
Iron and Ironmongery	- - - -	29,271
Broad Cloth	- - - -	9,165
Anchors	- - - -	4,854
Sundries	- - - -	30,073
		<u>46,38,399</u>

MALACCA.

Exports from Malacca to the British Settlements in India.			Imports into Malacca from the British Settlements in India.				
Merchandize.	Treasure.	TOTAL.	Merchandize.	Treasure.	TOTAL.		
Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.	Sa. Rs.		
1802	20,027	6,97,558	7,17,585	1802	1,04,707	6,408	1,11,115
1803	- - -	- - -	- - -	1803	- - -	- - -	- - -
1804	- - -	- - -	- - -	1804	- - -	- - -	- - -
1805	- - -	- - -	- - -	1805	- - -	- - -	- - -
1806	- - -	- - -	- - -	1806	- - -	- - -	- - -
	20,027	6,97,558	7,17,585		1,04,707	6,408	1,11,115

BATAVIA.

Exports from Batavia to the British Settlements in India.			Imports into Batavia from the British Settlements in India.				
	Merchandise.	Treasure.	TOTAL.		Merchandise.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.		Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	6,88,638	93,029	7,81,667	1802	3,37,061	11,250	3,48,311
1803	9,06,372	1,07,654	10,14,026	1803	92,198	-	92,198
1804	19,946	-	19,946	1804	-	-	-
1805	66,845	-	66,845	1805	-	-	-
1806	40,950	-	40,950	1806	5,04,485	39,724	5,44,209
	17,22,751	2,00,683	19,23,434		9,33,744	50,974	9,84,718

PINANG and Eastward, including MALACCA and BATAVIA.

Exports from Pinang, &c. to the British Settlements in India.			Imports into Pinang, &c. from the British Settlements in India.				
	Merchandise.	Treasure.	TOTAL.		Merchandise.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.		Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	29,99,858	15,86,353	45,86,211	1802	52,64,541	3,97,390	56,61,931
1803	29,97,047	11,86,157	41,83,204	1803	36,03,527	83,490	36,87,017
1804	42,11,054	14,07,870	36,18,924	1804	34,02,699	32,685	34,35,384
1805	24,20,009	20,54,308	44,74,317	1805	46,38,399	-	46,38,399
1806	24,48,421	26,45,979	50,94,400	1806	36,70,316	97,124	37,67,440
	1,30,76,389	88,80,667	2,19,57,056		2,05,79,482	6,10,689	2,21,90,171

MANILLA.

Exports from Manilla to the British Settlements in India.			Imports into Manilla from the British Settlements in India.				
	Merchandise.	Treasure.	TOTAL.		Merchandise.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.		Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	1,93,987	26,34,190	28,28,177	1802	8,57,663	-	8,57,663
1803	40,969	5,53,153	5,94,122	1803	2,81,589	-	2,81,589
1804	6,831	4,21,119	4,27,950	1804	3,10,407	-	3,10,407
1805	1,21,776	10,89,407	12,11,183	1805	9,84,956	-	9,84,956
1806	300	1,01,832	1,02,132	1806	4,25,207	-	4,25,207
	3,63,863	47,99,701	51,63,564		28,59,822	-	28,59,822

Which consisted, in 1805, of

Nankeens	-	-	-	8,167
Sapan Wood	-	-	-	34,815
Tutenague	-	-	-	68,646
Sundries	-	-	-	10,748
				<u>1,21,776</u>

Which consisted, in 1805, of

Piece Goods	-	-	-	9,15,796
Opium	-	-	-	27,661
Silk	-	-	-	5,627
Sundries	-	-	-	31,066

Imports re-exported:

Iron and Nails	-	-	-	3,646
Glass Ware	-	-	-	318
Sundries	-	-	-	842
				<u>9,84,956</u>

CHINA.

Exports from China to the British Settlements in India.

Imports into China from the British Settlements in India.

	Merchandize.	Treasure.	TOTAL.		Merchandize.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.		Sa. Rs.	Sa. Rs.	Sa. Rs.
1802	59,46,809	32,88,435	92,15,244	1802	1,06,84,864	70,093	107,54,957
1803	29,02,592	17,52,566	46,55,158	1803	1,04,82,726	99,378	105,84,104
1804	75,13,858	84,73,577	1,59,87,435	1804	1,06,13,575	10,497	106,24,072
1805	44,94,674	81,81,845	1,26,76,519	1805	1,50,60,577	-	150,60,577
1806	58,13,961	52,98,580	1,11,12,541	1806	1,28,84,989	61,503	129,56,492
	2,66,51,894	2,69,95,003	5,36,46,897		6,57,36,731	2,41,471	6,59,78,202

Which consisted, in 1805, of

Sugarcandy	-	-	9,57,048
Tutenague	-	-	5,92,431
Piece Goods	-	-	5,99,142
Camphor	-	-	3,61,703
Nankeens	-	-	2,00,295
Tea	-	-	3,01,398
Vermillion	-	-	1,12,724
China Ware	-	-	2,11,800
Raw Silk	-	-	2,07,743
Cassia and Buds	-	-	72,670
Spices	-	-	1,10,758
Red and White Lead	-	-	1,17,721
Pepper	-	-	65,839
Stationery	-	-	21,780
Alum	-	-	87,099
Furniture	-	-	36,606
Brandy and Liquors	-	-	49,313
Tin	-	-	34,434
Drugs	-	-	37,374
Sundries	-	-	3,16,736
			<u>44,94,674</u>

Which consisted, in 1805, of

Cotton	-	-	94,52,619
Opium	-	-	32,94,570
Piece Goods	-	-	4,70,561
Pearls	-	-	4,22,987
Sandal Wood	-	-	2,74,674
Shark-fins	-	-	2,51,223
Grain	-	-	1,55,500
Saltpetre	-	-	2,87,144
Cornelians	-	-	73,321
Putchuck	-	-	54,313
Sundries	-	-	1,46,856
			<u>1,48,83,768</u>

Imports re-exported :

Coral	-	-	63,495
Wine and other Liquors	-	-	40,218
Rice	-	-	29,400
Sundries	-	-	43,696
			<u>1,50,60,577</u>

VARIOUS PLACES.

Exports from various Places to the British Settlements in India.

Imports into various Places from the British Settlements in India.

	Merchandize	Treasure.	TOTAL.		Merchandize.	Treasure.	TOTAL.
	Sa. Rs.	Sa. Rs.	Sa. Rs.		Sa. Rs.	Sa. R.	Sa. Rs.
1802	8,96,695	1,63,387	10,60,082	1802	12,64,344	10	12,64,354
1803	7,37,752	7,79,316	15,37,068	1803	8,89,784	-	8,89,784
1804	4,06,318	90,075	4,96,393	1804	3,02,472	27,874	3,30,346
1805	4,70,126	44,459	5,14,585	1805	6,14,057	-	6,14,057
1806	6,76,371	90,403	7,66,774	1806	12,92,093	-	12,92,093
	32,07,262	11,67,640	43,74,902		43,62,750	27,884	43,90,634

Which consisted, in 1805, of

ISLE OF FRANCE :			
Brandy, &c.	-	-	42,002
Sundries	-	-	17,894
			<u>59,896</u>
MALDIVE ISLANDS :			
Coir and Coir Cables	-	-	44,626
Cocoa-nut Shells	-	-	21,839
Sundries	-	-	32,514
			<u>98,979</u>
MOSAMBIQUE and Coast of AFRICA :			
Elephants Teeth	-	-	2,55,493
Tortoise Shells	-	-	2,684
Grain	-	-	30,312
Sundries	-	-	22,089
			<u>3,10,578</u>
CAPE :			
Gin	-	-	673
			<u>4,70,126</u>

Which consisted, in 1805, of

ISLE OF FRANCE :			
Piece Goods	-	-	1,43,277
Sundries	-	-	46,928
			<u>1,90,205</u>
MALDIVE ISLANDS :			
Grain	-	-	48,811
Piece Goods	-	-	17,308
Sundries	-	-	14,065
			<u>80,184</u>
MOSAMBIQUE and Coast of AFRICA :			
Piece Goods	-	-	2,94,793
Glass Beads	-	-	10,736
Sundries	-	-	38,139
			<u>3,43,668</u>
			<u>6,14,057</u>

No. 14.

DRUGS, &c. Imported and Sold in Privilege, Private Trade, Neutral Property,

DRUGS, &c.	S. S. 1803.		M. S. 1804.		S. S. 1804.		M. S. 1805.		S. S. 1805.	
		£.		£.		£.		£.		£.
Arrungoes - - - N°	-	-	62,120	437	-	-	-	-	221,200	1,502
Agate Stones, rough - cwt.	-	-	4	4	-	-	-	-	-	-
D° Beads - - - lbs.	-	-	-	-	-	-	-	-	-	-
Arrack - - - galls.	59	1	90	6	-	-	-	-	342	4
Aloes Epatica - - - cwt.	2	15	-	-	-	-	-	-	-	-
Assafostida - - - cwt.	197	734	141	530	-	-	114	816	43	57
Angustura Bark - - - cwt.	13	14	142	121	-	-	-	-	-	-
- D° - unrated - cwt.	-	-	17	5	-	-	-	-	-	-
Astringent Seeds - - cwt.	23	13	-	-	-	-	-	-	-	-
Alkali - - - cwt.	225	197	-	-	-	-	-	-	-	-
Alum - - - cwt.	-	-	-	-	-	-	-	-	-	-
Awl - - - cwt.	-	-	-	-	-	-	-	-	-	-
Annatto - - - lbs.	-	-	157	9	-	-	-	-	554	65
Argol - - - cwt.	-	-	-	-	-	-	-	-	-	-
Aloes - - - cwt.	-	-	-	-	10	104	87	276	19	138
Alkali, unrefined - cwt.	-	-	53	29	504	478	1,950	761	-	-
Arrow Root - - - cwt.	-	-	-	-	-	-	-	-	-	-
Arsenic - - - cwt.	-	-	-	-	-	-	47	68	159	34
Anniseeds - - - cwt.	-	-	-	-	-	-	-	-	266	2,947
Borax, refined - - - cwt.	2,398	5,655	521	1,864	486	1,620	228	742	922	2,774
Benjamin - - - cwt.	456	4,412	218	2,464	137	1,614	215	1,114	199	4,561
Borax, unrefined - cwt.	739	2,819	208	728	614	1,934	15	62	-	-
Bark - - - cwt.	3	5	-	-	-	-	-	-	-	-
Buffalo Horns - - - N°	25,563	293	13,048	105	-	-	11,911	99	2,141	16
Banda Soap - - - lbs.	-	-	339	94	-	-	-	-	-	-
Bees Wax - - - cwt.	13	85	-	-	7	79	5	63	-	-
Berries - - - cwt.	-	-	-	-	268	58	-	-	-	-
Bamboos - - - N°	-	-	-	-	-	-	-	-	-	-
Barley - - - cwt.	-	-	-	-	-	-	6	4	-	-
Buffalo Hides, dressed - cwt.	-	-	-	-	-	-	-	40	-	-
- - D° - - raw - cwt.	-	-	-	-	-	-	-	-	-	-
Beetle Nuts - - - cwt.	-	-	-	-	-	-	1	5	-	-
Beef Wood - - - p°	-	-	-	-	-	-	-	-	125	69
Buffalo Horns - - - N°	-	-	-	-	-	-	-	-	-	-
Barilla - - - cwt.	-	-	-	-	-	-	-	-	-	-
Camphire, unrefined - cwt.	1,334	39,159	904	19,865	-	-	771	17,199	83	1,744
- D° - refined - - cwt.	-	-	-	-	-	-	45	1,101	-	-
- D° - oil bottles	-	-	-	-	-	-	-	-	-	-
Cowries - - - cwt.	1,418	3,626	118	180	73	211	-	-	-	-
Cardemoms - - - lbs.	15,335	3,955	4,854	453	7,543	314	45,233	21,555	4,166	17,658
Coculus Indicus - - - cwt.	-	-	-	-	-	-	-	-	-	-
Columbo Root - - - cwt.	100	401	43	137	-	-	94	194	51	131
China Root - - - cwt.	116	205	1,283	1,087	104	107	-	-	-	-
Cassia Lignea - - - cwt.	1,519	17,673	668	8,492	839	8,941	1,782	18,971	2,500	24,031
Castor Oil - - - lbs.	9,771	1,175	20,207	2,300	-	-	4,603	258	15,627	1,944
Cassia Buds - - - cwt.	263	2,006	107	860	571	3,923	266	2,020	254	2,180
Cambogium - - - cwt.	11	271	-	-	64	1,270	-	-	51	1,095
Colocynth - - - cwt.	123	13	-	-	-	-	-	-	-	-
Copper - - - cwt.	-	-	-	-	-	-	-	-	-	-
Chillies - - - cwt.	19	33	-	-	-	-	-	-	-	-
Cornelian Stones, rough - N°	-	-	5,000	220	-	-	-	-	1,488	112
- D° - - - N°	-	2,641	49,534	2,021	-	-	10,548	831	39,431	2,561
- D° - Seeds - - - N°	-	-	-	-	-	-	137	13	-	-
- D° - Drops - - - N°	-	-	2,841	74	-	-	3,215	89	1,374	34
- D° - Beads - - - lbs.	-	-	972	1,632	-	-	601	922	700	1,338
- D° - Crosses - - - N°	-	-	943	63	-	-	603	31	-	-
- D° - Hearts - - - N°	-	-	1,391	60	-	-	1,013	42	328	17
Cummin Seed - - - cwt.	-	-	-	-	-	-	-	-	-	-
Ceylon yellow wood - p°	-	-	222	230	-	-	-	-	-	-
Cassia Oil - - - oz.	-	-	-	-	6,470	688	611	613	-	-
Chaya Root - - - cwt.	-	-	-	-	-	-	13	9	-	-
Cinnamon. - - - lbs.	-	-	-	-	-	-	-	-	-	-
China coloured Paper - sheets	-	-	-	-	-	-	-	-	37,790	342
China Ink - - - lbs.	487	71	-	-	-	-	-	-	4,095	377
Cinnabar or Vermillion - lbs.	-	-	-	-	-	-	-	-	2,392	1,516
Coculus Indiae - - - cwt.	151	883	480	1,771	-	-	194	629	230	734
Castor Seed - - - cwt.	-	-	124	168	-	-	-	-	-	-

DRUGS, &c.	S. S. 1803.		M. S. 1804.		S. S. 1804.		M. S. 1805.		S. S. 1805.	
		£.		£.		£.		£.		£.
Coque de Pearl - - - oz.	-	-	-	-	-	-	-	-	403	722
Cane Table Mats - - - N°	120	74	-	-	-	-	-	-	20,740	453
D° - Window Blinds - - - N°	-	-	-	-	-	-	-	-	200	14
D° - Floor Mats - - - N°	-	-	-	-	-	-	-	-	250	78
Canes - - - N°	-	-	-	-	-	-	-	-	-	-
Clove Wool - - - cwt.	-	-	-	-	-	-	-	-	-	-
Dragons Blood - - - cwt.	1	6	5	43	48	539	-	-	103	376
Dohl - - - cwt.	-	-	15	6	27	9	69	33	-	-
Dragon Canes - - - N°	-	-	321	4	-	-	-	-	-	-
Ebony Wood - - - cwt.	423	721	286	161	-	-	-	-	-	-
Extract Nux Vomica - - - cwt.	49	23	-	-	-	-	-	-	-	-
Elephants Teeth - - - cwt.	17	473	206	5,430	-	-	24	780	161	3,979
Essence of Tan - - - cwt.	-	-	-	-	-	-	-	-	-	-
Flour - - - cwt.	-	-	7	4	-	-	-	-	-	-
Foreign Books - - - lbs.	-	-	-	-	-	-	-	-	1,157	31
Fans Paper - - - N°	-	-	-	-	-	-	-	-	11,043	68
Foreign Seeds - - -	-	-	-	-	-	-	-	-	-	-
Galls - - - cwt.	582	3,744	330	2,006	54	362	71	559	594	3,666
Gum Arabic - - - cwt.	2,312	8,131	1,011	4,323	756	3,813	1,867	9,769	2,064	6,806
Galanga - - - cwt.	127	257	896	1,810	-	-	-	-	104	264
Gram - - - cwt.	-	-	-	-	-	-	62	18	62	26
Gum Animi - - - cwt.	68	487	76	366	90	704	309	2,056	143	1,237
Gum unrated - - - cwt.	3	2	-	-	6	41	1	1	1	2
Gum Seneca - - - cwt.	-	-	3	1	-	-	-	-	-	-
Ginger - - - cwt.	9	36	1	1	110	264	-	-	-	-
D° - Green - - - cwt.	-	-	-	-	-	-	-	-	-	-
Gum Copal - - - cwt.	-	-	8	42	-	-	-	-	-	-
Grass, for Lines - - - cwt.	-	-	-	-	-	-	-	-	110	37
Green Stone - - - lbs.	-	-	-	-	6,484	203	-	-	-	-
Gumbdellium - - - cwt.	-	-	-	-	76	19	-	-	-	-
Gum Ammoniac - - - cwt.	-	-	-	-	81	288	156	295	177	241
Galbanum - - - cwt.	-	-	-	-	15	241	24	199	42	399
Gum Aragacanth - - - cwt.	-	-	-	-	1	3	-	-	48	40
Gum Sandrake - - - cwt.	-	-	-	-	2	11	-	-	-	-
Glass Beads - - - cwt.	-	-	-	-	-	-	-	-	-	-
Gum Saracolla - - - cwt.	-	-	-	-	-	-	-	-	17	3
Hides - - - N°	-	-	551	57	-	-	-	-	-	-
Human Hair - - - lbs.	-	-	-	-	-	-	-	-	-	-
Horse Skins - - - N°	-	-	-	-	-	-	-	-	-	-
Keyapootie Oil - - - oz.	-	-	-	-	-	-	-	-	-	-
Ivory Sticks - - - N°	-	-	-	-	-	-	-	-	498	31
Long Pepper - - - cwt.	-	-	50	266	213	980	16	74	100	458
Leopard Skins - - - N°	-	-	-	-	-	-	-	-	-	-
Lac Dye - - - lbs.	-	-	2,649	239	-	-	-	-	-	-
Lac Lake - - - lbs.	-	-	-	-	-	-	-	-	2,165	388
Mother-of-Pearl, rough - cwt.	137	1,090	67	304	464	5,055	47	334	1,369	11,823
Myrabolanes dry - - - cwt.	682	645	184	129	-	-	22	8	-	-
Myrrh - - - cwt.	22	8	-	-	-	-	-	-	-	-
Molasses - - - cwt.	-	-	4	3	-	-	4	3	-	-
Man ^d Yellow Colour - - - cwt.	-	-	100	23	-	-	-	-	-	-
D° - Brown, - - - cwt.	-	-	37	5	-	-	-	-	-	-
Munject. - - - cwt.	-	-	-	-	21	232	-	-	-	-
Mastic - - - cwt.	-	-	-	-	-	-	-	-	-	-
Mocha Aloes - - - cwt.	-	-	-	-	-	-	46	53	-	-
Mother-of-Pearl Beads - cwt.	-	878	-	-	-	-	-	-	3,103	1,762
D° - - - Counters - - - cwt.	-	-	-	-	-	-	-	-	27,708	57
Madder Root - - - cwt.	-	-	-	-	-	-	149	1,075	85	327
Mock Pearl Beads - - - cwt.	-	-	-	-	-	-	-	-	-	-
Musk - - - oz.	-	-	-	-	-	-	-	-	485	1,024
M. o' Pearl, manufact ^d - lbs.	-	-	-	-	-	-	-	-	684	37
Mock Coral Beads - - - lbs.	-	-	-	-	-	-	-	-	-	-
Madeira, - - - galls.	-	-	-	-	-	-	-	-	-	-
Nux Vomica - - - cwt.	722	767	168	190	-	-	9	10	-	-
Olibanum - - - cwt.	151	261	76	706	2	8	-	-	-	-
Ostrich Feathers - - - lbs.	-	-	8	63	-	-	-	-	-	-

M. S. 1806.		S. S. 1806.		M. S. 1807.		S. S. 1807.		M. S. 1808.		S. S. 1808.	
	£.		£.		£.		£.		£.		£.
-	-	776	865	-	-	-	-	10	14	-	-
-	-	5,518	147	-	-	-	-	-	-	-	-
-	-	60	35	-	-	-	-	-	-	1,510	422
-	-	-	-	-	-	-	-	-	-	302,544	1,492
-	-	-	-	-	-	-	-	29	194	-	-
-	-	26	258	-	-	-	-	19	215	-	-
-	-	14	1	-	-	-	-	-	-	-	-
-	-	29,237	69	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	285	418	-	-
71	2,351	291	8,572	56	1,334	149	3,127	-	-	169	3,722
2	4	-	-	-	-	-	-	-	-	-	-
758	9	-	-	-	-	10	11	-	-	-	-
-	-	-	-	-	-	-	-	-	-	4	87
137	805	186	1,167	1,036	6,611	134	665	655	3,673	321	1,721
1,463	4,282	71	146	4,984	12,357	1,581	3,017	1,326	2,844	56	146
-	-	10	18	-	-	-	-	-	-	-	-
32	13	123	67	12	5	-	-	-	-	-	-
137	688	131	641	885	3,751	101	517	1,086	1,769	13	169
-	-	-	-	29	23	65	29	-	-	-	-
285	925	1,001	2,991	570	1,488	229	581	925	2,182	1,320	3,447
-	-	-	-	6,464	402	-	-	-	-	-	-
-	-	-	-	-	-	-	-	1	5	-	-
-	-	41	40	-	-	-	-	-	-	-	-
-	-	-	-	81	114	-	-	59	105	-	-
-	-	-	-	57	238	-	-	-	-	-	-
-	-	-	-	260	324	76	204	52	60	10	20
-	-	86	38	-	-	-	-	-	-	-	-
500	125	-	-	5,720	1,035	615	75	-	-	-	-
263	8	-	-	-	-	-	-	-	-	-	-
-	-	6,942	120	-	-	-	-	-	-	-	-
-	-	-	-	1,102	240	-	-	-	-	-	-
-	-	-	-	-	-	-	-	485	1,970	-	-
-	-	-	-	47	46	-	-	-	-	-	-
-	-	-	-	845	145	5,810	934	-	-	-	-
-	-	-	-	-	-	5,269	2,139	65	13	-	-
-	-	482	4,054	1,535	6,313	278	1,384	-	-	677	4,691
-	-	18	380	3	5	-	-	-	-	-	-
-	-	-	-	56	1,058	-	-	38	747	15	267
-	-	-	-	-	-	-	-	-	-	-	-
-	-	725	114	-	-	-	-	-	-	-	-
70	10	1,743	502	-	-	-	-	145	59	-	-
-	-	86,292	154	-	-	-	-	-	-	-	-
111	515	875	176	204	683	562	1,818	-	-	-	-
261	728	4,136	5,786	596	467	4,199	2,648	1,465	1,596	4,744	4,883
-	-	128	79	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	105	76
-	-	6	8	145	189	-	-	101	97	-	-
129	608	158	528	161	471	456	1,431	146	173	-	-
-	-	2	33	37	107	-	-	-	-	-	-

DRUGS, &c.	S. S. 1803.		M. S. 1804.		S. S. 1804.		M. S. 1805.		S. S. 1805.	
		£.		£.		£.		£.		£.
Oil of Nutmegs - lbs.	-	-	94	26	-	-	-	-	-	-
Oil - tuns	-	-	-	-	-	-	-	-	63,093	6,748
Oil of Cloves - lbs.	-	-	19	222	-	-	-	-	-	-
Origanum - cwt.	-	-	-	-	-	-	13	2	-	-
Paddy - cwt.	-	-	1	2	50	11	198	58	153	57
Peruvian Bark - cwt.	-	-	-	-	-	-	-	-	-	-
Pureé - cwt.	-	-	-	-	-	-	1	4	-	-
Paddy Bird Feathers - cwt.	-	-	-	-	-	-	-	-	-	-
Palm Oil - cwt.	-	-	-	-	-	-	4	10	-	-
Palma Christi Seeds - cwt.	-	-	-	-	-	-	-	-	149	172
Paper Prints - No.	-	-	-	-	-	-	-	-	-	-
Paper - cwt.	-	-	-	-	-	-	-	-	-	-
Pickles - gall.	-	-	-	-	-	-	-	-	-	-
Rhubarb - lbs.	15,266	1,022	-	-	67,525	6,671	43,927	2,127	31,247	2,313
Rum - gall.	24	25	-	-	-	-	-	-	136	19
Root, unrated - cwt.	-	-	-	-	-	-	-	-	-	-
Rattans - No.	171,579	1,707	38,758	219	-	-	299,072	2,397	185,568	1,573
- D ^o - ground - No.	-	-	255	6	-	-	-	-	-	-
Red Powder - lbs.	-	-	3,833	75	-	-	-	-	-	-
Red Wood - cwt.	-	-	1,140	3,224	-	-	-	-	-	-
Rose Wood - p ^s	-	-	-	-	-	-	-	-	72	77
Sena - lbs.	12,889	793	21,473	1,044	1,492	63	5,059	321	38,941	1,749
Sago - cwt.	1,331	2,966	3,134	8,404	1,676	4,273	3,474	7,869	3,520	6,868
Sal Ammonicam - cwt.	133	282	241	1,665	64	423	153	1,033	288	1,494
Shellack - cwt.	1,640	9,800	1,596	8,873	1,030	5,740	867	5,108	1,510	7,810
Stirklac - cwt.	586	1,180	526	1,221	-	-	-	-	-	-
Sea Horse Teeth - cwt.	-	-	1	5	-	-	-	-	-	-
Seed lac - cwt.	2	7	-	-	-	-	19	22	-	-
Safflower - cwt.	309	1,508	163	1,112	84	348	268	1,628	451	2,412
Silversmiths Dross - cwt.	-	-	-	-	-	-	-	-	-	-
Sugarcandy - cwt.	80	254	-	-	-	-	-	-	-	-
Sundries - cwt.	-	-	-	-	2	1	2	2	-	-
Seal Skins - N ^o	-	-	-	-	-	-	-	-	18,350	1,964
Sattin Wood - plks.	-	-	-	-	-	-	38	26	22	39
Sheeps Wool - cwt.	-	-	-	-	-	-	-	-	245	3
Soy - casks and galls.	2,873	954	-	-	-	-	galls 83 } casks 36 }	317	gall' 1,125	642
Skins, tanned - N ^o	-	-	-	-	-	-	2,738	14	-	-
Sapan Wood - cwt.	188	400	-	-	-	-	-	-	243	569
Stones, rough - cwt.	-	-	-	-	-	-	2	7	-	-
Sandal Wood Sticks - N ^o	-	-	-	-	-	-	-	-	500	17
Tamarinds - cwt.	1,122	2,486	311	400	-	-	593	585	175	93
Turmeric - cwt.	1,196	2,389	7	10	547	1,136	26	69	406	982
Terra Japonica - cwt.	586	1,906	76	286	69	234	260	663	-	-
Tortoise Shell, rough - cwt.	-	-	500	391	-	-	400	337	10,673	11,524
Tutenague - cwt.	-	-	-	-	5	11	-	-	-	-
Tan - cwt.	-	-	-	-	-	-	146	195	-	-
Tin - cwt.	-	-	-	-	-	-	-	-	-	-
Turkey Carpets - N ^o	-	-	-	-	-	-	150	43	-	-
Teak Wood - p ^s	-	-	-	-	-	-	-	-	91	66
Vinegar - galls.	147	4	-	-	-	-	-	-	-	-
Ultramarine - oz.	-	-	433	97	3,424	322	-	-	-	-
Unrated Drugs - cwt.	1	4	-	-	-	-	-	-	1	2
White Pepper - cwt.	-	-	-	-	-	-	-	-	479	77
Wine - galls.	-	-	-	-	-	-	-	-	-	-
Wood - p ^s	62	90	-	-	-	-	-	-	18 09	732
Wax Candles - lbs.	155	5	-	-	-	-	-	-	-	-
Walking Canes - N ^o	-	-	132	14	-	-	-	-	5,407	454
Wood, unrated - cwt.	-	-	877	14	-	-	-	4	65	13
Whanghee Canes - N ^o	-	-	-	-	-	-	-	-	34,867	1,334
Yellow Stone - lbs.	-	-	-	-	1,279	63	-	-	-	-
Cowries - lbs.	-	401	-	-	-	-	-	-	-	-
	£.	132,213		89,610		53,409		106,695		152,134

M. S. 1806.		S. S. 1806.		M. S. 1807.		S. S. 1807.		M. S. 1808.		S. S. 1808.	
	£.		£.		£.		£.		£.		£.
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	1,433	292	-	-
-	-	-	-	-	-	-	-	-	-	-	-
18	4	65	20	21	6	-	-	-	-	-	-
-	-	-	-	68	4	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	3	39
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	60	27	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	27	7	-	-
-	-	-	-	-	-	-	-	-	-	12	7
14,122	600	1,338	59	-	-	3,812	119	1,014	31	-	-
-	-	537	22	124	23	-	-	-	-	-	-
6,712	388	87,127	903	280,445	2,991	745,686	5,406	-	-	-	-
-	-	5,090	923	-	-	1,572	338	-	-	-	-
3,345	6,597	214	342	508	835	167	242	166	241	234	325
-	-	-	-	-	-	-	-	-	-	-	-
15,610	389	7,165	392	31,944	924	33,403	1,501	10,487	328	187	4
342	793	1,070	2,022	22	47	1	1	859	1,718	372	743
58	325	-	-	616	3,288	-	-	91	609	298	2,092
736	3,709	7	30	775	3,971	48	150	181	918	58	325
-	-	-	-	-	-	-	-	82	881	-	-
-	-	-	-	1	65	-	-	-	-	-	-
399	1,550	-	-	724	2,062	676	2,720	1,057	4,359	13	173
-	-	-	-	3	31	-	-	-	-	-	-
-	-	-	-	21	43	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	807	477	-	-	-	-	-	-	2,148	2,022
-	-	5,090	451	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	196	345	1,269	1,685
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	526	70	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	66	91	119	254
-	-	-	-	382	783	678	1,184	669	1,072	253	414
49	32	43	45	146	82	-	-	-	-	4	17
-	-	9,264	9,477	377	326	1,171	1,173	57	40	13,671	11,386
-	-	1,294	2,845	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	22	120	-	-	-	-	-	-
-	-	-	-	556	21	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	1,395	226	-	-	-	-	-	-	-	-
1,523	835	-	-	-	-	-	-	-	-	-	-
6	2	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	3,133	153	740	58	-	-
60,500	324	74,060	999	Loga 3	42	Plks. 3	5	23	3	14	34
-	-	513	29	-	-	18,533	212	-	-	-	-
-	-	-	-	-	-	-	-	-	-	46	373
-	-	-	-	-	-	-	-	-	-	-	-
-	47,812	-	70,649	-	94,601	-	57,895	-	46,192	-	72,679

A VIEW of the TRADE carried on by Individuals, (exclusive of the East India Company's
(Bengal, Fort St. George and its Dependencies, and Bombay

FROM AND TO WHAT PARTS.	MERCHANDIZE.			
	Imported.	Exported.	Imports exceeded the Exports.	Exports exceeded the Imports.
	£.	£.	£.	£.
LONDON - - - - -	804,157	1,392,864	- - -	588,707
DENMARK - - - - -	44,749	81,857	- - -	37,108
FRANCE - - - - -	676	283	393	- - -
HAMBURGH - - - - -	3,875	16,907	- - -	13,032
LEGHORN - - - - -	780	- - -	780	- - -
LISBON - - - - -	78,530	319,761	- - -	241,231
MADEIRA and TENERIFFE - - -	49,592	- - -	49,592	- - -
CADIZ - - - - -	1,597	23,731	- - -	22,134
TOTAL FOREIGN EUROPE - £.	179,799	442,539	- - -	262,740
AMERICA - - - - - £.	123,424	842,590	- - -	719,168
Coast of MALABAR - - - - -	98,514	619,006	- - -	520,492
Northern Parts of GUZZERAT - -	894,410	609,229	285,181	- - -
SURAT and adjacent Villages - -	205,251	259,453	- - -	54,202
BOMBAY - - - - -	172,776	397,274	- - -	224,498
Coast of COROMANDEL - - - - -	135,601	379,357	- - -	243,756
NORTHERN CIRCARS - - - - -	277,791	68,914	208,877	- - -
Northern Division of CARNATIC -	66,160	5,217	60,943	- - -
FORT ST. GEORGE - - - - -	54,710	361,611	- - -	306,901
Southern Division of CARNATIC -	66,236	32,825	33,411	- - -
TANJORE - - - - -	64,752	27,420	37,332	- - -
TINNEVELLY and RAMNAD - - - -	63,582	22,690	40,892	- - -
MALABAR (Province of) - - - - }	328,394	145,559	182,835	- - -
CANARA - - - - -	- - -	- - -	- - -	- - -
COCHIN - - - - -	2,930	996	1,934	- - -
BENGAL - - - - -	1,180,821	105,702	1,075,119	- - -
CEYLON - - - - -	101,231	130,821	- - -	29,590
Coast of SUMATRA - - - - -	37,139	47,182	- - -	10,043
TOTAL BRITISH ASIA - - - £.	3,750,298	3,213,256	537,042	- - -
ARABIAN GULPH - - - - - }	216,732	723,631	- - -	506,899
PERSIAN GULPH - - - - - }	- - -	- - -	- - -	- - -
CASHMERE, &c * - - - - -	17,657	9,782	7,875	- - -
CUTCH and SCIND - - - - -	278,850	161,028	117,822	- - -
BASSEIN and Villages - - - - -	53,096	56,954	- - -	3,858
GOA and CONCAN - - - - -	141,213	548,365	- - -	407,152
MAHRATTA DOMINIONS - - - - -	11,903	20,055	- - -	8,152
TRAVENCORE - - - - -	9,188	1,908	7,280	- - -
TRANQUEBAR - - - - -	27,638	70,278	- - -	42,640
PEGU - - - - -	69,575	27,365	42,210	- - -
PINANG and EASTWARD - - - - -	326,910	514,487	- - -	187,577
MANILLA - - - - -	9,096	71,495	- - -	62,399
CHINA - - - - -	666,297	1,643,418	- - -	977,121
MOSAMBIQUE and Coast of AFRICA -	- - -	- - -	- - -	- - -
ISLE of FRANCE - - - - -	- - -	- - -	- - -	- - -
VARIOUS PLACES † - - - - -	80,181	109,068	- - -	28,887
TOTAL FOREIGN ASIA, AFRICA, &c. £.	1,908,336	3,957,834	- - -	2,049,498
GRAND TOTAL - £.	6,766,014	9,849,083	- - -	3,083,069

* Cashmere includes Punjab, Decan, Joipore, and Kandeish.

† Under this Head are included the Maldivé and Laccadive Islands, New South Wales, Cape of Good Hope, and St. Helena.

(Commerce,) from and to various parts of the World, with the British Settlements in the East Indies and Surat); on a Medium of five years; from 1802 to 1806, inclusive.

TREASURE.				Balance in favour of India.	Balance against India.	Net Balance in favour of India.
Imported.	Exported.	Imports exceeded the Exports.	Exports exceeded the Imports.			
£.	£.	£.	£.	£.	£.	£.
256,702	25	256,767	- - -	845,474	- - -	-
31,131	158	30,973	- - -	68,081	- - -	-
4,678	-	4,678	- - -	4,285	- - -	-
8,694	-	8,694	- - -	21,726	- - -	-
-	-	-	- - -	-	780	-
305,797	-	305,797	- - -	547,028	- - -	-
1,625	-	1,625	- - -	-	47,967	-
32,660	-	32,660	- - -	54,794	- - -	-
384,585	158	384,427	- - -	647,167	- - -	-
784,938	3,855	781,083	- - -	1,500,249	- - -	-
23,654	8,377	15,277	- - -	535,769	- - -	-
8,217	206,456	-	198,239	-	483,420	-
11,039	92,766	-	81,727	-	27,525	-
78,340	4,319	74,021	- - -	298,519	- - -	-
13,628	28,816	-	15,188	228,568	- - -	-
2,556	46,020	-	43,464	-	252,341	-
1,247	104	1,143	- - -	-	59,800	-
93,707	2,147	91,560	- - -	398,461	- - -	-
8,309	1,895	6,414	- - -	-	26,997	-
3,477	47	3,430	- - -	-	33,902	-
365	-	363	- - -	-	40,527	-
5,372	17,966	-	12,594	-	195,429	-
-	-	-	- - -	-	1,934	-
43,335	17,123	26,212	- - -	-	1,048,907	-
4,848	8,510	-	3,662	25,928	- - -	-
18,098	9,513	8,585	- - -	18,628	- - -	-
316,192	444,059	- - -	127,867	- - -	664,909	-
600,604	941	599,663	- - -	1,106,562	- - -	-
-	-	-	- - -	-	7,875	-
1,906	27,622	-	25,716	-	143,538	-
833	493	340	- - -	4,198	- - -	-
86,661	90,770	-	4,109	403,043	- - -	-
6,685	374	6,311	- - -	14,463	- - -	-
-	-	-	- - -	-	7,280	-
33,158	-	33,158	- - -	75,798	- - -	-
2,150	6,356	-	4,206	-	46,416	-
222,017	15,267	206,750	- - -	394,327	- - -	-
119,992	-	119,992	- - -	182,391	- - -	-
674,876	6,037	668,839	- - -	1,645,960	- - -	-
-	-	-	- - -	-	-	-
29,191	697	28,494	- - -	57,381	- - -	-
1,778,073	148,557	1,629,516	- - -	3,679,014	- - -	-
3,520,580	596,654	2,923,926	- - -	6,006,995	- - -	-

(No. 16.)

London, 10th April 1810.

SIR,

HAVING been favoured, by the kind indulgence of the Honourable Committee, for the Affairs of India, with access to the Observations made by the Chairman, and Deputy Chairman, of the East India Company, on the Evidence given relative to the Private Trade; we respectfully solicit the permission of the Honourable Committee, through you, the Chairman, to lay before them, the Remarks which a perusal of the Observations has suggested to us.—We should not have presumed to trespass so much on the patience of the Committee, if any other mode had occurred, in which the explanation called for, by the Observations of the Chairman and Deputy, could have been presented to the consideration of the Committee.

We have the honour to be, with great respect,

Sir,

Your most obedient humble Servants,

Right Hon^{ble} Sir John Anstruther, Bart.
&c. &c. &c.*John Innes.*
R^t C. Bazett,
H. Fawcett.
Henry Trail.

REMARKS

R E M A R K S

ON THE

“OBSERVATIONS, of the Chairman, and Deputy Chairman,
 “ of the East India Company, on the Evidence given before
 “ the Committee of the House of Commons, appointed for
 “ the Consideration of India Affairs, on the Subject of the
 “ PRIVATE TRADE with India.”

THE Chairman, and Deputy Chairman, of the Court of Directors of the East India Company, have been pleased to communicate to your honourable Committee a very elaborate and detailed Paper, intituled “ *Observations on the Evidence given before the Committee of the House of Commons, appointed for the Consideration of India Affairs, on the Subject of the Private Trade with India.*” The title of this work does not sufficiently bespeak the extent and variety of discussion which it embraces; for it is addressed rather to the general object of the enquiry, in which the honourable Committee is engaged, than confined to the particular branch to which the evidence it comments upon, was directed. The Authors of the following *Remarks*, however, do not regret the opportunity of explaining or elucidating the topics on which they were examined. They trust that the candour of your honourable Committee will permit them, in their turn, to present to your consideration, a brief exposition of the facts and principles which they humbly apprehend their evidence to establish, and which have been assailed with so much ability and information, and by such high authority. They feel the weight which belongs to the gentlemen under whose auspices the Observations are introduced to the Committee, and the credit which their talents, their experience, and their station, must confer upon their opinions. In proportion to the influence of all these, however, they humbly apprehend it to be their duty to submit to your honourable Committee, their sentiments upon a view of the subject, which extends to nothing less than a complete suppression of the Private Trade.

In performing this task, they assure themselves, that they shall require but a small portion of the time and attention of your honourable Committee. If they do not greatly err, much of the dissertation laid before you by the Chairman and Deputy, however curious and interesting in some respects, is of little importance in the practical discussion of the points on which alone the Merchants presume to trouble you. They humbly conceive, that the principal object of the Enquiry, as far at least as they should be justified in taking a part in it, is, what obstacles at present oppose the success of the Private Trade between British India and this Country, and what facilities may with safety be extended to it?

The Merchants would be inclined to proceed at once to a detailed reply to those parts of the Statements of the Chairman and Deputy, connected with this view of the subject, were they not convinced, that it would prove the *shortest and most satisfactory mode* of attaining the true results of this investigation, to premise a few observations on the nature and objects of the Private Trade. It is impossible that it can escape the notice of your honourable Committee, that the whole scope of the argument of the Chairman and Deputy, is, that the Private Trade is injurious to the East India Company, without being advantageous to the Public, and that it ought to have no place in any new arrangement of the Affairs of India, on the renewal of the Charter. If this conclusion be well founded, the objections of mere detail, which attach to the present system, must disappear; on the other hand, if an extension of the Trade with India would prove not only beneficial to Great Britain, and to the vast territories it has acquired in Asia, but are not incompatible with the true interests of the Company, and the preservation of its rights and privileges, as the great link of connection with our Asiatic dominions, it would be wise, not only to remove minor obstacles, but to adopt a system of liberality suited to the policy of extension.

It is not intended to trouble your honourable Committee with political speculations; but a right understanding of Trade cannot be separated from a knowledge of the political circumstances of different Countries. The revolutions in India, within these last 60 years, have given a direction to the views, and a character to the pursuits of the East India Company,

perfectly different from the intentions of its original authors, or the objects of its institution. Trade, which was the first, has become the secondary object, and it would be no contradiction of former policy, at a time when the superior functions and duties of the Company have been so enlarged, to admit a more extensive participation to individuals in that Trade, which, in other circumstances, was confined to a mere Commercial Company, and was the only object of its concern. Yet, in the present scheme of extended Commerce which India presents, it is not denied that the Company might, with utility to the Public, continue to exercise an important and lucrative superintendence, or even within certain limits carry on Trade with advantage.

It was the avowed policy of the facilities first granted to Private Trade in 1793, to secure a legitimate channel to that Commerce, which, in spite of penalty and prohibition, had grown to a considerable size, as clandestine and illegal. The nature of the Company's Settlements and authority in India, and the principles on which their sovereignty has hitherto been exercised, have opened to all other nations opportunities of Intercourse and Commerce, totally different from those which the Colonial System has usually admitted. To the Natives of Great Britain alone, in their individual capacities, are the vast regions of Asia interdicted; every Foreigner in amity with England, can trade to the shores of British India without obstruction; to Englishmen alone it has been a forbidden land;—it was impossible that such a state of things could be maintained. The disguises which it is so easy for Commerce to assume, would have enabled British industry and British capital to enter into a competition with the Company, as effectually as if an open permission had been allowed: and not only would the foreign market have been supplied by clandestine Trade in foreign bottoms, but in time of Peace it would have been difficult to secure the possession of our internal consumption from encroachment.

The same motives which led to the legalized establishment of the Private Trade, will be found to require a continuance and extension of the system. It never has been pretended, that the Company can exclude from their territories the flags of foreign powers, or that it would be wise, if it were practicable: if the Private Trade were to be sacrificed to the prejudices of the Company it would be in favour of Foreigners, and to the unqualified loss of Great Britain; other Countries would become the Depôts of that part of the Commerce of India, which the Company could not embrace. The same, or probably a larger portion of that trade would be taken out of the Company's hands, but all the advantages of carrying, insurance, brokerage, commission, the direct returns of capital, and the profits of a very large expenditure, would be lost to the National Revenue; and a very considerable Duty, now paid into the Treasury and to the Company, would enrich foreign or rival States.

The relation in which our Asiatic territories stand to Great Britain, is of such a nature, that a Trade with them is not merely an object of fair commercial adventure, but is essentially necessary to those Countries. It has been calculated, that at some future period, a clear surplus balance of £. 1,000,000. will belong to the Company, and be remitted to England, for the benefit of its Stock-holders. This may be a sanguine calculation; but without assuming any permanent surplus to be remitted to England, it is certain, that in the way of regular acquisition and accumulation by the numerous civil and military Servants in India, a considerable Revenue must be annually payable to Great Britain. If a public debt is kept up in India, it is believed that a large proportion of the interest, probably three-fourths, must be remitted home. If it is paid off, the same proportion of the capital must come to England. At all events, the sum which India must annually pay to England in different ways, it is admitted, will be large; and it is found by experience, that without the facilities of a considerable Export Trade from India, the sources of remittances must fail, or become ruinous to the Country which has to pay so large and permanent a balance: that this is not a visionary case, might, as we are informed, be demonstrated by official documents recently transmitted from Bengal, and now in the hands of the Court of Directors.

In this state of things it becomes the duty of this Country, on which devolves the establishment of a wise and protecting Government for its Asiatic subjects, to consider, what are the best means by which the balance can be discharged with least prejudice to those who are to pay it. In this view it will occur to every one, that it would be through the medium of a commercial intercourse, which should excite the productive powers of India on the one hand, and those of Great Britain on the other: in other words, it is desirable, that the two Countries should mutually be customers to each other; in this way the large balance, due by India, is liquidated in commodities, instead of remittance in bullion, by which its circulating medium would finally be exhausted. By the Export of British commodities to India, likewise, not only would the industry of this Country be encouraged, but part of the permanent remittance from India to England, would be liquidated in a manner most advantageous to this Country; all the British produce sent to India, would tend to equalize a state of debts and credits, certainly disadvantageous to India, and would mitigate one of the inevitable evils arising from a foreign and non-resident Government receiving, directly or indirectly, a large tribute.

It will not be disputed then, that it is desirable, nay essential, in order to facilitate the remittances from India to England, that the internal industry, and the Export Trade of those territories, should be excited, not only to supply the ability, but to furnish the medium of payment.

payment. The Company themselves at home, and their Servants abroad, have, on all occasions, and on some very recent ones, declared their opinion of the necessity of inviting the resort of foreign Europeans, and of Americans, to India, in order to procure a vent for Asiatic produce; and, by consequence, a medium of remittance to England by bills, without the necessity of a direct transmittion, either of bullion or goods.

It is manifest, that this mode of drawing upon the productive powers of India, can be effectual only to the extent of the consumption in Europe and America. If, however, this consumption could be supplied through England, by making this Country the entrepot for Europe, of Indian commodities, it is evident, that the object so desirable for India would be obtained, with an addition of profit and advantage to England; which would be lost, if the Trade were direct between India and the other consuming Countries. The Merchants do not mean, that this effect should be sought by harsh regulations, and odious exclusion, but secured by superior cheapness, and better supply. There are many circumstances arising from connection, language and country, which would render England the centre of Indian Trade; and which, if allowed their free operation, would secure a decided superiority, even in defiance of the endeavours of other nations to avail themselves of the opportunity of a direct intercourse. Foreign nations would not be excluded by regulation, but they would have to encounter the natural tendency of the Trade to England, the advantage of vested capital, skill, and experience. In as far, too, as the Trade could be retained in the direct channel between England and India, the Export of British commodities, be it more or less, (and of which something more will be said in the sequel) would be encouraged, and with all that benefit which the Merchants have endeavoured to demonstrate; while every advantage to India, to be derived from the resort of Foreigners, would be obtained by promoting the Trade of the British Merchants.

But it may be said, that, in as far as it is possible to bring the India Trade to England, that object may be attained by the Company, without the assistance of the Private Trade. Upon this view of this subject, various observations would occur. To confine so vast a province of Trade, and so intimately connected with the prosperity of both Countries, to one single channel, and so render it dependent on the good or ill fortune, on the good or ill management of a single Company, involves questions of more importance, than usually arise in the discussion of the respective advantages of Free Trade and Monopoly. But without entering into so great a discussion, suffice it to say, that the consumption of this Country would not take off such a quantity of East India commodities, as that Country could readily supply; and which, indeed, in order to alleviate the burthen of its perpetual balance, it ought to export. If this be the case, then it is obvious, that it must be equally desirable for India and for England, that the greatest quantity of produce possible, should be derived through this Country; an object which manifestly can be obtained solely by the operation of the cheapest and most advantageous means of supply to other Countries. If the Company, in ordinary times (for the Merchants wish here to lay extraordinary circumstances of War and Restriction out of the case) could supply not only the rest of the British dominions and other Nations, cheaper than either British Private Merchants, or the Merchants of foreign countries, they would monopolize the market: if on the other hand they did not furnish commodities so cheap, it is evident, that the foreign market would be lost; and in all probability some part of the domestic would be occupied by the activity of clandestine Trade.

If the whole of the monopoly of the Indian Trade could be vested in the Company, not only against other British subjects, but against the rest of the world, the fitness of the Company, as the best organ of supply, would be of less importance. An ill managed Trade, and a dear supply, would diminish the consumption; yet in furnishing articles of great necessity, the monopoly would at all events be preserved. But on the footing on which the India Trade stands, so different from the principle of every other branch of Colonial Trade, the Parliament of Great Britain can bestow nothing but the monopoly of the British market. The Trade remains open to Foreigners; and unless the Company can carry it on cheaper, and better, it is manifest that the supply of all the world, exclusive of the British dominions, is gratuitously conferred upon the subjects of other Countries.

When these circumstances are considered, it is natural that British subjects should be desirous of sharing in that Trade which Foreigners enjoy, a Trade also to which, as it has been obtained by British valour, and is defended by British force, a British subject conceives he has a superior claim. How far the Company are qualified to trade on as cheap and advantageous terms as Private Merchants, left to prosecute their Commerce at their own time, and in their own way, the Merchants have a decided and unalterable opinion. But if the Company are right in their views of this subject; if the opinion of Mr. Bebb, in evidence, "that the Company trade cheaper than Private Merchants, and have nothing to fear from their competition," be well founded; it removes every objection to the extension of the Trade to private adventure, on such terms and under such regulations as may be consistent with the political state and circumstances of India, and the policy of this Country in the government of it. The Company might find it desirable, in furtherance of their own remittances, to continue their Trade in various articles; but there can be no doubt it would be found, that a very considerable share of that which it never was convenient or profitable for the Company to undertake, would be engrossed by private adventure, and the share which
Foreigners

Foreigners have obtained would more advantageously, both for British India, and for Great Britain herself, be transferred to this Country.

In addition to these considerations, it might be urged, that by drawing to Great Britain the greatest possible share of the India Trade, the people of this Country would have the benefit of the cheapest supply of many most important articles of consumption. This is a topic too obvious to require illustration; and it is of infinite importance in determining how far it would be wise to render the monopoly of the Company more strict than it has hitherto been, and to exclude wholly the natural effects of competition in lowering the price of commodities.

It is very obvious that the Trade from India has undergone a very considerable revolution, since it was first made known to Great Britain. Some of the staple articles are no longer the same. In all probability the Trade in Piece Goods, once so considerable, will never recover its former magnitude. The situation of India, and the circumstances already alluded to, however, render it necessary that the productive powers of that Country should be encouraged and directed to new objects. The fashion of Cotton manufactures, now so prevalent in Europe, presents a growing demand for the raw commodity, in proportion as it has superseded the India manufactured article. Indeed raw materials of various kinds may now be sought for in India; and it is impossible, without the utmost cheapness and economy in the management of the Trade in all its details, that they can be profitably imported into this Country. The Merchants have no hesitation indeed in saying, that under the present system of the Company, in regard to shipping and other branches of their Establishments, such articles could not be the object of a lucrative commerce.

The great object, therefore, which the Merchants humbly conceive requisite to enable this Country to enter into competition with Foreigners, in many articles essential to its supply, and in all that part of Indian Import which is destined for the foreign market, is, that they may be permitted to ship their goods from India, at their own time, in vessels completely under their own direction and controul; and that the Duties should be permanently fixed at a fair and reasonable rate, instead of being liable, as at present, to the arbitrary increase of the Governments abroad: those Duties being so regulated as to apply with additional weight upon foreign competitors. They do not mean, that superintendance and controul for all purposes connected with the policy and security of Indian administration, should not be vested in those best qualified to exercise them, but they mean only, that to all commercial purposes the Trade should be free.

If the principles on which the Merchants judge of this subject be just, nothing can be more unfounded than the notion unhappily entertained by the Company, that the Private Traders are their only rivals. A considerable portion of the Observations, however, is devoted to the illustration of this opinion. If it were just, there would be little reason for surprise, though the charge, which the Chairman and Deputy are so much at pains to refute, were well founded, namely, the imputation that the Court of Directors have endeavoured to thwart and discourage the Private Trade. It never certainly could be expected, that they should encourage what they deem injurious to their Constituents, and to the Country; but the Merchants conceive, that viewing the Company only in the humble character of Traders, the British Private Merchants are not more their rivals than Foreigners would be; while viewing them as sovereigns, the Private Traders are of the most essential service, in the encouragement and development of the resources of their dominions. It is the Foreign Trader that is the most formidable rival of the Company, as traders; for it is he that interferes with the Commerce they would furnish to the other markets of the world. Were the Company to succeed in the intire extinction of the English Private Trade, they would not add to the mis of their own.—It would only go to enrich foreign nations at the expense of Great Britain, without, in the slightest degree, benefiting the East India Company.

If, indeed, the Company could demonstrate that whatever has been the aggregate of the Private Trade, and their own, in any one year, would, but for the interference of the Private Merchant, have been all their own, and that too with an increase of the whole of profit, as well as of extent, the rivalship of the Private Trade would be established; though, whether that rivalship has been, or would be, prejudicial to the Public, might still be doubtful. This view of the subject, however, is incorrect; whatever has been the amount of the Private Trade, has been obtained not from the Company, but from the foreign competition in the Ports of India. The funds on which that Trade was raised would not have gone to form the Company's Investment, but would have been remitted through foreign nations in foreign bottoms, or would have been advanced for the profit of the Trade itself. The Company would have gained nothing, but Great Britain would have lost the whole profit and duties arising on all that part of the Trade which would have been diverted into foreign channels, and the Company would have lost whatever Revenue they derive from their own duty on the Private Trade.

Should the Committee be of opinion, that the preliminary remarks now made, are founded on just principles, it will follow, that the extension of the facilities claimed for the Private Trade, while they would greatly promote the public advantage, would not interfere with the true interests of the Company. If the Company really can carry on trade on better terms than individuals, they will always retain the command of whatever part of the Trade with
India,

India; they choose to undertake. They need be under no apprehension, that wild speculation will interfere with their steady and regular transactions only to its own ultimate ruin. It is highly improbable, that the India Trade would be long or dangerously afflicted with that malady. It requires large capital, established connexion, great experience and knowledge; and taken as a whole, is regular and steady. This is not the Trade which attracts or endures the extravagant attempts of desperate and needy adventurers. In whatever manner it may systematically be regulated, the India Trade must ever be conducted, more necessarily indeed than almost any other branch, upon the sound principles of sober and prudent Commerce.

It remains only farther to remark, in addition to these preliminary observations, that from past experience and knowledge of the nature of the India Trade, the Merchants have no hesitation to declare their opinion, that a correction of the grievances of mere detail, by which the Private Trade is now encumbered, would not be sufficient for its permanent protection, or even for its preservation. While the present system is continued the freight must be too high; the delay and uncertainty of voyages, the accumulating loss of interest on protracted transactions, and the inevitable consequences of the extra shipping system, must finally operate as a prohibition on Private adventure. A cheaper rate of freight might afford some additional facility; but that alone would not suffice, if the Merchants were to continue exposed to the inconvenience of a voyage lengthened beyond necessity by unseasonable dispatch, by political deviation, and all those incidents so inconsistent with commercial operations, which belong to the present mode of intercourse between this Country and its Eastern dominions. In order to attain the full developement of commercial powers, the weight and friction of all unnecessary impediment and restraint ought to be removed; when left unconfined, commercial enterprise attains results which calculation never would have anticipated. Pressed down by difficulties, and cramped by regulations, it demonstrates only under what privation of the elements of life it can continue to exist. The Commerce of India is yet seen in this sickly and degraded state, and now seeks for the opportunity when, left free, it may display the energies of health and vigour.

The Merchants presume to think, therefore, that the policy of the Act of 1793, in acknowledging the claims of the Private Traders, will not be abandoned under any new arrangements; and their remarks are founded on that supposition. They are compelled at the same time to acknowledge, that the means provided for effecting the policy of that Act, have not been found by experience calculated to attain the end. The experiment was new; and it is not surprizing that practice has discovered defects which call for a remedy. The insufficiency of the system indeed has principally given rise to that collision between the pretensions of the Private Traders, and the strict rights of the Company, which has broken out on several occasions in mutual complaints and recriminations. It is certain that the accommodations provided for the Private Trade, not only in the original mode of supplying Tonnage, but in the supplemental arrangement of 1802, has occasioned an enormous expence to the Company, without answering the purposes of the Private Trader. The Company had the letter of the law in their favour; and the Merchants considered the spirit of the indulgence granted in 1793, rather than the specific regulations by which it was to be enjoyed in practice. Hence the demands of the Merchants seemed constantly to encroach on the rights of the Company, and the administration of the Company to bear heavy on the interests of the Private Trade. It is not perhaps very important now to ascertain, to what degree blame is to be imputed to either party. Both perhaps may have believed that the public interest was materially involved in the principles they maintained; and in the adoption of any other system, it no doubt will be the aim of the Legislature to modify their conflicting pretensions, according to the dictates of national expediency.

A great part, therefore, of the observations of the Chairman and Deputy, particularly in regard to Tonnage, rates of freight, and periods of dispatch, &c. only strengthen the general objections to the existing system; and though the Court of Directors must stand acquitted of being the authors of the obstructions and impediments which have constantly been the subject of complaint, the most important part of the question remains, Whether those Obstacles are to be removed in favour of the Private Trade, or continued for its destruction?

It is with a view, therefore, to confirm the Evidence they have already given, and to illustrate the actual state of the Private Trade, not as an Answer to the excursive dissertation of the Chairman and Deputy, that the following detailed REMARKS are presented to the honourable Committee.

TONNAGE NOT AFFORDED WHEN REQUIRED.

The Chairman, and Deputy Chairman, commence with a candid admission, that "this complaint may not be altogether unfounded;" but they disclaim "any premeditated design to prevent the supply of Tonnage at due seasons," and profess their desire to abstain from "asperity."

The Merchants, in like manner, disclaim their having charged or insinuated any such "design" on the part of the Court of Directors, and are therefore at a loss to account for the existence of "that asperity" which the Chairs intimate their wish to suppress, in discussing this subject of complaint.

The Merchants affirm, that the extra ships intended for the reception and conveyance of their Trade, by the arrangement of 1802, have not, on several occasions, been ready for their merchandize at the proper and favourable seasons. The truth of this complaint is distinctly proved by their respective testimonies, and admitted by the Chairman and Deputy themselves. In discussing, therefore, this undisputed fact, it is surely unnecessary to abjure "asperity;" since it is to the established system of providing Tonnage for the Private Trade of India, that the real evil is to be attributed.

It is this defective system against which the Merchants direct their complaints; and they beg leave to re-state without fear of refutation, that so long as the Tonnage allotted to the Private Trade of India, is to be engaged in London, and under the risk of its being diverted either on its passage to India, or after its arrival there, by political emergencies, or exigencies of any other nature, the ground of complaint must remain—the Merchants must continue insecure and perplexed in their operations, and consequently dissatisfied. At the same time they are ready in justice to acknowledge, that it is impossible for a Court of Directors in London, however well informed, or however well disposed, to have any foreknowledge of the quantity of Tonnage that will be required for the Private Trade of India, or to have any certainty of its being supplied at the proper seasons of the year; or even in the event of a favourable arrival, that it will be disposable to its intended and appropriate purposes.

The Chairman and Deputy Chairman labour with great assiduity, to display the exertions that have been made to afford accommodation and facility to the Private Merchants generally, and particularly in providing their Tonnage as cheaply, and as regularly, as they could obtain it; and exclaim against the ingratitude with which the indulgences they have "gratuitously extended to them" have been received.

It is a little singular, that such a charge should be preferred against those who openly avow the opinion, that the fault lies in the system; and who deny the possibility, that the defects in that system can be controuled by the wisest precautions of the Court of Directors.

It is to the Legislature that the Merchants look for arrangements which shall remove the causes of complaint, prove a vast saving to the East India Company, and a benefit to the Revenues of this Country.

The arguments therefore deduced by the Chairman and Deputy from the unforeseen circumstances which occasioned the necessity of resorting, for the accommodation of the Indian Traders, to the substitution of regular, instead of extra ships in 1805, appear to be wholly unsuccessful, as a defence of the system; on the contrary, the Merchants contend, that those arguments actually support and fortify their complaints, and attest, in the strongest manner, the faults of that system which the Directors are so anxious to uphold.

They will not, therefore, detain the Committee longer upon this subject, because the objections in detail to the present system, are amply illustrated under other heads of these remarks.

INCONVENIENT PERIODS OF GIVING NOTICE OF THE TONNAGE REQUIRED.

The Chairman and Deputy urge "the importance, that the Company should be at a certainty as to the Tonnage which the Merchants shall require outward, and the same in India, as to the Tonnage homeward, in due time for enabling them to regulate their provision by the extent of their demand."

This may be admitted, but while this Tonnage is engaged in London, how can it be calculated what provision will be required for the homeward cargoes? The very fact, which they state, proves this to be impossible; for in the course of 14 years from 1793-4 to 1806-7, no less than 114,133 tons were occupied homewards, and only 8,142 tons outwards; on what grounds then can they calculate? The Act of 1793 directed 3,000 tons annually to be provided, or for the 14 years 42,000 tons; but could Parliament have foreseen that this provision for the conveyance of Private Trade would have fallen short of the demand in India in no less than 72,133 tons in the first 14 years, the Merchants are satisfied that a much more liberal provision would have been fixed by Law, suited to the wants of the Trade, and the policy in which the encouragement of the Private Trade originated.

An investigation it seems was instituted into the instance cited in evidence, of a portion of goods not having been shipped until April 1806, for which Tonnage had been allotted, and freight

freight received by the Company in May 1805: the fact was ascertained, and the Chairman and Deputy inform the Committee, that the Merchant thus disappointed, had "a fair claim to restitution of the freight which would have been readily repaid upon a request being made for that purpose;" surely, however, this would be very inadequate indemnification. They must know, that goods so long purchased and packed for exportation, could not as easily be thrown back upon the hands of the Tradesman who sold them, as the Court would be ready to refund the freight. Did it not occur to them, that an Order for goods from India was liable, from being partially executed, to rejection by the foreign Merchant who commissioned them, and that the part held back for such a length of time as twelve months, would be still more liable to this fate? Such proved to be the case in the instance in question; these detained goods were actually rejected on their arrival in Bengal, and were obliged to be sold for account of the Shippers, by which the latter sustained a considerable loss.

A resolution was taken, it appears, that the "goods should be shipped without any further charge." The freight was already paid, and the minor charges of shipping were paid as customary; and to no other charge by the Company are goods subject. What further charges were intended to be remitted, must therefore remain to be explained.

It is demanded, why the application for this Tonnage was not renewed the following year? Is it meant to be contended, that goods for which Tonnage was granted, and for which freight was paid in 1805, shall require a renewed application to entitle them to shipment in 1806? In point of fact, however, personal applications were repeatedly made to the Shipping Office, by the Shippers themselves, and by their clerks. The Merchants must at the same time contend that even these applications ought not to have been necessary, in a case of disappointment originating in no remissness whatever, on the part of the applicants. To urge a presumption, that in the magnitude of Messrs. Bruce & Co.'s concerns, the business was altogether for a time lost sight of, and this as "no unfair presumption, leaving nothing that can be fairly charged upon the Company as a matter of complaint," is a species of justification on which no comment need be offered.

The honourable Committee will not, it is hoped, imagine this to be a solitary instance of delay in providing Tonnage, as it was merely cited by the Evidence as a specific case, in order to substantiate his general assertion.

The same House of business are likely to experience, in another similar instance, a still heavier loss, under the following circumstances:

They were commissioned by a *Native of India* to supply him with a variety of British goods, and on 30th August 1806, made application for 100 tons, stating, that the goods would be ready for shipping by the end of September. No Tonnage, they were informed, could be allotted them in the *Travers* or *Carmarthen* (two ships destined for Bombay at the time) on account of the whole being already appropriated. These ships were appointed to be afloat the 29th August 1806, and sailed from Portsmouth 4th January 1807. No other extra Tonnage being engaged by the Company, the Court of Directors offered, by letter from the Shipping Office, of 22d November 1806, to substitute Tonnage on a regular ship. This was received on the 24th, and answered on 26th November, by declining to ship on an increased rate of freight, without having sufficient notice to ascertain whether the orders that were then executing by the Manufacturers, would be allowed to be reduced; repeating, that they had applied for *extra* Tonnage, and that from the delay in obtaining it, it became prudent to curtail the quantity of goods even on that description of ships. On the 4th June 1807, a letter from the Shipping Office demanded to know when the goods would be ready for shipping? which was answered on the 8th, that they should be prepared by the 15th July; but the orders to the Manufacturers having been reduced, agreeably to their intention, in consequence of this delay in procuring the necessary Tonnage, only 25 tons were required. When the goods were packed for shipping, on the *Sir William Pulteney*, they were found to occupy more space than was calculated on by two or three tons. This inconsiderable excess was refused admittance, unless double freight was agreed to. These few tons were returned upon the hands of the Shippers, who declined submitting to such a demand. The *Sir William Pulteney* sailed in September 1807, twelve months after the time that the goods commissioned were tendered to be shipped, and on arrival at Bombay was sent to Surat, without having delivered the goods, although duly and formally demanded. On her return to Bombay, the *Native Merchant* who had commissioned the goods, refused to receive them on account of this procrastinated delay, and they were sold by the agents of the London House, under protest, on the ground of their not being responsible for a loss of time, originating in no fault of theirs; leaving a considerable loss, for which an action is instituted against the *Native Merchant*, the issue of which is as yet uncertain.

The Merchants feel the impropriety of encroaching on the valuable time of the Committee, or they could readily multiply these instances of delay in providing the Private Trade with Tonnage, and shall therefore briefly add a general outline of a few facts, in justification of their complaints on this head.

In 1804-5 an application was made for Tonnage, and allotted on early ships. This allotment was afterwards recalled, and the applicant was obliged to accept the Tonnage on one of the last ships of the season. The goods, in this case, were purchased towards the end of 1803, and would have been delivered at Bombay in June 1804, but did not leave England till after that time; and, consequently, when they reached their destination, most of the perishable articles were spoiled.

In August, September, and October 1805, sundry applications were made for Tonnage; and on the 5th January 1806 the Tonnage was granted, some of it on ships which were only to be afloat 18th February, and which did not sail till the 14th May 1806.

Similar

Similar applications were made the 2d September 1807. The ships allotted failed in May 1808.

It is not pretended, that in all these cases the detentions and delays are to be attributed to wilful inattention to the interests of the Merchants; but this short enumeration of incontrovertible facts, will surely convince the honourable Committee, that the Merchants have not complained without reason against the present system.

INSURANCE.

The concise observation made upon this subject, "That it is a concern in which the Company have neither directly or indirectly any interest, nor the power of regulation or controul," need not be disputed, for it has nothing to do with the justice or injustice of the complaint. It in no respect disproves the great inconvenience and loss occasioned by the present system of exporting the Private Trade from India, while the Merchants are obliged to insure their risks upon "ship or ships" generally, instead of specific ships.

The Merchants confidently maintain, that if their merchandize were permitted to be exported on their own ships, the additional premiums they are now compelled to pay would be avoided, as they should then be able to name the ships.

Very erroneous appear to be the opinions entertained by the Chairman and Deputy upon this subject. They appear insensible of any inducement that "the Merchants can have for transferring their Insurances to London, in preference to making them in India," unless on account of "immoderate premiums being exacted" by the Companies established in India, notwithstanding the distinct objection to the India policies, stated in the evidence of Mr. Innes of 6th May.

Can it be presumed, that the India Merchant can with equal security depend on his London Agent paying honour to his bills, a point so essential to his credit and to his prosperity? Or that the English Agent can, with equal tranquillity of mind, place himself under extensive engagements of responsibility for these bills, when such difficulties are attendant upon India Insurances? To mention only a few: in the first place, the losses are payable by Agents in London, who may not be in funds for the Underwriter, to enable the settlement of them. Secondly, the notice stipulated to be given in cases of loss, is six months, tantamount to a bill drawn at six months after ascertained loss. Thirdly, the risk is usually covered only to the Port of London, excluding the risk of craft conveying goods to and from the ship from and to the warehouse. There are besides several minor disadvantages attending India Insurances, to which London Policies are not obnoxious, that need not be enumerated.

If the Committee should be induced to conclude, that the first and last of the three specified objections seldom can happen, it would be an easy task to undeceive them. Recent instances of the first, to a considerable extent, are immediately within the knowledge of the Merchants; and though the danger of craft in this Country is not great, the navigation of the Ganges from Calcutta, the seat of Trade, to the lower Ports of the river where the cargoes are principally put on board the ships, is most particularly attended with risk of loss, and frequent accidents take place.

In regard to the six months notice, the bills drawn on the Agents frequently reach England long before the loss is ascertained, and are not unusually drawn at less than six months sight; but this evil will be most effectually exhibited to the Committee, by stating the fact, that the numerous homeward-bound Indiamen, that have been unfortunately lost and captured in the last year, had on board large quantities of goods, which, from urgent causes of necessity, were insured in India.

The ships that are supposed to be lost, are not considered to be so till after the expiration of a twelvemonth from their being last seen, as their disastrous fate is not till then accounted indisputable; the Agent, therefore, waits a year before he can present his Indian policy for adjustment, and six months longer before he can, agreeably to its conditions, demand payment; so that he has, in every probability, incurred an unexpected outlay of the funds required to discharge his Principal's bills for upwards of twelve months.

Conceiving the Statements in evidence to be completely established, the Merchants will not detain the honourable Committee with any further remarks on this subject. The grievance is not only proved to exist, but the loss which it occasions is very serious in its amount.

NOTICE FOR SHIPPING GOODS AND FINES.

Except as illustrative of the inconveniences to which the Merchant is subject in the detail of his export concerns, while his Tonnage is in ships managed and regulated by the Company, the information to be communicated on this head, is of inferior importance. The obstacles it comprehends are indeed of a secondary kind, but are peculiarly incident to the present system.

In answer to the objections, the "Observations" contain a detail of the regulations upon this subject; perhaps it might be sufficient to assert, that however necessary this detail of official regulation and form may be, it is attended in practice with no inconsiderable trouble and inconvenience. The multiplication of official interference never fails to be extremely irksome, and unless where there is an extraordinary disposition to accommodate, proves vexatious. Every step of the Merchant's progress is obstructed by some petty formality.

formality. It is not the magnitude, but the repetition of such inconveniences which is felt; and it is the nature of such discouragement, rather than the burden of fines arising out of it, which is deserving of complaint.

The Merchants, however, cannot quit the subject without stating to your honourable Committee, that the inconvenience arising under this and the preceding heads of remark, are felt by the Shipper in India in a peculiar manner. There he is subject to the certain loss which arises from being constantly ignorant of the provision that may be made for the Tonnage he shall require; and consequently he must lay in the intended cargo with embarrassment and uncertainty. His goods are lodged in warehouses till they are shipped, which frequently does not take place for many months after. In the meantime, capital is wasted, and the Merchant's return upon his adventure protracted without necessity. But at last, when freight is obtained, the goods being taken out of the disposal of the Merchant are loaded on different ships, without his controul, at the caprice or convenience of the Company's Servants. Thus an assorted cargo can never be dispatched, and the Merchant cannot adapt the Investment to the market, but too much or too little may be sent on one ship for the state of the demand when she arrives. To insist upon the extreme hardship and loss which must result from such a system, would be a waste of time. The truth of the facts is amply made out in evidence; and it is worthy of notice, that the Chairman and Deputy have not said a word upon the subjects of these complaints, as far as they regard the Shipper in India, where indeed, in proportion to the superior quantity of Private Trade Tonnage which is occupied in imports to England, the weight of these grievances must be felt with accumulated severity.

RATES OF FREIGHT, AND PERIODS OF DISPATCH.

This branch of the subject involves the consideration of a question very much agitated—That of the introduction of the India-built ships into the Trade between this Country and India.

In considering the freights charged by the Company, the Merchants are unwilling to introduce any thing concerning that class of ships, farther than may serve to illustrate the point as to the rate of freight at which India commodities may be conveyed to England.

It will not be denied, that if it be attempted to bring from India the raw materials of a bulky nature, for which there is a consumption in Europe, it is essential that the rate of freight should be as low as possible. It is quite fallacious, therefore, to calculate what may be the per centage freight on the price of an assorted cargo, or one of very valuable light commodities. The rate of freight on a Diamond would be a bad criterion to measure the freight which a Cargo of Hemp or Cotton could afford to pay; and the merchants are surprised, that the Chairman and Deputy could have thought that the small per centage which a cargo of Indigo and Piece Goods pays on its *sale* price, should be adduced as affording any datum for the decision of this question, even were the calculation in other respects free from objection.

It must be perfectly clear, that the rate of freight alone may operate as a bounty or a prohibition upon the Importation of raw and bulky Materials. It is of the utmost importance, therefore, to economize on that head; as the balance may be the profit which would repay an adventure, or the loss which would deter from it. If a cheaper vehicle than that now furnished by the Company, could be obtained and seasonably supplied, it would be equally acceptable to the Merchants with the India-built ship. It is not for them to discuss, what assistance the carrying Trade of England might derive from the resources for ship-building which India affords. Nothing, however, is more true, in political economy, than that the cheapest vehicle is the most advantageous to Commerce, because it encourages consumption by the cheapness of the supply. Manufactures and Produce are the ends; the Ship-building and Carrying Trade the means; and however politic it may be to prefer one ship to another in a national point of view, it never can be desirable to adhere to that principle so rigorously as to destroy Commerce itself. If a certain quantity of India produce could be brought to England in an East India-built ship, or if not in that ship, were either not brought at all or conveyed to America, or to the Ports of Europe in an American vessel, it would be a stupid and obstinate adherence to any principle, even if generally a sound one, to exclude the East India-built ship from this Country, when the English bottom would not be employed.

This, however, is for higher consideration, though the subject, in its various extensive bearings, has not escaped the notice of the Merchants. At present, they only mean to assert, that though they have uniformly recommended the employment of the East India-built ship, in preference to the expensive freight to which the Trade is now confined, it is the *cheapness of the freight, not a particular bottom*, that falls within the present argument.

In considering the present system of India shipping under the auspices of the Company, it will not be denied, that in all transactions of this nature, where public Bodies are parties, it is absolutely necessary to make certain Regulations, which must always occasion a certain loss in time, in expense, and otherwise, which would be saved by an individual Merchant employing a ship immediately under his own controul. By the Company's regulations large quantities of particular stores, &c. are required to be received on board, which for some ships may be necessary, to others superabundant, and *vice versa*. This creates expense,

and lingers the ship, so that she cannot take in so much cargo as she otherwise would, and causes inconvenience in other respects. Unavoidable obstacles and delays occur, which can only be removed by representation to the Court of Directors, or the Company's Governments abroad. This all occasions loss of time, and a delay which is very expensive. The ships are also subject to be kept in India, at the discretion of the Governments there, or to be sent with troops and stores from one Presidency to another. The whole of these the Ship Owner must take into his calculation, and cannot venture to let his ship but on such terms as will cover all these contingencies.

Mr. Woolmore, in his Evidence, fully elucidates this subject. Conceiving that the Company meant, in their management of extra ships, to relieve the Owners from all the vexations and unnecessary conditions imposed on the Owners of the regular ships, he calculated on their performing three voyages in a certain period, and that they would thereby earn three freights at £.14. per ton, equal to £.42. per ton. To his great disappointment, however, he found many of the causes of delay which had occurred in the regular service, still exist in this; and at the conclusion of the period, in which he expected his ships would have earned £.42. they had only completed two voyages, yielding £.28. per ton. He was thus disappointed of one-third of his expected earnings, and found that he ought to have demanded £.21. per ton each voyage, to save himself from loss in time of Peace.

In most of these delays and disadvantages there is no gain to any one. The Company lose, and the Owners lose. The loss is in fact a direct waste; and so far as relates to the Owner, must be guarded against by a higher rate of freight, which the Company, or through them the Private Merchant, must ultimately pay for. Of this nature may be reckoned the instances given in evidence, of two ships, in distinct years, being applied for by the Merchants at Bombay—refused to them, and sent to other ports for cargoes; which they did not procure in time to admit of their leaving India till about the period at which, in due course, they would have arrived in England with their Bombay cargoes. In proof of this, the Devaynes was kept in India from the 6th May till 10th September 1805, the Sir William Pulteney, from the 8th May till 12th September 1806.

If a comparison is to be instituted between British extra ships and Indian ships, it cannot be fairly grounded on a casual demand for shipping, taken at a time when great part of the ships were built for a different Trade; neither are the rates of interest or insurance, assumed in the "Observations," unobjectionable; but supposing the Statements of the Chairman and Deputy to be correct, the rate of freight cannot be strained higher than £.21. per ton for the home voyage, which is £.6. per ton lower than the price now charged by the Company on the home voyage of the extra ships.

It is not incumbent on the Merchants to follow the Chairman and Deputy in their endeavour to prove, that every effort has been made to obtain the extra Tonnage on the most favourable terms. For supposing this fact to be completely substantiated, the subject of their complaints is not thereby affected. If the system of hiring ships in this Country cannot be better regulated than it is, nor the freights reduced to a more moderate standard, the more cogent is the necessity for allowing the Merchants to seek their own Tonnage where they can find it cheapest; which they concur in asserting their ability to provide more reasonably, and more to their own satisfaction.

It is observed, by the Chairman and Deputy, that Mr. Bazett states, "an assumed rate of £.20. per ton," as the terms on which Tonnage could be procured for the homeward voyage in India ships. And that Mr. Innes, "not so confident," says, £.22. 10s. It may therefore be proper to submit to your honourable Committee the fact, that so far from £.20. having been "*assumed*," hypothetically, it was the actual rate paid by the Evidence himself on an India ship, which he loaded in Bengal, and in which he came to this Country in 1802. That this was no unusual rate, is confirmed by another gentleman, Mr. Fawcett, who states, that other ships were freighted home at the same price from Bombay in 1805; and, in complete confirmation of their accuracy, it happens that ships from India are at this time in London, upon which a lower freight than £.20. per ton has been charged on their present voyage.

It is however contended, without a laborious investigation into the accuracy of the statements of the average freight charged by the Company from 1804 to 1808, (the documents for which are not in the hands of the Merchants) that if the average had proved even less than it is stated at, yet the Merchants of India could better afford to send home their Merchandize in ships provided by themselves, at the periods best suited to their demands, than on Tonnage furnished by the Court of Directors, arriving and being dispatched, as they frequently are, at less convenient and seasonable periods; subject, as they must necessarily be, to delays, to additional risks in being sent from port to port, sometimes to transshipment, and to other injurious occurrences, to which their ships are, from the nature of their system, liable. If the suggestion which may have prevailed with some Members of the Committee of the evidence on this point, having originated from a natural leaning of *Ship Owners* to their own interest, requires refutation, the evidence given by Mr. Trail, and by Mr. Bazett, neither of whom are any way concerned in shipping, nor have any such concern in contemplation, will, it is hoped, prove satisfactory and conclusive.

Perhaps the principal source of the multiplied errors and false reasonings which have prevailed upon this subject, will be found in the unnatural attempt to regulate the Freight and Tonnage of so extensive an exportation, at so very great a distance from the place where it is to commence, and where the produce of which it must consist cannot possibly be ascertained. It is part of the triumph of the Chairman and Deputy, that the Export from England can never be brought to equal the Export from India into England. No one ever disputed

disputed that fact. But surely, if that fact be true, it is a preposterous inconsistency to attempt to regulate at a distance, and before hand, the freight, in quantity or rate, which that large and fluctuating Indian Export to England may require. If the balance of Export Trade is in India, *there must* the scale of demand for shipping be determined. Nothing but a stroke of power beyond all reasoning, ever attempted to deprive so large and populous a Country of the natural advantages it possesses for the Export of its own commodities, as, by perpetuating the present system, British India must be exposed to.

The ships of all the Colonies of England are British. It would be difficult to assign any reason, why the ships of the British Indian dominions should not possess that character for the Exportation of *their own produce*. But if it were thought just, to exclude the Indian ship from the *Carrying Trade of India*, it would still be more and more necessary to compensate that exclusion by every other facility necessary to the cheap conveyance of its produce; and that end can be answered only by the speediest mode of communication that could be devised, in order to adapt the supply not only to the market that is to consume, but to the means of obtaining the vehicle that is to convey the commodity.

In answer to the observation tending to shew that the Company supply the dead weights on their ships, to their own prejudice, and to the benefit of the Private Trade, it need only be observed, that the latter are ready to take upon themselves that disadvantage, if allowed to Import on their own ships, loaded and dispatched at their own option. The Statement of the Chairman and Deputy, shewing the per centage the Freight bears to the value of the goods is in its principle wholly objectionable, the per centage being calculated on the *gross sales*, which include the prime cost, freight, insurance, interest of money, duties, the charges of sale, and profit of the adventure; whereas it ought to be calculated on the *prime cost* only; and deducting for these items here included (as may be fairly done) one-half of the selling price, it will bring the proportion of freight to 14 per cent. on the prime cost. As to the comparison between the rate of freight per cent. paid by the Merchants, and that paid by the Company, it may be observed that the disadvantage to the latter is occasioned by no other cause than the high rates of freight, which left upon their hands the supply of articles for dead weight, which could only be brought advantageously to this Country on low freights.

The "observations" upon the head of rates of Freight, and periods of dispatch, are ushered in with a remark which deserves attention; it is as follows:

"Upon this head it is incumbent on us to remark, that if the Merchants expect that Freight is to be afforded them upon the most *reduced terms*, and at *the same time* that the ships are neither to be dispatched outward or homeward, but in the *favourable season*, they seek to effect what is not practicable by any *effort of human wisdom*."

On reading this extraordinary sentence, one would be tempted to think that some error had crept into the text; because the circumstances stated as so incompatible, are precisely those which seem to be most consistent, namely, "*the most reduced terms of Freight*" and "*the most favorable season of outward and homeward dispatch*." That these objects cannot be combined by "*any effort of human wisdom*," is a proposition to which the Merchants do not find it very easy to assent. On the contrary, they must consider them not only as attainable without any great effort of wisdom, but as the most natural consequences of common sense and ordinary good management. Why ships should not be dispatched to and from India, at the most convenient seasons, is not explained. The Americans are at no loss in this matter; but it is useless to appeal to example on that which *must* be the course of all Trade. If the Company do not follow that course, it is not because the thing is impracticable, but probably because it is with them a matter of inferior consideration.

It is an object, however, of great importance to the Merchants, who cannot conclude this branch of the subject better than by adducing the opinions of two Members of the Direction, whose authority, in regard to *shipping and periods of dispatch*, will not be disputed.

If indeed Mr. Cotton considers the security and advantages of the extra ships a compensation for the prodigious waste of Capital occasioned by the "*Political service and interference*" which he condemns as no part even of this system, he is egregiously mistaken, as the Merchants trust is demonstrated in the other parts of the present remarks; but his evidence is conclusive to shew that blameable deviations have taken place, in defiance even of the original Plan of the extra shipping of 1802; the propositions concerning which are before the Committee, and are often referred to.

Mr. Millett bears ample testimony as to the improper seasons of dispatch, which it would be unpardonable folly in any man, particularly a man of experience in this very matter, to insist upon as an evil, if it could be corrected by no "*effort of human wisdom*."

With these Observations we subjoin the opinions alluded to, and close this head of Remark.

Extract—SUGGESTIONS submitted by Joseph Cotton, Esq. to the Court of Directors, towards the Improvement of the Shipping System.—Appendix, No. 4,648—Page 3,967.

"When the public service these ships" (alluding to the permanent establishment of ships from 500 to 600 tons) "have had to perform is considered, independent of the transit of most valuable stores and private goods, and the security from hostilities of that transit beyond what the Indian ships could furnish, neither the Company nor the Public have much right to complain, though it must be confessed, that both the individual Merchant and Ship Owner may justly murmur at the deviation from the original intention; for the deterioration of their ships on their voyages, has been ruinous to many of them."

" Yet

“ Yet the species of political service and interference, has been grafted upon the original principle, and was expressly declared by the terms and conditions to be no part of the system; and though the Public has been benefited thereby to a very considerable extent, at the most moderate rate, and what could not have been performed but by ships immediately in the Company's employ, their deviations have furnished ground for the most serious complaints against the ships, and brought the British transit into disrepute; detentions even for convoy were not in contemplation for this class of shipping, inasmuch as every Proprietor might insure his goods, which the Company have never done. It is the demorage occasioned by such detention that is ruinous, and the whole difference to the Merchant is, that a small return of the premium is probably made if they sail with convoy; but the expense to the Company and Ship Owners (independent of the *trejpass* on the general system) has been enormous.”

Extract of LETTER from George Millet, Esq. to Charles Grant, Esq. Chairman; dated 1st July 1809. Appendix, No. 4,679.—Page 3,998.

“ If the circumstance be not already known to you, I imagine you will be astonished to hear, that the demorage alone upon twenty-seven extra ships, which arrived in 1807, amounted to the enormous sum of £.91,054. If this account were to be swelled by the full extent of damage upon those ships, it would condemn more than the writing of volumes would do—the destructive consequence arising from improvident seasons of dispatch and delays abroad and at home. With this impression upon my mind, it would be an entire dereliction of my duty to the Company, if I were not to avail myself of the opportunity to state publicly to you, what I have on several occasions stated privately to the Chairs, that nothing but cases of absolute necessity, should induce the Court of Directors to dispatch the Fleet at unseasonable periods. What those periods are is easily understood, and perfectly known to the Committee of Shipping; but as a general principle for the Extra Service, I may venture to observe, that in a direct voyage for Bengal or Bombay, the ships ought to sail from Portsmouth not later than the middle of June, and every ship should leave India for Europe before the 1st of March.”

PRIVATE TRADE'S INTERFERENCE WITH COMPANY'S TRADE.

There is one general remark applicable to the whole of this head, which has been so much laboured by the Chairman and Deputy, that if the interference were completely established by proofs, there might be great room left to doubt, whether the Nation had not profited by a result so grievous to the Company. Complaints of competition are but too natural among those who are engaged in trade. Nations exclaim against the interference of their rivals, and Companies inveigh against the encroachments made by private individuals on their rights of exclusive commerce. Amidst these clamours, the truth however is at last established among all reasonable men, that Free Trade is most conducive to cheapness of supply, the principal object of a Nation in Commercial affairs. In regard to the future, perhaps the Chairman and Deputy have contributed, as much as any writers on the subject, to demonstrate the policy of freeing the India Trade from those badges of servitude, which other branches of Commerce have so long thrown off. The complaints of the Company indeed might be well founded upon the supposition of privileges fairly bought, and amply paid for, though nevertheless they might incidentally furnish the strongest grounds for the necessity of a better system. It must be remembered, however, that the Private Trade has its rights under the same authority by which the Company hold their Charter.

But contending that not only the alleged interference might be advantageous to the Public, and that as against the Company it might be justified by permission or other circumstances; the Merchants will proceed to show that the injurious effects of it have been greatly exaggerated.

The Chairman and Deputy assert, that out of 78,951 tons of goods brought home by the Private Trade from 1797-8 to 1803-4, 38,104 tons consisted of goods which directly interfered with the Company's Investment.

The article of Bengal Piece goods is that which the Chairman and Deputy have thought fit to select as the most conspicuous example of the interference of which they complain, and therefore it requires more particular notice. The Merchants are satisfied, however, that your honourable Committee will perceive that effects, resulting from very different causes, have been ascribed without qualification to that which the Company unfortunately consider as the ruling cause of their misfortunes. It might be asked at the same time, and the Company ought to explain, why an interference in an article interdicted to the Private Trade, has been suffered to exist to so great an extent as to encroach upon the peculiar trade of the Company and its legitimate profits? If the Company's funds, applicable to Investment, were sufficient to give that encouragement to the production of their territories, which it has been shewn they so much require, why did the Company admit the interference? If the permission was allowed for the laudable and necessary purpose of filling up the chasm in the Investment of the Company, it is rather hard that the Private Trader should be accused of engaging in business which the Company could not attempt, or for having diminished profits, when the Company was disabled by its distresses from trading to the ordinary and desired extent.

It is asserted by the Chairman and Deputy, that for 25 years preceding the year 1797, the Company managed this branch of Trade so wisely and discreetly, and so accurately

adjusted

adjusted the supply to the demand, that the average annual number of 643,993 pieces, sold at the medium value of £.1. 14. 8. per piece. It certainly would have been desirable to have seen how far this result, connected with the state of markets, and the operation of public events, can fairly be ascribed to wise and discreet management, or how far even it is to be considered a fair mercantile profit in all the circumstances of the case.

It cannot however escape observation, that the period of 25 years here alluded to, was that in which the Cotton manufactures of this Country, and of all other parts of Europe, were hardly established, and were far from being able to vie with or imitate those of British India. It would not be surprizing, if during such a period, the Trade in Piece Goods was easy, and their profit certain. But instead of any information on this point, the Merchants find an average of four years from 1802 to 1805 selected, in order to demonstrate the ill consequences of excessive importation.

In these complaints they have an additional proof to those furnished on so many other occasions, how grievously the Trade of a great Company is disturbed by any competition, and how slowly it accommodates itself to the rapid fluctuation of Commerce, and to the necessities occasioned by political events. The whole of this head of the "Observations," affords a strong but unintentional illustration of this important fact.

The truth is, however, that the distresses of the Company in India, rendered the provision of the usual Investment from ordinary sources impracticable, and to this must be imputed, to a considerable extent, the interference of the Private Traders in Piece Goods. The utility of calling in the aid of the Private Trade on such occasions being admitted, it is not perfectly consistent to ascribe the extent of its share in this article, particularly in 1801-2 and 1802-3, and indeed in other seasons, solely to the encroaching spirit of the Merchants. But another ground of charge is discovered. Heavy complaint is made that the Merchants, so far from attempting to deal in the articles which formed the Company's Investments, had dispatched Agents to the Upper Provinces with unbounded commissions, to provide immense quantities of goods of the lowest description of quality. Had they been of that quality, they surely could not have come in competition with the fabrics of the Company, which are justly esteemed throughout Europe for being kept up to a proper standard. The Private Merchant, however, will ever be attentive to his own interest, and provide the goods which will turn out most profitable.

Mr. Bebb, indeed, whose opinion is, that the Company can lay in their Investment 15 per cent. cheaper than the Private Merchant, had on a former occasion ventured in this branch of Trade. This gentleman is well versed in the provision of the Company's Investment, from having been Commercial Resident at Dacca, one of the principal Aurungs, and afterwards held a seat in the Board of Trade, and was intimately acquainted with the various regulations and checks which the wisdom of that Board, in a long series of years, had found it expedient to establish. If this did not give Mr. Bebb an advantage over a Private Merchant, it at least guarded him against imposition. When however he came to make his purchase, he found that to buy at the same place the Company did, he must make similar advance, and that the money to be advanced must be taken from the funds which were otherwise productive or yielding interest; and that consequently his adventure was chargeable with interest on those advances, as likewise with expenses in employing Agents to lay in the goods, as he had not, like the Company, a Resident, and Establishment, *paid under a different head*; he paid duties and customs with which the Company, as Sovereigns of the Country, did not charge their own goods. At Calcutta he had not warehouses and establishments for examining and shipping his goods, and found himself subject to considerable expense under this head. The total difference he makes 15 per cent. on the prime cost, and there is little doubt this is rather within than exceeding the actual difference of expense. Yet, with all the advantages of information naturally derived from his official situation, and the opportunity of selecting the assortment of goods most likely to answer, he informs us that he lost money by it; and so no doubt the Company lose by nine-tenths of their Investments, if fair and *bonâ fide* Statements were made on mercantile principles of the real cost and sales of their cargoes. But with these advantages, and the disposition of the Private Trader to deal in inferior articles, why should the Company complain of interference?

Before quitting this branch of the subject, the Merchants cannot refrain from saying a few words on the extraordinary charge adduced against the Private Trader respecting the deterioration of the Company's fabrics, and the absurdity of speculation in the article of Piece Goods just alluded to; particularly as these instances have been triumphantly adduced, to shew the danger of admitting the Private Merchant into the Trade. It has been hitherto understood to be an invariable rule of political economy, that in proportion to the encouragement given to any article of commerce, must be its tendency to improve. This at least is certain, that when a demand is made upon a languid market, which cannot obtain the vent it requires, the very best specimens will be preferred to the worst. If in such circumstances, a general depreciation takes place, it must be ascribed to the want of demand, and to the consequent negligence which continued discouragement must produce. Brisk demand excites emulation, and renders improvement indispensable.

That at a moment of sudden and extraordinary demand, goods of inferior qualities will rise in point of value, into the place of superior, although they would in ordinary times be little esteemed, or altogether rejected, is true; but even in such times, the best will maintain the most decisive superiority. It is too clearly the interest of mercantile men to buy as cheaply as they can, to render it credible that they should systematically inflame price, by wanton and absurd profusion. If at a particular moment instances of improvidence have

occurred, they must have been the acts of unskilful Agents, not likely to be approved or repeated by their Employers. So far from apprehending a degradation of the India fabrics, by excessive demand, it is probable that your honourable Committee will have reason to conclude, that the manufactures of India are as likely to sink from the want of demand, arising from the operation of circumstances in Europe, and that this, among others, is a powerful recommendation to any Plan which might be calculated to excite and encourage the industry of British India, in objects likely to succeed in the European market. But to examine more in detail this interference with the Company's Investment and its effects, we shall begin with a singular fact, which may be of use in ascertaining the justice of the Company's complaints on this head, and which deserves to be kept in view.

In February 1803, the Company held a sale of Bengal Piece Goods (the same which is noticed in their Statement, under the Head 1802) included in which, was the largest quantity of Privileged Piece Goods that had yet been sold at one time, and larger than has since appeared at any one sale. The portion of Privilege Goods in that sale, indeed, more than doubled that of the Company, and exceeded in itself the average of what the Company had been accustomed annually to import; yet the Company's Goods at that sale experienced no sensible diminution in price, and the Private Goods (though apparently selling so much lower in proportion than Company's Goods) left a fair profit to the Importers. The demand also was extensive and general. It may here be cursorily remarked, that the difference in price, between Company's Goods and Privilege Goods, is, in fact, less considerable than at first sight appears. The Company's muslins, calicoes and coffees, run twenty yards long, while the Privilege baftaes do not exceed twelve yards in length, so that a piece of Privilege baftaes, sold at eighteen shillings, is fully equal in price to a piece of Company's fabric at thirty shillings. The Privilege Goods at the sale in question, are admitted (by the Company's Statement) to have sold on an average at fifteen shillings and four-pence per piece, notwithstanding the extraordinary supply. It is therefore to be concluded, that both the Company's Goods, and those of the Private Traders, consisted of such a variety of assortment, as to meet and answer (generally speaking) to the different descriptions of demand; and if the average price, which the Private Traders obtained at that sale, was sufficient to leave to them a fair mercantile profit, and to encourage them to further shipments, the argument of any real difference of price between the Company's and Privilege Goods proves against the Company, because it tends to shew, either that the Company cannot import or supply the market so cheaply as the Private Traders, or that the Company make the purchasers in this Country pay an extra and unnecessarily high price for those fabrics, to which the Private Trader in India has not access.

In July or August 1803, viz. immediately subsequent to the renewal of the War, an extraordinary duty was imposed by the French Government on the importation of muslins and calicoes into France. This, as a public fact, could scarcely escape coming to the official notice of the Company. Yet when it is alleged, and in such round terms, that, during the years 1802, 1803 and 1804, none of the present obstructions and restrictions upon the Continent were in existence, how shall the assertion be explained, but by the supposition, that the Company remained ignorant of what was notorious to the whole trading world beside.

In September, of the same year, the Company held a sale of Bengal Piece Goods, which is noticed in their Statement, under the head of *March Sale 1803* (for it may be observed, the Company's Statements of their sales at that critical period, are very confused in point of time and date) what was termed the Company's September sale 1802, did not take place until January and February 1803, nor had the Company any further sale till the month of September in that year. At that sale, the Company's Goods experienced a diminution in value (according to their Statements) of five shillings and nine-pence, or nearly six shillings per piece, whilst the Privilege Goods were (according to the same Statement) reduced in price not quite three shillings per piece. It is true, that according to the same Statement, the Company's Goods had at their preceding sale, sold at nearly double the price of Privilege Goods; it has however already been shown, that eighteen shillings given for a piece of Privilege Goods, is equal in price to thirty shillings for a piece of the Company's fabric; and therefore, twelve shillings and sixpence, the average price given for Privilege Goods at the sale abovementioned, is equal to twenty shillings and ten-pence price of the Company's measurement: but if thirty shillings experienced a depreciation of five shillings and nine-pence, twenty shillings and ten-pence should lose four shillings; whereas the actual reduction in price upon Privilege Goods at that sale, consists (according to the Company's Statement) of the difference between fifteen shillings and four-pence and twelve shillings and sixpence, or two shillings and ten-pence per piece only; thus making it apparent, either that the Privilege Goods at that sale were better suited to the current demand, or that the Agents of the Private Traders were more alive than the Company to the interest of their constituents. But whatever was the reduction in the value of Company's and Privilege Bengal Piece Goods at that sale, the whole odium of that depreciation is by the Company thrown upon the Private Traders, although the heavy duties then recently imposed upon the Importation of muslins and calicoes into France, might have suggested to the Company (had they known of that measure) another more probable cause for the fall in price which took place at that period; especially had they also contemplated the domination acquired by the enemy, in the same year, on the Elbe, which shut out British commercial communication with the North of Germany; These obstructions or restrictions not only operated to the prejudice of the sale in September 1803, but were felt throughout the following years, and they were heightened and increased in the summer of 1805, by a decree of the French Government totally prohibiting the Importation of such goods into any of the Ports of the Continent subject to its sway. No stronger proof

can be adduced of the effect of that new interdiction, than that the Company forbore to bring forward that year their accustomed September sale.

It is presumed, that the plain Statement of facts here submitted, will convince every unprejudiced mind, that the fall which has of late years taken place in the price of Piece Goods, is to be ascribed principally to the difficulties which the jealous hostility of the enemy, and the progress of his arms upon the Continent, have thrown in the way of the British Export Trade. Other circumstances have, it is true, contributed to render the market unfavourable, and these, though they are chiefly to be traced to one and the same origin, it may not be useless to point out.

First. Since the renewal of the War in 1803, the number of American Traders to India has increased to a very considerable extent, and supplied with Indian produce and manufactures the ports of the Continent, the West Indies, South America, Canada, &c. which undoubtedly has operated in a material degree to the reduction of foreign demand in the London markets.

Second. The prohibitory decree of the French Government (already alluded to) entirely put a stop, since 1806, to the demand for Santipore and Dacca goods for the French market, which used to take off, or consume, nearly three-fourths of the Company's Investments of those fabrics.

To show the operation of the two preceding causes, it may be observed, that, from the year 1801 to 1805, the annual Exports of Bengal Piece Goods, amounted on an average to about eleven thousand six hundred and eighty bales, or about one million one hundred thousand pieces.—say;

Of Privilege Goods	-	-	-	7,105	Bales.
Of Company's Goods	-	-	-	4,580	
				11,685	Bales: But

the Company could not (as has been already admitted by their Statement) bring forward their usual September sale in 1805; and in the year 1808, although there was no Importation of Privilege Bengal Piece Goods, the price of the Company's Goods was then at its lowest ebb. The improvement which has taken place in the fabrics of British muslins, has had the effect of lessening both the demand for, and the value of India muslins imported only by the Company.

To take a summary and general view of the Piece Goods market, to advert not only to its past and present situation, but to that more important point, its future prosperity; the Private Traders conceive, that the contemplation of such a question must involve a two-fold object, viz. not merely the acquisition of gain to the Company, or the individual Importers, but also the consideration of supplying the demand in this Country on reasonable terms, either for the foreign market or home consumption.

It is upon this latter ground, that the Private Traders take their stand, and on which the merits of the question must depend.

The next article of interference is *Raw Silk* to the extent of 299 tons. The Merchants did not expect this article to be enumerated as one in which the Private Traders had encroached on the Company's rights; as Raw Silk is expressly left free to the Private Trader by the 33d Geo. 3d. Cap. 52. as also Sugar, Cotton, Drugs, and other raw materials.

Silk, however, is now become of such importance to the Manufacturers of this Country, in consequence of the supply from Italy being withheld, that it is extremely desirable that facilities should be afforded of importing it on the cheapest terms, and perhaps in a state more prepared for the use of the Manufacturer than it now is; and it will not be denied, that the Company's territories possess unbounded means, both for increased cultivation and improvement of quality at a moderate expense.

The Merchants not having access to official documents, cannot positively assert, that the first Importation of *Sugar* from India arose out of the Private Trade, but they may safely aver, that it owes its increase thereto; the extent to which the Private Trade has interfered in this article is, 11,954 tons, which, it is supposed, has been chiefly brought home as ballast or dead weight in the Country ships.

The rate of freight, at which so bulky a commodity must be brought to England, amounts to a prohibition on this article to any considerable extent. In the present circumstances of the West Indies, however, it may not be thought very necessary to consider the expediency of facilitating the Importation of Sugar from India. If the policy of Great Britain should encourage it, the Asiatic territories of this Country would afford a supply which nothing would be requisite to carry to any extent, but a removal of impediments which render the Trade with India so expensive.

The Private Traders are stated to have, in the above period, imported 5,345 tons of *Saltpetre*, no very great quantity, and brought home either in time of Peace or with the express permission of the Government in India, as dead weight necessary to ballast the ships.

The Private Traders are accused of interfering to the extent of 4,046 tons of *Pepper*. The greatest part of this *Pepper* was originally collected in the Malay and other Eastern Islands, and very little indeed purchased at any place where the Company had Establishments, or usually collected any. It was, in fact, a part of the Dutch Trade thrown into the hands of Private Traders by the events of the War, and which under other circumstances would have been conveyed direct to the Continent of Europe. As however under the head of Imports, this is stated to be one of the articles on which the Company sustain loss, their complaint of interference, on the part of the Private Trader, is rather extraordinary.

Lacks, &c. In which the Private Traders are accused of interfering with the Company's Trade, to the extent of 2,150 tons, is too vaguely described to admit of any remarks, without being furnished with particulars; the extent of this and *Hemp*, 217 tons, is not so great as to render much explanation necessary; particularly as these are articles which Private Merchants are by the Act of 1793, permitted to import, and the latter of which it is presumed your honourable Committee will consider it a great national object to increase.

It is true, the Company formerly carried on a trade in *Coffee*, but neither to such extent, or to such profit, as to make it any great object of their commercial arrangement.—The Merchants are again in want of official documents to refer to, but they apprehend that for the last thirty years it has not exceeded 3,000 tons on an average, 100 tons per annum. In the enumeration of Imports, they were much surprized to find it stated, that Spices, Sugar and Coffee, have been furnished chiefly from the Moluccas and Java; the latter Island is, no doubt, very productive in Sugar and Coffee, but the Imports to England of Sugar, have been almost entirely from the produce of Bengal; of Coffee (so far as relates to the Company) exclusively from Mocha, with the exception of a small quantity from Java, casually brought to India, and possibly some from Ceylon. The Coffee brought in Private Trade may have been partly Prize and other Coffee from Java and Ceylon; but a considerable part of the 2,099 tons, here charged against the Private Trade, arose from Bonaparte's Invasion of Egypt, which intercepting the accustomed route, by which the produce of Arabia was conveyed to the shores of the Mediterranean, prevented the usual demand for that article at Mocha, and threw it on India, where adventurers from the Red Sea imported and sold it at such a price as (connected with the consideration of the supply to Europe by way of the Levant being interrupted) induced Private Merchants to speculate in the article. Such an event not being provided for by the Court of Directors, the Governments in India did not consider themselves warranted to purchase on the Company's account, notwithstanding the apparent advantage to be derived; a circumstance which shews the benefit to this Country of the Trade being carried on by Individuals unshackled by official restrictions.

The Merchants proceed to examine the Statement exhibited by the Chairman and Deputy Chairman, of the sale amount per annum of the goods in Private Trade; and in the first place to remark on the shifting of the ground, from the six years corresponding with the six on which they have stated the Tonnage occupied by Private Trade, viz. from 1797-8 to 1803-4, to five years, which embrace a part only of that period, and extend beyond it; viz. from 1801 to 1805 inclusive.

The apparent object of shifting this period, is to raise the amount sale of Piece Goods imported on private account to its greatest height; in the endeavour to obtain which object (the Merchants conceive) a very erroneous Statement has been made. The Chairman and Deputy having inserted the average sale amount of Piece Goods at £. 655,669.

Whereas, by reference to the Table shortly afterwards introduced into their Observations, the total amount sales from 1801 to 1805 inclusive, is £. 2,726,275. or per annum

Erroneously exhibiting an excess per annum of - - - £. 120,394

Taking the proceeds from the first sales in 1799 to the last in 1804, (the period under which their preceding remarks on the Tonnage are made) the amount is £. 3,129,277. or per annum, £ 521,646. making a further diminution of - - - 23,629

Or the actual Excess on their Statement exceeding One-fourth of the actual Sale - - - £. 144,023 p'. ann^m.

And whilst the interference of the Private Trade in Piece Goods, which the Company monopolize, is thus exaggerated by the same shifting of period, a contrary effect is produced on Cotton, an article expressly laid open to the Private Trade. From the best information the Merchants have been able to collect, they find the Importation of East India Cotton in the six years for which the Tonnage has been stated, viz. 1798 to 1803 inclusive, was upwards of 63,000 bales, or 11,500 per annum; whilst that from 1801 to 1805 was only about 25,000 bales, or 5,000 per annum (not one-half the average of the preceding period.)—The annual amount of this Trade ought therefore, in order to correspond with their reasoning on the subject of Tonnage, be in fairness taken at double the amount of £. 104,281. stated in the Observations, say at £. 208,562. Under these circumstances the stated interference of the Private Trade, in articles of the Company's Investment,

Investment, should have been £.732,410. instead of £.876,433.; and the amount of articles in which the Company did *not* trade, was £.1,037,633. instead of £.933,352. Similar objections might be doubtless made to other items in the Statement now under consideration, but the want of official documents precludes the investigation.

What has already been stated is, however, sufficient to display the inaccuracy of the Statement, upon the grounds of which, after deducting the amount of goods in which the Company did deal, and of Indigo, in which they did not deal, the Chairman and Deputy contend, that "it will appear in result, that the boasted surplus of Trade of India, which it has been in such a decided way pronounced the Company's capital could not embrace, is reduced to the comparatively trifling sum of £.300,000. per annum; from which if we deduct the article of Cotton, it sinks to under £.200,000." What is this but saying in other words, that if all the articles, amounting to £.1,600,000. per annum are excluded, and Drugs only allowed to stand, the amount of the Trade will be reduced to the sum of £.195,565. which those Drugs produced?

It is, however, necessary to ask, upon what *grounds* are the goods which usually compose the Company's Investment to be excluded, in the view of diminishing the amount of surplus Trade, which the Company's capital could not embrace, when it is known that their finances would not admit of an extended Investment? Or on what principle can they exclude Indigo and Cotton, articles which the Company did not Import, but which they are now induced to speculate in from principles of rivalry? Surely the Private Traders may, on this shewing, claim the merit of having introduced new articles of great importance to the British Manufacturer; and of having drawn to the ports of this Kingdom an annual Trade of £.1,800,000 which occupied 13,000 tons of shipping, and which, but for private enterprise, would in all probability have passed into the hands of Foreigners.

EXPORTS AND IMPORTS.

Upon this head the Chairman and Deputy have exhausted the Records of the India-house, to prove that very little if any encrease in the amount of the Trade with India is to be effected, either in the Exportation of British produce and manufactures, or in the Importation of commodities from India. Your honourable Committee, however, must be aware, that the case which the Merchants maintain does not depend upon demonstrating the certainty of such result from granting additional facilities to the Private Trade. It is the policy and advantage of such facilities in the actual state of India, and the Commerce of its known staples, for which they contend. At the same time they do not shrink from the opinion given in evidence, that a considerable encrease of Exports and Imports would be the consequence of a more active and enterprising system of Trade. Those opinions were not founded upon any particular facts or documents, but on the natural tendency of Free Trade, to beget encreased consumption, and the indisputable principle, that an enlarged intercourse between different nations stimulates their productive powers, and augments the mass of commodities which they have to exchange with each other. They never imagined that the amount of British Export to India was likely to counterbalance the extent of Imports from India; but they still think, that both as a relief to India, and an encouragement to British industry, an encrease would take place; and that encouraged and directed by the intelligent spirit of British Commerce, the internal or coasting Trade of India might be extended to the advantage both of Great Britain and of British India.

If the opinion respecting the probable extension of the Trade with India were erroneous, it would not affect the merits of the question as to the Private Trade, and the defects of its present system. But it may be doubted, whether the evidence relied upon by the Company negatives so decisively, as they suppose, the possibility of the extension either of the internal Trade with India or that with Europe? What effects the revolutions of empire may produce upon the branch of Commerce, it is impossible to predict; but that considerable changes have already taken place in the nature of the India Trade, is undeniable. The great Export of Cotton from India to China demonstrates, not merely the fluctuation of Commerce in its medium of exchange, but in the character of the produce, which it calls into notice and improvement. The Statements of the Company shew, that in their own concerns, the proportion of bullion exported to India is now much less than in early periods of their history; part of this effect may be owing to the demand in India for Military Stores, and to the change in the nature of the China Trade; but upon the whole it is proved, that the Trade of India is not so fixed and unchangeable as it has been represented.

Upon this subject the Merchants do not feel themselves called upon to remark at large on the Statements of the Chairman and Deputy, respecting most of the articles of Indian Commerce. The digression about Copper, does not appear to require any particular notice, as it does not involve any question with which the merits of the Private Trade are connected. But it must ever be desirable for the Manufacturer here, and the consumer in India, that the cheapest and most convenient mode of transportation should be established in this as in every other commodity.

It may be remarked, that a great part of what is said as to the Export of Woollens, belongs to the consideration of the China rather than the India Trade; and indeed the "Observations" not unfrequently confound circumstances connected with these distinct branches of Commerce. The national policy of forcing any branch of Trade for the advantage

tage of one class of men by trading in it, to the certain permanent loss of any other part of the community, may be justly questioned; and is not to be excused like a temporary loss sustained in the first establishment of a Trade likely to be ultimately beneficial. If the Company have been compelled to purchase their privileges by agreeing to force the sale of any branch of manufacture, with a certain loss to themselves, the political economist may smile at such mean and exploded expedients of what is called the *mercantile system*; but he will hardly concede to the Company the merit of voluntary loss for the good of their Country.

It may not be improper, however, to take a more particular notice of the articles of Indigo, Cotton, Silk and Hemp, upon which a good deal occurs in the Observations.

INDIGO.

Upon this subject the Chairman and Deputy state, that “the Merchants and their advocates have not been backward in claiming a large proportion of credit, for having originally introduced and brought to perfection an article which now bears so distinguished a feature in the list of Asiatic Imports;” and a quotation is made from some authority, not cited, in confirmation of this claim. The passage thus digressively quoted may not be critically accurate in respect to the recency of cultivation; but it is obvious, that *general* cultivation was intended by the author, in which sense the assertion is maintainable.

In refutation of this quoted passage, the Directors have gone into a long historical dissertation, to satisfy the honourable Committee, that “India produced Indigo” from time “immemorial;” and that it owes its present extension and success to the fostering hand of the Company. As the introduction of this dissertation upon Indigo was not called for by any part of the evidence upon which the “Observations” are professedly made, it can only be ascribed to the desire of monopolizing the merit of bringing this Drug to perfection, from which the Revenue now reaps a large benefit; but the Merchants, on behalf of their absent constituents, beg leave to insist, that the merit may be justly shared between the Company and the Private Cultivators, though they, and the Merchants, think in no equal degree, as they hope to be able to shew.

After the honourable Company had entered into a contract with an individual in 1779, and purchased Indigo of other cultivators, by which essay, they acknowledged to have incurred “a loss of upwards of £. 80,000.; they agreed to leave it to their Servants, and those “who lived under their protection, to serve as a safe and legal channel for remitting their “fortunes to this Country.”

The honourable Committee will estimate, as they see cause, the extraordinary liberality exhibited in this relinquishment and concession; but without pretending to the least merit, the Merchants conceive, that had any speculation of theirs been attended by the like disadvantage, they must, in common discretion, have adopted precisely the same line of conduct.

It is added, however, that the Company did not cease to stand forward, and afford their assistance in the way of loan to the cultivators, “which enabled them to persevere in their “exertions.”

It is acknowledged, that the Company have the merit of having made advances of money to the Manufacturers of this article, re-payable from the sales in Europe: nor is it disputed that these advances occasioned an extension of the cultivation of Indigo. The Merchants are as willing to allow the Company “every degree of merit” to which they have well-founded pretensions, as the Chairman and Deputy Chairman profess themselves willing to concede to the Merchants; but they deem it necessary to the information of the honourable Committee to state, that the rate of exchange at which these advances were re-payable to the Company, in London, was an advantageous rate; and that they believe they do not greatly err in asserting, that few other channels of remittances from Bengal, if any, resorted to by the Company, yielded so good a profit as these loans on Indigo, while the cultivators were by no means exempt from inconveniences arising from the terms to which they were held in the execution of their contracts.

The encouragement is nevertheless admitted as tending to promote the extension of the cultivation of this article, and that very expensive Factories were consequently constructed; which, being once built, required to be worked annually, to prevent their falling to decay, even when the produce of these exertions was not saleable at a profit.

At one period Indigo became greatly depreciated in the European markets; and extremely heavy were the losses sustained by all parties concerned, excepting the honourable Company, whose reimbursement was fixed at a favourable exchange.

If ever encouragement was most essentially desirable it was surely then; when, by the aid of the Company’s loans to the cultivators, large sums had been sunk in erecting works, to such an extent indeed, that the majority, if not all, had involved so much of their capitals as to be driven to very ruinous expedients, for the purpose of raising the necessary funds for persisting in their operations, to which they foresaw a profitable termination.

At this critical juncture, the fostering purse of the Company was closed. After struggling with difficulty, and surmounting every discouragement for many years, the Indigo cultivators once more began to reap the advantages of their activity and perseverance, when it was deemed expedient that the Company should become Importers on their own account, which they still continue to be.

The Merchants do not mean to argue, that there was any injustice in this determination
of

of endeavouring to benefit the Company by the favourable change which had taken place in this branch of Asiatic Commerce, though they might in their turn complain of "Interference." They should be deserting the grounds they hold on this subject in general, were they to complain of a fair competition on mercantile principles; but of such competition they are not afraid. Yet they must contend, that the merit of having extended their support to the Indigo planters on such very disinterested principles as "their Observations" insinuate, is considerably diminished by the circumstances here stated.

To return from a digression into which the Merchants have been led by the example of the Chairman and Deputy, they must take the liberty of denying the accuracy of the calculations upon which the concluding argument of the "Observations" on this head is founded; viz.:—"That the difference between an abundant and an indifferent crop of Indigo, in point of Tonnage, will not exceed 7 to 800 tons, or at the most 1,000 tons, and that the shipments of any single House scarcely ever exceeds 200 tons."

The Merchants of India know, by fatal experience, that the former calculation greatly under-rates the difference between a flourishing and a bad crop; and their Agents in London can attest, that the latter is a still more erroneous calculation.

In regard to the former position, the result of the years 1807-8 and 1808-9 are conclusive.—In the former, there were upwards of 80,000 maunds imported into Calcutta; and the latest advices from India state the produce of the latter at only 40,000 maunds; and the difference, say 40,000 maunds, calculated at the average of 20 maunds to the ton, will bring that difference of Tonnage to 2,000 tons, instead of "7 to 800, or at most 1,000 tons."

In regard to the latter position, the London Agents have it in their immediate power to shew, that the shipments of a single House have, in one season, been between 5 and 600 tons to one and the same Consignee, independent of some consignments which did not pass through their Agent's hands.

When such are the miscalculations of the honourable Court, upon points capable of investigation by the Merchants, it may not be unfairly inferred, that similar errors may prevail in other calculations submitted by the Chairman and Deputy, which the Merchants, not having access to official documents, are unable to investigate.

As to the facility with which the inconvenience to which the India Merchant is subjected, in the present mode of application for Tonnage, may be remedied by the substitution of other articles, which the Chairman and Deputy think proper to remind the Committee, must exist, if it be true, that "there is such an ample scope" as is pretended for "extending the Imports from that Country;" the Merchants have only to refer the honourable Committee to the evidence before them, in order to decide, whether any such facility in substitution, *under the present system of high freights and vexatious impediments*, can be inferred from the opinions given by the Merchants.

COTTON.

Under this head the Merchants expected there would have been some defence of the Company's Government at Bombay, for their repeated refusal to grant Tonnage to the Private Traders, when they had it laying in the harbour.

They also expected some notice would have been taken of the Court of Directors having, in 1808, been pleased to grant permission to the Owners of ships in India to send their ships home laden with Cotton, but which was not divulged in India till the month of May last; an omission which prevented the Importation of many thousands of bales, at the time when it was very much wanted in this Country.

The Observations on the fluctuation in price from the natural or eventual causes, as the seasons are more or less propitious to its growth, or the pressure of demand is greater or smaller, are, we doubt not, faithfully extracted from the representations that have been made by the Merchants of Bombay, to shew the difficulty that existed in providing adequate Tonnage in this Country; and stating, how utterly impossible it was for them to know, until the crop could be ascertained, whether they should be desirous of declining to send home a single bale, or require to the extent of 10,000 tons, which they could at any time supply themselves with from the shipping belonging to that port, without subjecting the Company to that expense which must inevitably be incurred to a very large amount, if they sent ships from England when they were not wanted.

The price of Cotton is stated to have varied at Bombay from 90 to 200 rupees per candy. To find the first price it will be necessary to go back 30 years; the latter must have originated under some peculiar circumstances. It has not been quoted as a market price; and probably may have been for picked Cotton intended for the European market, and included screwing charges and expenses till on board.

About thirty years ago, when Cotton first began to be an article of Export from Bombay to China, the package and means of retaining the Cotton were so ineffectual, that the bale containing half a candy or $3\frac{1}{2}$ cwt. was calculated to measure at from 35 or 36 cubical feet. The Merchants and Ship Owners of Bombay observing the great loss in Tonnage, applied their attention to remedy this, and by degrees were enabled to compress and retain the same quantity of Cotton in from 13 to 14 cubical feet. During this time, it is true, that the price of Cotton regularly encreased with their improvements, and the rates of freight which charged per candy of $\frac{7}{8}$ cwt. has regularly decreased in proportion to the improvements in
the

the stowage, by which a ship that formerly could take only 2,000 bales, could now take in 4 to 5,000. Thus all the ingenuity and labour of the Ship Owner, tended to the benefit of the cultivator; and the Merchant who purchased his Cotton at 130 to 140 rupees per candy, could deliver it exactly at the same price at Canton as when he gave only 90.

The rise of Cotton is accounted for by the improvements above stated. It was regular and steady, except in cases of failure of crop, and when the Company interfered by the purchase of a few thousand bales, which had generally the effect of raising the price about ten rupees per candy, but not more. Within these few years, indeed, the speculations of the Company have increased to a degree, which, from its effects, cannot be supposed to have been with a view to profit. Again the Merchants find upon this head, an accusation of improvident speculation on the part of the Private Merchant, which is considered more at large in another part of these Remarks. The answer to it is very simple, namely, that it never can be the interest of the Merchant to buy at an extravagant price; and his folly must speedily be corrected. Whether, however, a great Company is influenced by such principles, as must ultimately correct the speculations of the Private Merchant may well be doubted; and perhaps the Company themselves might be convicted of the very misconduct which they impute to the Merchants. They say, however, that the Government of Bombay "have long been sensible, that the *general and improvident competition* which has prevailed among the mercantile part of the Settlement, has encouraged the Northern dealers to exact a price for the article, neither warranted by its intrinsic value, or of the relative demand for it in the foreign market." Nevertheless it is certain, that the Company have of late years entered into this competition with an eagerness far beyond all example; and by the employment of Agents, more careless about price than the Private Merchant can ever be, buying up all they could lay their hands upon, they have produced the effect of raising the article so high, that prudent Merchants laid up their ships, or let them to freight, rather than engage in a Commerce by which they must necessarily lose. Some few followed the Company's example, and have been ruined.

In respect to the Cotton market in England, the Observations now before the Merchants, remark on the low price of Cotton in the years 1802-3 and 4.—The price of these years is easily accounted for in the vicissitudes of Peace and War, and the damp which the renewal of the War with France threw upon our manufactures. No sooner, however, was the gloom dispersed than the price of Cotton rose. This article the Company do not pretend to have introduced, and cannot deny, that it has been brought to notice by that Private Trade, which has become so great an object of their jealousy. They assert, indeed, that under fortuitous circumstances it may answer; but it is, generally speaking, impossible it can be brought to the English market; they ought to have added, under the system now adopted: but under a fair trade, conducted on commercial principles, without interference from the Company, and without any expense to them, it is capable of being conducted so as to yield a fair profit at a price below that which the Americans can import their Bowed Georgia's. To do this, the Merchant must not be subject to the enormous freights, delays and uncertainties of the Company's shipping, or to have the prime cost raised upon them by improvident speculations.

The Chairman and Deputy Chairman have been pleased to state, that the rate of freight £.22. 15. per ton, now raised to £.27. is not more than three pence-farthing per pound, and very little exceeds the freight from some of the small Islands in the West Indies. If the produce of those Islands were sufficient to make the compressing the Cotton an object, there might be something in the comparison; but the West India ships being deeply laden with Sugar as dead weight, they have room to stow away the few bags of Cotton produced in each Island without lumbering them; and were those compared in bulk to the Cotton from India, it would be found the highest rates of freight are not one half—some scarce one quarter of the charge from India.

If the Records of the Bombay Government had been fairly referred to, many passages, equally if not more appropriate to the matter now under discussion, might have been produced; it would then have appeared, that the Merchants of Bombay made repeated representations to the Government of the malpractices of the Northern dealers, and that Government, which was then in the habit of paying attention to the representations of Merchants, remonstrated with the Native Governments on the subject. When part of those districts, however, were ceded to the Company, the greatest and most reasonable hopes were entertained, that, by the adoption of proper regulations, and the establishment of Courts of Justice, effectual measures would have been taken to prevent adulteration, and to improve the quality of this staple article; and an example set to the neighbouring Countries remaining under the Native Princes, which might have been followed up by still greater benefits. But the Merchants of Bombay, while indulging hopes of this happy result, had the mortification to see the new Sovereign assume the shape of a formidable rival, and exclude them from purchasing all but the refuse produce of the newly acquired territory. If, as Merchants, the Company thought it their interest to exclude competition, they ought to have known that competition was in the highest degree beneficial, by stimulating the productive powers of their territories; and would ultimately redound to the advantage both of the grower and consumer.

It is no doubt true, that the inattention of the Chinese to the quality of Cotton, when in great demand, encouraged unexperienced Merchants to venture on exporting what was not merchantable, as has been stated in the Observations; but it is probable, if the whole letter from the Merchant of Bombay was given, instead of an extract, the expression of certain

certain Cotton "being too good" for the China market, would bear a different interpretation than is there ascribed to it.

As a specimen of the measures the Company have adopted, they have in the last year purchased Cotton for the China market at Bhowmagur, which cost them the enormous sum of Rupees 180, per candy; exclusive of what is due to their revenue for Customs on importation into Bombay, and the expense that would attend warehousing, packing, screwing and shipping, equal to the further charge of rupees 10, per candy; making in the whole a cost, exclusive of freight, insurance and interest, equal to near eleven tale per pecul, when the current price in China, at the same period, was no more than ten tale. The Merchants are aware, that the Company may be ready to bring forward Statements shewing the average cost to be lower, as they receive their Revenue in Cotton at a reduced valuation. This, however, involves a question between the Company, in their distinct characters of Sovereigns and Merchants, with the Cultivator of the ground, which it is not necessary here to discuss.

RAW SILK.

The Company's territories present facilities, as have been already stated, for the cultivation of Silk, which, with proper encouragement, might furnish a most important supply to the Manufacturers of this Country. The situation of the Continent occasions demand at this time for Raw Silk in England, such as would render the Importation from India extremely profitable to the Merchant, and beneficial to the Public. But even in ordinary times, the Merchants are convinced, that under proper encouragement, they would very soon be able to afford a permanent supply to the British market; indeed, without such regular encouragement, it is impossible to expect that temporary supply of this or other articles which circumstances may render desirable.

HEMP.

The Company have turned their attention to the cultivation of Hemp, and the Private Merchants of India have not been behind them in the desire to introduce that article into the Commerce of the two Countries. But the most effectual encouragement would be, to remove the obstacles which prevent the cultivator carrying the commodity to market at the most reasonable rate of freight.

Other articles might be suggested, which, under that species of encouragement mentioned, could be advantageously brought into the regular system of India Commerce; but it is not intended to trouble your honourable Committee with mere speculation. The leading articles enumerated, shew to how great an extent the Commerce of this Country is indebted to India for commodities recently introduced, and the improvement of which requires nothing but the removal of impediments.

It has been shown, how important it is for India that its produce should be rendered the medium of discharging that balance, whether of tribute, or accumulating fortunes, which it must pay to England. It may be stated in addition, that by encouraging the Trade to India, the Company would derive the facility of an advantageous remittance from India, to any extent that might be required. It may indeed be asserted, that the prosperity of the Trade would secure that object so effectually, as would leave the Company no necessity for carrying on Trade merely for the sake of that remittance. They would obtain the end much more effectually through the medium of an extended Private Trade; and it is very probable, that their finances would be improved, in proportion as they limited themselves solely to that resource.

CONCLUSION.

The result of the considerations on these various heads of discussion seems to be, that the present system of commercial intercourse between Great Britain and her Asiatic territories is inadequate.

The detail of inconveniences enumerated, pursues the Private Trade from its inception to its end; and though seemingly minute in particular stages, amounts to great practical evil. Some of the objections are of a more serious nature, for they operate of themselves as a prohibition upon the introduction of capital, and of industry, into this branch of Trade.

The present system of shipping, and the slow routine which Commerce now follows, of themselves create a waste of capital, and, of consequence, require a rate of freight which consumes profit; and is utterly inconsistent with the success of a Trade which has to encounter the rivalry of those who, like the Americans, allow nothing superfluous. In commercial affairs, beside the economy of expenditure in the detail, there is the larger economy of plans and conduct: *Time* itself is a common measure of value in mercantile operations. The transaction which would bear the delay of a year from its commencement to its close, becomes fruitless or ruinous if extended to eighteen months or two years. This is but an example. The matter resolves itself into a mere question of Arithmetic. The length of voyage in the Company's concerns, of itself renders their system intolerable on commercial

principles; and this too, without taking into the account the fluctuations of markets during so long an interval, while competitors (like the Americans) are renewing their transactions with that successful "celerity" which unfortunately the Company do not sufficiently appreciate.

These discouragements would not appear of small importance in the eyes of enlightened Politicians, looking merely to the cheap supply of a great branch of Commerce. But if it is considered, that not only the cheap supply of Great Britain, but the means of competition with other Nations, and the consequent loss or preservation of the Trade, are at stake, the remedy is more urgently required. Even the Affairs of the Company itself would, it is probable, be ultimately improved by fair commercial competition; such at least is the usual consequence of Free Trade. Their anxiety to exclude individuals from a share in the India Trade on commercial principles, at least can arise only from that wish which a sordid Tradesman feels to prevent the establishment of a competitor, a feeling, however, too plainly inconsistent with the public interest to receive encouragement.

Having closed the detailed Remarks which the Merchants have been compelled to offer upon the observations of the Chairman and Deputy, they cannot quit the subject without stating, that though they have not presumed to enter on the discussion of the political objections to an extension of the Trade with India, which have heretofore been so anxiously pressed forward by the Company, and now occasionally hinted at; they have not formed their opinions without a due allowance for them. Indeed, to have simply demonstrated commercial benefits, may be thought superfluous labour; since there are so few, even of its advocates, who espouse the cause of the Company in its commercial character. But they humbly submit, that if there be any dread of weakening the bonds of union between England and India by an European population, every prevention subsists not only unbroken, but strengthened in the policy of retaining as much as possible of the Trade under the immediate controul of the nation and the Company here; as it must finally be under the inspection and controul of their Governments abroad. While Europeans and Americans resort to India, for the purposes of trade, the only check on the unauthorized resort of Englishmen, is, the vigilance of the foreign administration: that certainly is considerable; but as far as regards the direct English intercourse, it would be easy indeed, by simple regulation, to prevent the clandestine passage of a single British subject in a British ship. If the foreign part of the trade gain upon the English, that barrier will be removed. If an increase in trade should require an increase of resident Agents, it is probable, that in any circumstances, those Agents would be chiefly English. But at all events, it does not seem peculiarly advantageous, that such residents for the British Asiatic territories should be foreigners. The Merchants ought perhaps to offer an apology for these brief Remarks, which allude to certain published Opinions, too absurd and chimerical to allow the supposition, that the enlightened Chairman and Deputy could have participated in them.

The Merchants must conclude, as the "Observations" have begun, with disclaiming all "asperity of language," because they feel no sentiments which require to be so conveyed. They see the value and importance of the Company, as an Establishment, to many beneficial purposes; and they acknowledge the respectability of its Directors in their private characters, and the weight which would be due to their opinions, if free from that natural, and the Merchants will add, virtuous bias, which leads them to be so tenacious, even of the supposed interests of their Constituents.

Upon the whole, it is humbly submitted to your honourable Committee; that an extension of the liberty of Trade from British India, is essential to the Welfare of Great Britain and its Asiatic dominions, and not incompatible with the true interests of the East India Company.

London, 10th April 1810.

(No. 17.)

Extract MINUTES of the Secret Court of Directors; held 17th November 1801.

THE Chairman acquainted the Court, that the Committee had prepared certain Propositions, to serve as the basis of an arrangement respecting the Trade of individuals with India, which were now submitted to the Court.

The said Propositions were then read, and unanimously approved;

And the Chairman was requested to send Copies of the same to the Chancellor of the Exchequer and to the Earl of Dartmouth; the said Propositions being as follows:

1st. That in addition to the quantity of Three thousand tons of shipping, now annually allotted to the Exports of individuals from India, three, four or five thousand tons more, or as much as shall be wanted, shall be assigned.

2d. That the shipping to be thus annually employed, shall be wholly applied to the use of the Private Traders; and shall neither be detained nor detained for political or warlike services in India, but sail from thence directly for the port of London, at fixed periods within the fair weather season.

3d. That all commodities, the produce of the Continent or of the British territories in India, shall be permitted to be laden on those ships; excepting only Piece Goods, which shall not be laden, unless by special licence from the Company or their Governments abroad, and Saltpetre, which any of the Governments shall have power to prohibit or restrain.

4th. That the goods to be exported on Private account be as now received into the Company's warehouses in India; and that the same care be taken in affording them into cargoes in due proportions of light and heavy goods, according to the deliveries into the warehouses, as is observed in forming the Company's own cargoes.

5th. That these goods shall be brought to the Company's warehouses in London, and thence to their Sales, in the regular order, subject to the charge of three per cent. now allowed to the Company for landing, warehousing and selling Private goods.

6th. That when the Private Trade goods, provided for Exportation from India, shall not serve to fill all the ships sent out for them, the Company shall put Gross Goods into those ships on their own account.

7th. That no person shall be permitted to embark in this Trade, as Principal or Agent, except such as may lawfully engage therein according to the provisions of the Act 33 Geo. III. chap. 52.

8th. That the ships to be employed in this service shall be built for the purpose, either in Great Britain or India, the Company contracting with those who may undertake to build or be the Owners of them for their service eight voyages; and that the construction of them shall be agreeable to a Plan already adopted by the Company in England for ships intended to carry their own Gross Goods.

9th. That in order to ascertain the rates at which ships of this construction, built of Teak, can be obtained for eight voyages certain in India, the Court will authorize their Governments there immediately to advertize for such a number of ships of the above description as are likely to be required, and to engage them for the Company, provided the freight demanded shall not exceed the rate of those lately contracted for in England.

10th. Or ships already built in India may be tendered to the Governments in India for two or more voyages, for the purpose of carrying the Private Trade, if they shall not exceed the rate of Peace freight actually paid by the Company for ships of the like description this season, and provided they are in all respects approved by their Master Attendants or other proper Officers in India; provided that nothing herein contained shall be construed to make void any contract or agreement into which the Company may have already entered, or to prevent the Company from taking up hereafter, or contracting to build ships in Great Britain on equal or more advantageous terms than those of India.

11th. That the above ships shall be relet by the Company, without profit, to such Merchants as may be disposed to export goods to India, or to import goods from India, as above described; charging to the Exporter and Importer respectively, such proportion only of the total freight for the voyage as shall be due, according to the proportion established by the Act 33 Geo. III. chap. 52.

(No. 18.)

(Copy.)

NOTE to Mr. Creevey; with Copy of a REPORT from the Committee of Shipping, on the Subject of Private Trade Rates of Freight; dated 7th November 1806.

MR. Ramsay presents his compliments to Mr. Creevey; with Copy Report from the Committee of Shipping on the Subject of Private Trade Rates of Freight; approved in Court the 12th instant, in compliance with the 91st clause of the Act of the 33d of His present Majesty, cap. 52.

East-India House, }
13th November 1806. }

At a COMMITTEE of SHIPPING; 7th November 1806.

YOUR Committee have taken into consideration the 91st clause of the Act of the 33d of His present Majesty, cap. 52, which directs, that every third year the Court shall take into consideration how far and to what extent the then general state of the affairs of shipping may call for, or will reasonably admit of any abatement in the rates of freight then paid or payable on Private Trade; and shall certify in writing such facts and observations as may occur in respect thereto, unto the Board of Commissioners for the Affairs of India; together with their opinion whether the said Rates will fairly admit of any reduction or abatement, and to what extent, and whether for the whole, or for any and what part of the term of three years then next following, with their reasons for the same. Your Committee do report, that the same causes which prevented your Committee on the 16th December 1803, from offering any opinion on the subjects before mentioned still existing, your Committee can only refer to the reasons stated in that Report, as they equally apply to the present time. Your Committee, however, beg leave to state to the Court, that as the extra allowance to the Owners of the Company's ships on account of the War have been settled, and which, with other contingencies which your Committee are of opinion should be charged on goods shipped under the authority of the Act, amount to about £.26. 2. 11. per ton, your Committee consider it reasonable, that the undermentioned should be the Rate of Freight for goods laden on the regular ships of this season by individuals, under the Act, calculated according to the subjoined Statement, viz.

	£.	s.	d.	
From Great Britain to India - - - - -	10.	5.	0.	per ton.
From the East Indies to Great Britain - - - - -	30.	10.	0.	D ^o

ESTIMATE of the Extra Expenses in consequence of the War; calculated upon the principles of the Statement submitted to the India Board, in December 1793.

	Average Voyages.	Repairing Voyages.
	£. s. d.	£. s. d.
Extra Expense of outfit, to be allowed the Owners of the regular ships of season 1806	8 19 3	14 8 10
Undefined expenses	4 7 6	4 7 6
Bounty and manning	1 5 —	1 5 —
Difference of Insurance on the Peace, value of the ship	1 6 6	1 6 6
Difference of wages, estimated at	1 12 —	1 12 —
Returning Lascars, &c.	1 — —	1 — —
Tonnage and other Duties	— 13 2	— 13 2
Clearing homewards, estimated at	— 2 —	— 2 —
Extra demorage incurred by the detention of convoy, estimated at	2 12 1	2 12 1
Additional Freight on kintledge paid for as goods, about $\frac{1}{2}$ of the above	21 17 6	27 7 1
	2 14 8	3 8 4
£.	24 12 2	30 15 5

Which, averaged by the number of ships on each voyage, amounts to £.26. 2. 11. per ton.

This

This sum of twenty-six pounds two shillings and eleven-pence, being reduced in the proportion which the freight prescribed by the Act of Parliament for Private Trade in time of Peace, bears to that paid by the Company in time of Peace, amounts to £. 20. 10. 1. per ton.

Consequently $\frac{1}{4}$ of this sum is	£. 5 2 6
Added to the outward freight in time of Peace	5 — —
	£. 10 2 6
And $\frac{1}{4}$ being	£. 15 7 7
Added to the homeward freight in time of Peace	15 — —
	£. 30 7 7

As the allowances to the Owners of the ships, 1804 and 1805, have only recently been finally settled, your Committee have not sooner had an opportunity of reporting on the sums which should be charged individuals for goods shipped on freight on the regular ships in those seasons. By the following Estimates, calculated on similar principles to the present seasons, the undermentioned are the Rates which your Committee are of opinion should be paid on goods shipped by Individuals in India for Great Britain; and also, the Rates which it would have been proper to have charged for goods shipped in Great Britain, had any applications been made for that purpose, are as follows; viz.

	1804.	1805.
Outwards	£. 10. 5. —	£. 10. 15. —
Homewards	30. 10. —	32. 5. —

which appears from the undermentioned. Estimates:

SEASON 1804.

	Average Voyages.		Repairing Voyages.		Five new Ships.		Five new Ships.	
	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
Extra expense of outfit to be allowed the Owners of the regular ships, season 1804.	7	3 5	12	18 6	13	19 6	12	9 2
Undefined expenses	4	7 6	4	7 6				
Bounty and manning	1	5 —	1	5 —	1	5 —	1	5 —
Difference of insurance on the Peace value of the ships	1	6 6	1	6 6	1	6 6	1	6 6
Difference of wages, estimated at	1	12 —	1	12 —	1	12 —	1	12 —
Returning Lascars, &c.	1	— —	1	— —	1	— —	1	— —
Tonnage and other duties	—	13 2	—	13 2	—	13 2	—	13 2
Clearing homewards, estimated at	—	7 6	—	7 6	—	7 6	—	7 6
Extra demorage incurred by the detention of convoy, estimated at	2	12 1	2	12 1	2	12 1	2	12 1
Additional freight on kintledge, paid for as goods, about $\frac{1}{3}$ of the above	20	7 2	26	2 3	22	15 9	26	2 11
	2	10 10	3	5 3	2	16 11	3	5 4
£.	22	18 —	29	7 6	25	12 8	29	8 3

which, averaged by the number of ships on each voyage, amounts to £. 26. 6. 11. per ton.

This sum of £. 26. 6. 11. reduced in the manner before mentioned, amounts to £. 20. 13. 5. per ton.

Consequently $\frac{1}{4}$ of this last sum is	£. 5 3 4
Added to the outward freight in Peace	5 — —
	£. 10 3 4
And $\frac{1}{4}$ being	£. 15 9 11
Added to the homeward freight in Peace	15 — —
	£. 30 9 11

SEASON 1805.		Average Voyages.			Repairing Voyages.			
		£.	s.	d.	£.	s.	d.	
Extra expense of outfit to be allowed the Owners of the regular ships of season 1805	- - - - -	8	19	3	14	18	10	
Undefined expenses, &c.	- - - - -	4	7	6	4	7	6	
Bounty and manning	- - - - -	1	5	—	1	5	—	
Difference of insurance of the Peace value of the ship	- - - - -	1	6	6	1	6	6	
Difference of wages, estimated at	- - - - -	1	12	—	1	12	—	
Returning Lascars, &c.	- - - - -	1	—	—	1	—	—	
Tonnage and other duties	- - - - -	—	13	2	—	13	2	
Clearing homewards, estimated at	- - - - -	—	7	6	—	7	6	
Extra demorage incurred by the detention of convoy, estimated at	- - - - -	2	12	1	2	12	1	
		<hr/>			<hr/>			
Additional freight on kintledge, paid for as goods, about $\frac{1}{2}$ of the above	- - - - -	22	3	—	28	2	7	
	- - - - -	2	15	4	3	10	3	
		<hr/>			<hr/>			
		£.	24	18	4	31	12	10

Which, averaged by the number of ships on each voyage, amounts to £. 29. 7. 11. per ton.

This sum, reduced in the manner before-mentioned, amounts to £. 23. 1. 1. per ton,

Consequently $\frac{1}{4}$ of this last sum is	- - -	£. 5	15	3
Added to the outward freight in Peace	- - -	5	—	—
		<hr/>		
		£. 10	15	3

And $\frac{1}{4}$	- - -	£. 17	5	10
Added to the homeward freight in Peace	- - -	15	—	—
		<hr/>		
		£. 32	5	10

In the above Estimates no charge is made for the insurance on a part of the War contingencies, and the risk of which the Company take upon themselves.

Your Committee lastly recommend, that the above Statements should be submitted to the Board of Commissioners for the Affairs of India, in conformity to the 90th clause of the Act before mentioned; and that the Board be at the same time acquainted, that the freight on goods shipped by individuals on the extra ships alluded to in your Committee's Report of the 16th December 1803, has been fixed by the Court at the undermentioned Rates for the following seasons, viz.

	1804-5.	1805-6.	1806-7.
Outwards	£. 7. — —	£. 7. — —	£. 8. 10. —
Homewards	20. — —	22. 15 —	22. 15. —

(No. 19.)

(Copy.)

NOTE from the Chairman of the East India Company, to Mr. Creevey; dated 24th December 1806.

East India House, 24th December 1806.

THE Chairman of the East India Company presents his compliments to Mr. Creevey, and acquaints him, that when the Court of Directors recently took into consideration the rates of freight to be charged on goods laden by individuals on the Company's ships, the Court were not unmindful of Mr. Holford's letter of the 10th April 1805; stating, that it would be satisfactory to the Board of Commissioners for the Affairs of India, if the Court of Directors, previous to making any change in the rate of freight charged Private Traders, were to notify publicly their intention of so doing to the Parties interested, in order that the validity of their objections, if they should have any to state, might be taken into consideration by the Board and the Court, previous to their taking a final decision on the subject; and that in consequence of the Board's desire, the grounds of the increase deemed necessary in the rates of freight, were communicated to you in the enclosure in Mr. Ramsay's Note of the 13th ultimo, for the information of the Board, and public Notice given of the Court's intention for the satisfaction of the Parties interested.

(No. 20.)

(No. 20.)

LETTER from Messrs. Bruce & Co. submitting various Documents, as to their Claim for Freight on the Company.

To the Honourable the Court of Directors of the East India Company.

Honourable Sirs,

WE take the liberty of submitting to your honourable Court, on behalf of our respective Constituents in Bengal, a Statement of their claims for the difference between the amount of freight charged by your honourable Court upon the goods shipped by them on board the honourable Company's regular ships Walpole, Surrey, Lady Castlereagh and Lord Duncan, in the season 1805-6, and the amount which they conceive should have been charged on those goods, according to the terms of freight notified to the Public in India, by an Advertisement from your Board of Trade, inserted in the Calcutta Gazette of the 30th July 1807.

In order to elucidate the grounds upon which our Constituents build their claim, we beg leave to enclose, for the information of your honourable Court, a copy of their Address to your Board of Trade in Bengal of the 23d November last, together with the Gazette in which the Advertisement referred to is contained.

We presume to hope that your honourable Court, upon examining into the justness of these claims (which appear to us to be formed upon equitable grounds), will be pleased to give orders for the payment to us, severally, of the difference of freight, so claimed on behalf of our respective Constituents.

We have the honour to be,

Honourable Sirs,

Your most obedient humble Servants,

London, }
27th May 1808. }

Bruce, De Ponthieu, Bazett & Co.

Porcher Redhead & Co.

Paxtons, Cockerell, Trail & Co.

Lambert, Gillet & Edwards.

David, Scott & Co.

D^r - - - The Honourable East-India Company,

To Porcher, Redhead & Co.

The difference in the Amount of FREIGHT, as calculated at £.44. per Ton, and at £.32. 5s. per Ton, on the undermentioned Goods, shipped by their Constituents at Calcutta on the following regular Ships of Season 1805-6.

SHIP.	GOODS.	TONNAGE.	Amount at £.44. per Ton, charged in Accounts passed 20th May and 5th Aug. 1807.			Amount at £. 32. 5s. per Ton.			Difference.		
			£.	s.	d.	£.	s.	d.	£.	s.	d.
Surrey - - -	39 Chests Indigo	Tons. Dec ^r 7 .986.	351	7	10	257	10	11	93	16	11
	72 Ditto - -	12 .883.	566	17	4	415	9	6	151	7	10
	92 Ditto - -	12 .621.	555	6	2	407	—	6	148	5	8
	45 Ditto - -	8 .319.	366	—	7	268	5	9	97	14	10
	37 Ditto - -	6 .660.	293	—	10	214	15	8	78	5	2
Walpole - - -	115 Ditto - -	16 .043.	732	6	—	536	14	8	195	11	4
	68 Ditto - -	12 .495.	549	15	7	402	19	3	146	16	4
	16 Ditto - -	3 .541.	155	16	4	114	3	11	41	12	5
	8 Ditto - -	1 .514.	66	12	3	48	16	6	17	15	9
Lord Duncan - -	99 Ditto - -	13 .973.	614	16	2	450	12	7	164	3	7
	43 Ditto - -	6 .268.	275	16	0	202	2	10	73	13	2
	38 Ditto - -	5 .046.	222	—	2	162	14	8	59	5	6
	35 Ditto - -	5 .481.	241	2	11	176	15	2	64	7	9
	32 Ditto - -	7 .297.	321	—	11	235	6	6	85	14	5
	19 Ditto - -	3 .879.	170	13	8	125	1	11	45	11	9
Lady Castlereagh - -	148 Ditto - -	28 .533.	1,255	8	10	920	3	9	335	5	1
	86 Ditto - -	16 .034.	705	9	9	517	1	11	188	7	10
Surrey - - -	60 Bales Raw Silk	8 —	352	—	—	258	—	—	94	—	—
	11 Ditto - -	C. gra. lbs. 1. 6. 0. 0.	70	8	—	51	12	—	18	16	—
	10 Ditto - -	1. 4. 2. 19.	64	10	11	47	6	1	17	4	10
Walpole - - -	60 Ditto - -	8. 0. 0. 0.	352	—	—	258	—	—	94	—	—
Lord Duncan - -	15 Ditto - -	2. 1. 2. 0.	94	12	—	69	6	9	25	5	3
	60 Ditto - -	8. 0. 0. 0.	352	—	—	258	—	—	94	—	—
Lady Castlereagh	62 Ditto - -	8. 2. 2. 19	363	14	11	266	4	1	97	10	10
	13 Ditto - -	1. 9. 0. 7.	83	17	5	61	6	—	22	11	5
			9,176	14	7	6,725	10	11	2,451	3	8

Exclusive of accruing Interest.

Errors excepted.)

London,
15th June 1808. }

Porcher, Redhead & Co.

D^r - - - The Honourable East India Company

To Paxtons, Cockerell, Trail & Co.

For difference in the Amount of FREIGHT, as calculated at £. 44 per Ton, and at £. 32. 5s. per Ton, on the undermentioned Goods, shipped by their Constituents Messrs. Trail, Palmer & Co. of Calcutta, on the following regular Ships of Season 1805-6.

SHIP.	GOODS.	TONNAGE.		Amount at £. 44 per Ton, charged in Account passed 20 May and 15 July 1807.			Amount at £. 32. 5s. per Ton.			Difference.		
		Tons.	Dec ^{rs} .	£.	s.	d.	£.	s.	d.	£.	s.	d.
Surrey - - -	72 Bales Piece Goods	16	.902	743	14	2	545	1	9	198	12	5
	32 - D ^o - -	7	.305	321	8	5	235	11	9	85	16	8
	5 - D ^o - -	—	.625	27	10	—	20	3	1	7	6	11
	3 - D ^o - -	—	.592	26	1	5	19	1	11	6	19	6
	129 Chefts Indigo -	23	.412	1,030	3	—	755	—	9	275	2	3
	53 - D ^o - -	6	.334	278	14	4	204	5	5	74	8	11
	49 - D ^o - -	9	.203	404	18	11	296	15	11	108	3	—
Walpole - - -	172 - D ^o - -	30	.960	1,362	4	10	998	9	2	363	15	8
	68 - D ^o - -	9	.520	418	17	7	307	—	5	111	17	2
	45 - D ^o - -	8	.748	384	18	2	282	2	6	102	15	8
	43 - D ^o - -	5	.094	224	2	10	164	5	7	59	17	3
	40 - D ^o - -	7	.200	316	16	4	232	4	—	84	12	4
	28 - D ^o - -	5	.415	238	5	2	174	12	8	63	12	6
	9 - D ^o - -	1	.891	83	4	2	60	19	8	22	4	6
	15 Bales Piece Goods	2	.930	128	18	5	94	9	10	34	8	7
Lady Castlereagh -	116 Chefts Indigo -	26	.970	1,186	13	7	869	15	8	316	17	11
	38 - D ^o - -	6	.935	305	2	10	223	13	1	81	9	9
Lord Duncan - -	145 - D ^o - -	23	.275	1,024	2	5	750	12	4	273	10	1
	100 - D ^o - -	12	.086	531	15	7	389	15	6	142	—	1
	72 - D ^o - -	14	.098	620	5	11	454	13	3	165	12	8
	15 - D ^o - -	2	.775	122	2	—	89	9	10	32	12	2
										£. 2,611 16 —		

(Exclusive of accruing Interest)

(Errors excepted.)

London, }
27th May 1808. }

(Signed) Paxtons, Cockerell, Trail & Co.

The Honourable East India Company - - - D^r

To Bruce, De Ponthieu, Bazett & Co.

For difference in the Amount of FREIGHT, as calculated at £.44. per Ton, and £.32. 5. per Ton, on the under-mentioned Goods, shipped by their Constituents Messrs. Colvins, Bazett & Co. and Messrs. Johannes Sarkies & Co. of Calcutta, on the following regular Ships of Season 1805-6.

SHIPS.	INDIGO.	LOTS.	TONNAGE.	Rate of Freight.	Amounts.	Amount of Difference.
			Tons. Dec ^{ls} .		£. s. d.	£. s. d.
Walpole - - -	181 Chests -	2,967. to 3,147.	34 .842.	at £.44.	1,533 1 5	
	5 — -	3,244. to 3,248.	6 .675.	- - -	29 13 11	
	50 — -	3,351. to 3,400.	10 .515.	- - -	462 13 5	
	20 — -	3,410. to 3,429.	3 .089.	- - -	135 18 9	
			49 .121.	- - -	2,161 7 6	
				at £.32. 5s.	1,584 3 —	
Surrey - - - -	24 — -	3,787. to 3,810.	6 .525.	at £.44.	287 4 11	577 4 6
	72 — -	3,811. to 3,882.	14 .753.	- - -	649 2 5	
	41 — -	3,977. to 4,017.	8 .667.	- - -	381 6 8	
	65 — -	4,689. to 4,753.	8 .369.	- - -	355 — 4	
	84 — -	4,762. to 4,845.	13 .267.	- - -	583 14 8	
	73 — -	4,846. to 4,918.	9 .622.	- - -	423 7 2	
	22 — -	5,028. to 5,049.	3 .940.	- - -	173 7 7	
	8 — -	4,754. to 4,761.	0 .967.	- - -	42 6 8	
		65 .810.	- - -	2,895 7 5		
				at £.32. 5s.	2,122 7 6	
Lady Castlereagh -	70 — -	5,603. to 5,672.	10 .668.	at £.44.	469 7 7	772 19 11
	19 — -	5,896. to 5,914.	3 .883.	- - -	170 16 11	
	32 — -	5,915. to 5,946.	4 .919.	- - -	216 9 1	
			19 .470.	- - -	856 13 7	
				at £.32. 5s.	627 18 2	
Lord Duncan - -	65 — -	7,038. to 7,102.	9 .419.	at £.44.	414 8 4	228 15 5
	115 — -	7,297. to 7,411.	24 .608.	- - -	1,082 14 8	
	80 — -	7,516. to 7,595.	14 .426.	- - -	634 14 10	
	47 — -	6,874. to 6,920.	8 .695.	- - -	382 11 6	
	70 — -	6,921. to 6,949.	8 .818.	- - -	388 — 2	
		7,596. to 7,636.	65 .966.	- - -	2,902 9 6	
				at £.32. 5s.	2,127 8 2	
Surrey - - - -	50 Bales Silk	396. to 445.	6. 6. 2. 23.	at £.44.	293 10 1	775 1 4
	25 — -	457. to 480.	3. 3. 1. 2.	- - -	146 7 7	
			9. 9. 3. 25.	- - -	439 17 8	
				at £.32. 5s.	322 8 3	
Lady Castlereagh -	78 Bales D ^o	608. to 685.	11. 5. 1. 2.	at £.44.	507 3 7	117 9 5
				at £.32. 5s.	371 14 9	
Walpole - - -	7 — -	998. to 1,004.	1. 0. 1. 2.	at £.44.	45 3 7	135 8 10
				at £.32. 5s.	33 2 3	
D ^o - - - -	2 Chests Piece Goods -		Dec ^{ls} .			12 1 4
			.437.	at £.44.	19 5 —	
				at £.32. 5s.	14 1 10	
Interest on £.2,354 1 2 - - - being the Amount of difference on Indigo, from the 13th May 1807, which was the prompt day of that article, to						£. 2,624 3 11
Interest on - 264 19 7 - - - being the Amount of difference on Silk, from the 31st July 1807, which was the prompt day of that article, to						
Interest on - 5 3 2 - - - being the Amount of difference on Piece Goods, from the 13th February 1807, which was the prompt day of that article, to						
£. 2,624 3 11						£.

London, May 27th 1808.

(Errors excepted.)

Bruce, De Ponthieu, Bazett

D^r - - - The Honourable East India Company; c

To David Scott & Co.

For difference in the Amount of FREIGHT, as calculated at £.44. per Ton, and at £.32. 5. per Ton, on the under-mentioned Goods, shipped by their Constituents Messrs. Fairlie, Gilmore, & Co. of Calcutta, on the following regular Ships of Season 1805-6.

SHIP.	GOODS.	TONNAGE.		Amount at	Amount at	Difference.
		Tons.	Dec ^{ls} .	£. 44. per Ton, charged in Accounts, passed 20 th May 1807.	£.32. 5 s. per Ton.	
				£. s. d.	£. s. d.	£. s. d.
Lady Castlereagh	75 Chests Indigo	13	.448.	591 14 1	433 13 11	158 — 2
	29 - D ^o - -	4	.998.	219 18 8	161 3 8	58 15 —
Lord Duncan -	57 - D ^o - -	7	.826.	344 7 1	252 7 9	91 19 4
	94 - D ^o - -	15	.106.	664 13 6	487 3 4	177 10 2
Walpole - - -	165 - D ^o - -	26	.450.	1,163 16 5	853 — 3	310 16 2
Surrey - - - -	150 - D ^o - -	26	.703.	1,174 18 4	861 3 5	313 14 11
(Exclusive of accruing Interest) - £.						1,110 15 9

London, }
27th May 1808. }

(Errors excepted)

David Scott & Co.

D^r - - - The Honourable East India Company,

To Lambert, Gillett & Edwards.

For difference of FREIGHT, as calculated at £.44. per Ton, and £.32. 5. per Ton, on the under-mentioned Goods, shipped by Messrs. Scott, Wilson & Co. of Calcutta, on the Ships Walpole and Surrey, being regular Ships of Season 1805-6, consigned to us.

Walpole -	} 236 Chests Indigo	Tons.	£.	
Surrey - -		30, charged 44. per ton—£.1,320, but which at £.32. 5. - - makes £.967. 10. the difference is £.352 10 —		
Surrey - -	} 47 Chests Indigo	Tons.	Dec ^{ls} .	£.
		9 .574. charged 44.—£.421. 5. 2, but which at £.32. 5. - makes £.308. 15. 2. the difference is - 112 10 —		
				£.465 — —

London, }
27th May 1808. }

E. E. Lambert, Gilbert & Edwards.

(No. 21.)

(Copy.)

LETTER from Messrs. Colvins, Bazett & Co. and others, to the President and Members of the Board of Trade; dated Calcutta, 23d November 1807, with the Calcutta Gazette of the 30th July therein referred to.

To PETER SPEKE, Esq.

President and Members of the Board of Trade, Fort William.

Gentlemen,

BY Accounts, sales of goods shipped on the regular ships Walpole, Surrey, Lady Castlereagh and Lord Duncan, in the season 1805-6, which have been received by the Earl Howe and Windham, we find the freight is charged at forty-four pounds sterling per ton—£. 44.

We take the liberty of stating this to be a much higher rate of freight than we had reason to calculate would be charged on homeward cargo. We presume that the charge of £. 44. embraces the whole of the expense of the ships, and by mistake is all charged on the home cargo; the full benefit of the ships outwards having been derived by the Honourable Company.

See No. 3.
of Appendix,
No. 47.

We are confirmed in this opinion, by the public notification given by your Secretary, under date the 28th July last, and published in the Calcutta Gazette of the 30th, stating the rates of freight payable by Individuals, from the season 1804 to the present, by which it is declared, that for the season 1805, Individuals shall be charged at the rate of £. 32. 5. for the freight of goods on regular ships; of this notification we beg to inclose a copy.

Under the assurance thus given, we solicit the Board to state the circumstance to the Right Honourable the Governor General in Council, with a recommendation to issue from the Treasury here, the surcharge erroneously made at the India House, to those who can satisfactorily prove the payment of it there; or that it may be referred to the honourable Court of Directors by the packet of the General Stewart, that our Agents may be enabled to receive the amount from them in London.

We have the honour to be, very respectfully,

Gentlemen,

Your most obedient humble Servants,

(Signed)

*Colvins, Bazett & Co.
Trail, Palmer & Co.
Faulie, Gilmore & Co.
Alexanders & Co.
J. Sarkis & Co.
Scott, Wilson & Co.*

Calcutta, }
November 23d 1807. }

(No. 22.)

(No. 22.)

M E M O I R

ON THE TRADE TO AND FROM INDIA;

In which is shewn the prejudicial Effects that have resulted from the Interference of PRIVATE TRADERS.

With an APPENDIX.

THE erroneous policy of admitting individual Merchants to participate in the Trade with India, the fallacy of the grounds upon which their claims were brought forward, and the ruinous effects they were calculated to produce upon the Company's regular and established Trade, are so fully and completely set forth in the Reports named in the margin, as to preclude, in a great degree, the necessity of further discussion in a general way.

Select Committee's
1st Report, 1st Sep-
tember 1791.
Special Committee's
1st 2d and 3d Re-
ports,
27 January } 1801,
2 April - }
25 March - 1802.

The objects, therefore, to which our attention will be more immediately directed in the course of the present Memoir will be, First, to point out the manner in which the concerns of the Private Traders have been conducted for some years past; and next, to demonstrate, from a series of facts, that the principles, the reasonings, and the conclusions that are to be met with in the Committee's Reports were originally correct, and have eventually been substantiated and confirmed by the test of experience.

In the application of these facts, it will be necessary to bear in mind that the Private Traders rested the whole of their views and pretensions upon the following assumed data:

First.—That the Trade to and from India was capable of being carried to an extent, which the powers of the Company's capital were not competent to embrace.

Secondly.—That by their individual exertions they should be enabled to effect a very considerable increase in the Exports of British Manufactures.

Thirdly.—That their Returns would be made in the various raw productions of India, many of which, that had not hitherto formed part of the accustomed Imports from that Country, would be highly essential to the advancement of our home manufactures.

Fourthly.—That they should be enabled to divert to this Country a large portion of the Trade between India and the Continent of Europe, which was said to be carried on with British capital: And

Lastly.—That all these important points would be brought about without diminishing in the slightest degree the commercial profits of the East India Company, inasmuch as they, the Private Traders, had no desire to interfere with the staple commodities of the Company's regular and established Investments, or of trafficking in any single article in which the Company then dealt or might hereafter wish to reserve as a monopoly to themselves*.

TO:

* "Your Memorialists submit, that this plan will not, in the slightest degree, diminish the commercial profits of the East India Company. The Investment for the Company consists, for the most part, in articles different from those of the Private Traders, so that in the staple commodities of the Company, no rivalry can take place between them.

"Neither your Memorialists, nor their Constituents, wish to infringe the political rights or legal monopoly of the East India Company, or to engage, from views of private emolument, in any part of the Trade which the Company wish exclusively to enjoy."—*Memorial from the Merchants and Agents for Persons residing in the East, addressed to the Commissioners for the Affairs of India, on the subject of Private Trade and Indian Shipping.*—31b June 1801.

"The Merchants do not desire to interfere with any of the rights or privileges of the East India Company, or to trade in any one article they at present reserve, or hereafter wish to add to their exclusive monopoly; they only hope to be allowed to trade in such articles as do not form part of the Company's Investments."—*Letter from Mr. Henschman, and eight other Proprietors, on the Ballot, taken 51b June 1801.*

"The Merchants, in their latest application, by letter 31st March 1800, request only permission for their ships to proceed to India with such goods as are not exclusively reserved for the Company, and to return with cargoes of Rice, Drugs, Gruff Goods, and such other articles as the Company do not think fit to monopolize."—*Mr. Henschman's Observations, p. 13.*

Memoir on the
Trade to and from
India.

TO a Trade conducted in harmony with such principles, there could not possibly have existed the shadow of an objection; and had the individuals who embarked therein eventually succeeded in establishing, either wholly or in part, any of these objects, they undoubtedly would have merited the warmest approbation not only of the Company but of the Community at large. But so far from being disposed to admit that they are entitled to so flattering a distinction, we are prepared to shew, from incontrovertible documents, that their practice has been in direct variance with their assertions; that they have failed in those points which they stood pledged to the Legislature to effect; that they have materially injured the Company's commercial interests; and, finally, that by the wildness and extravagance of their speculations, conducted without either plan or system, many of them have been involved in serious difficulties, and some in total ruin.

EXPORTS FROM EUROPE.

AS far as regards the Trade from India to this Country, the Act for renewing the Charter in 1793 did little more than confer upon individuals, as an *absolute and uncontrollable right*, that which before they enjoyed, through the medium of the Company, as an indulgence, subject to *restriction and regulation*. The only new point conceded to them was a participation in the Export Trade from this Country; and upon this head their expectations were unbounded. They seemed indeed altogether to have forgotten, that in addition to the usual articles sent out by the Company (with the exception of Woolleens and Copper, as also military and warlike stores) every other commodity of Export had for more than a century past been left open to the Licensed Trade of the Commanders and Officers of the Company's freighted shipping, who were deeply interested in keeping the markets sufficiently stocked; the reward for their professional labours being principally drawn from this source. That the Indian markets were amply and even superabundantly supplied, in this way, is evident, as the Company's Records abound with instances where the Commanders and Officers felt themselves under the necessity of making applications to the Governments in India, to be relieved from the payment of the duties upon their outward Investments, merely on account of the unfavourable state of the Indian markets, and where the governing powers, being satisfied with the truth of these representations, have seen it but reasonable to comply with such requests.

Instances also are not less frequent where, owing to the same cause, the Company's Imports (which they were *compelled* by law to make to a certain extent of value annually) lay for years perishing in the Import warehouse for want of sale.

The admitting individuals to participate in the Trade outward had therefore practically but little operation. It only enabled the Merchants of India to make their Indents direct to their Agents in this Country, instead of receiving their supplies as usual, through the indulged Trade of the Commanders and Officers. It was said, that by opening the Trade outward the Manufacturers of this Country would have immediate access to the Indian market, without seeking it through intermediate channels, and that large consignments of goods would constantly be made to India on their own immediate accounts, under the alluring prospect of obtaining the Merchants as well as the Manufacturer's profit: and it was under the influence of this opinion, that a few interested individuals in both Countries indulged themselves in the expectation of deriving advantage, by acting as *Agents or Consignees* for these new adventurers, who, it was expected, were to succeed the old description of Export Traders.

It was confidently pronounced by many of the Private Traders, and their abettors, that the Tonnage capable of being occupied in this way, would in the very outset exceed 6,000 tons of goods, and that ultimately it might be extended to 10, 15, and even 20 thousand tons per annum.

These assertions made at the moment a strong impression on the public mind, and it was in consequence held expedient that some sacrifice should be made to popular prejudices. His Majesty's then Ministers, who had shewn themselves friendly to the views of the Private Traders, (doubtless under a firm persuasion that they were beneficial to the interests of the State) nevertheless judged it incumbent upon them to proceed with great circumspection and caution, and after a mature consideration of the subject in all its points and bearings, it was eventually resolved, that the Company should be required to provide the annual quantity of 3,000 tons of shipping outward, and the like quantity homeward, which were to be devoted to the sole use of the Private Traders, at certain fixed rates of freight outward and homeward in times of Peace, with a proportional addition in War. It was also at the same time conditioned, if this quantity should be found insufficient for the occasion, that it should be eventually increased in proportion to the required demands.

It

"We do not seek to deal in one article in which the Company deal themselves."—*Sir William Pulteney, in The House of Commons, November 1801; Asiatic Register. 1802, p. 230.*

"We distinctly disclaim any wish to interfere in any branch of Commerce which the Company may choose to monopolize, and merely ask permission to carry on, in the only practicable manner, that surplus Trade which the Company's capital cannot embrace."—*Mr. Impey, in General Court, 8th April 1802, ib. p. 333-341.*

"The Private Traders can only be considered as humble Petitioners, subordinate to the Company, to engage in those branches of Commerce which they reject; and I have not conversed with any persons who hold a different language, or entertain different views."—*Mr. P. Macre, ibid. p. 359.*

Vide Report of Select Committee,
1st September 1791.

Freight:
£. 5. Outward,
15. Homeward,
in Peace;
£. 7. 10. Outward,
22. 10. Homeward,
in War.

It appears, however, that the Manufacturers of this Country were too wise to give up the solid advantages they had so long been in the habit of enjoying through the medium of the Company, and the Commanders and Officers of their shipping, for the sake of indulging in visionary speculations, at a precarious and distant market; as in the very first year after the passing the Act, when doubtless every nerve was strained by the Private Traders, with a view to verify their assertions, the quantity of Tonnage applied for amounted only to 919 tons, of which, as was remarked by the Special Committee in their Third Report*, 822 tons were by the mercantile house of David Scott and Co. (* 25 March 1802.)

Memoir on the Trade to and from India.

Whether the first adventures turned to account or not, it is not possible for any but the parties who were concerned in them to decide; but the probability is, that they were a losing concern, as we do not find any Exports upon so large a scale for many years after.

From 1793-4 to 1804-5, they were as follows:

In 1794-5	-	-	-	-	-	-	-	40	Tons.		
1795-6	-	-	-	-	-	-	-	31			
1796-7	-	-	-	-	-	-	-	252			
1797-8	-	-	-	-	-	-	-	—			
1798-9	-	-	-	-	-	-	-	374			
1799-1800	-	-	-	-	-	-	-	196			
1800-1	-	-	-	-	-	-	-	130			
1801-2	-	-	-	-	-	-	-	536			
1802-3	-	-	-	-	-	-	-	1,872			
1803-4	-	-	-	-	-	-	-	820			
1804-5	-	-	-	-	-	-	-	1,382			
Total in 12 years								-	-	6,552	Tons.

In compliance with the directions contained in the Act, the total Tonnage required to be engaged by the Company in the like period was 36,000 tons, so that the Company have been sufferers in the freight of 29,448 tons of surplus shipping outward, at an expense of upwards of £. 208,000.

It will probably be urged, that this loss ought not to be laid to the account of the Private Traders, as the Company should and ought to have regulated the Tonnage of shipping so as to have corresponded with the required demand.

The objection is anticipated for the purpose of its being removed. It is plausible in appearance, but by no means well founded. The Company, it must be noted, are not merely required to take up 3,000 tons of shipping annually for the use of individuals in the voyage outwards, but the same portion of Tonnage is equally required to be provided for their Return Trade: it may, it is true, be known here in due time, that so large a portion of Tonnage will not be required outward, but it is not possible to be at any certainty with regard to the quantum that may be required homeward; as for instance:

In 1793-4 when the Tonnage that was occupied outward was but	} 919 Tons	The Tonnage for the Return in 1794-5 was	-	-	2,424 Tons.
1794-5	-	1795-6	-	-	6,817
1795-6	-	1796-7	-	-	4,190
1796-7	-	1797-8	-	-	3,727
1797-8	-	1798-9	-	-	14,679
1798-9	-	1799-1800	-	-	9,782
1799-1800	-	1800-1	-	-	14,348
1800-1	-	1801-2	-	-	14,862
1801-2	-	1802-3	-	-	14,717
1802-3	-	1803-4	-	-	6,866
1803-4	-	1804-5	-	-	3,862
1804-5	-	1805-6	-	-	6,689
Private Tonnage laden outward	} 6,552	Private Tonnage laden homeward	-	-	102,963

* Exclusive of Rices

In stating the quantum of Tonnage that was exported from this Country, in the above twelve years, at 6,552 tons, it is equally incumbent upon us, in fairness, to remark, that this certainly does not include the whole of the goods that were shipped for India during those years. The fact is, that under the temporary exigencies which rendered it necessary for the Company to take up a quantity of Tonnage in India, it was agreed, as an inducement to the Owners to tender their ships at reasonable rates, that they should be at liberty to lade goods in England, to form a returning cargo to India; and it is well known, that the Owners of some of those ships, availed themselves of such permission. What portion of goods were shipped in this way, it will not be easy to ascertain, as only part of them were laden through the departments of the Company.

But whatever was the extent, there is good reason to conclude, that the commodities so laden neither yielded nor were expected to yield any commercial advantages, beyond what they were likely to afford in the way of freight. It is a well known fact, that these Exports were forced upon the markets of India, to the great detriment of the Company, whose regular and periodical sales were thereby anticipated, and that too at times when their finances required every possible degree of aid, and when the failure of their usual and accustomed resources was so severely felt, as to create a necessity for curtailing the amount of the annual provision of goods required for the supply of their Investments homeward.

Memoir on the
Trade to and from
India.

It also further merits notice, that, trifling as the Exports have been, they have not altogether consisted of *British manufactures*, as no inconsiderable portion of them were composed of articles of foreign produce, as Wines, &c. &c.; and indeed there was so much difficulty in procuring any commodities that were likely to meet a sale in India, that some of the parties were driven to the miserable expedient of making up their ship's lading with empty Glass Bottles, or such like trifling commodities.

From this brief survey of the manner in which the Private Traders have conducted their Export concerns, we next proceed to take a view of their Imports.

IMPORTS INWARDS.

And here we are enabled to speak in more decided terms, as they have been carried on more immediately under the Company's inspection.

It appears from official documents, that there has been laden from Bengal, Madras, and Bombay, independent of what has been brought in the Privileges of the Commanders and Officers of the Company's freighted shipping, commodities to the following extent, viz.

In 1797-8	-	-	-	-	-	-	3,727 Tons.	
1798-9	-	-	-	-	-	-	5,975	
1799-1800	-	-	-	-	-	-	14,679	
1800-1 exclusive of Rice	-	-	-	-	-	-	9,782	
1801-2	-	-	-	-	-	-	14,348	
1802-3	-	-	-	-	-	-	14,717	
1803-4	-	-	-	-	-	-	6,866	
Total Tons							-	78,981

In looking at the description of goods that were so laden, they will be found to consist of

Piece Goods	-	-	-	-	-	-	11,988 Tons.	
Raw Silk	-	-	-	-	-	-	299	
Sugar	-	-	-	-	-	-	11,954	
Saltpetre	-	-	-	-	-	-	5,345	
Pepper	-	-	-	-	-	-	4,046	
Lacks and Turmeric	-	-	-	-	-	-	2,156	
Paut and Sunn	-	-	-	-	-	-	217	
Coffee	-	-	-	-	-	-	2,099	
Indigo	-	-	-	-	-	-	10,674	
Cotton	-	-	-	-	-	-	20,141	
Sundries	-	-	-	-	-	-	10,062	
Total							-	78,981

(Vide Appendix, No. 23.—page 241.)

Now if from this Total of 78,981 tons, we deduct the articles which are of the description of those of which the Company's regular and established Investments are composed, and in which the Private Traders so pointedly expressed that they had no desire of interfering with a single article, viz.

Piece Goods, Raw Silk, Sugar, Saltpetre, Pepper, Lacks, Turmeric, Paut, Sunn, and Coffee	-	-	-	-	-	-	38,104 Tons.
Also for Indigo, which had been left to them since the year 1788	-	-	-	-	-	-	10,674.
For Cotton, which, however under particular circumstances it may be found to answer as an occasional Import, can never be calculated upon as a permanent and profitable article	-	-	-	-	-	-	20,141.
It will be seen that the remainder, which consists chiefly of Medical Drugs, and other articles of trifling note, all of which that were capable of being imported with advantage, would have found their way in the Privilege of the Commanders and Officers, is only	-	-	-	-	-	-	10,062.

Or on the average rather short of 1,500 tons per annum.

It appears also, that during the five years from 1801 to 1805 inclusive, when the most considerable Imports were made, the sale amount of the goods in Privilege were upon the average, per annum as follows:

Piece Goods	-	-	-	-	-	-	£. 665,669
Raw Silk	-	-	-	-	-	-	38,260
Sugar	-	-	-	-	-	-	37,526
Saltpetre	-	-	-	-	-	-	38,782
Spice	-	-	-	-	-	-	777
Coffee	-	-	-	-	-	-	42,708
Pepper	-	-	-	-	-	-	52,711
£. 876,433							
Indigo	-	-	-	-	-	-	633,506
Cotton Wool	-	-	-	-	-	-	104,281
Drugs	-	-	-	-	-	-	196,565
£. 1,810,785							

If, therefore, from this annual sale amount we deduct in the first instance £.876,433. for the amount of the goods of the description of those which form the Company's regular and established Investments; and secondly, £. 633,506. for the article of Indigo, which has long been conceded to the Merchants of India exclusively, making together £. 1,509,939. it will appear in result, that the boasted surplus Trade of India, which it was asserted "the Company's capital could not embrace," is reduced to the comparatively trifling annual amount of £. 300,846. from which, if the article of Cotton is excluded, it will be further reduced in value to about £. 196,565. per annum:

It is evident therefore, that the views and expectations of the Private Merchants, so far as regards the creating an extended Importation of Indian goods of a description different from those which compose the Company's regular and established Investments, has nearly if not altogether failed. But it will probably be urged, that although on this head they have not accomplished their object to the fullest extent, they have nevertheless proved in a general point of view, that there is a surplus Trade in India beyond the powers of the Company's capital to embrace, inasmuch as they have imported upon a medium of five years, to the amount of £.876,000. per annum in Piece Goods, Raw Silk, Saltpetre, Sugar, &c. in addition to the Imports of similar commodities made by the Company. That such encreased Imports have been made is an indisputable fact; but that they have been made with advantage to the Importers, and without "in the slightest degree diminishing the commercial profit of the Company," is a position to which we feel ourselves bound to give a direct negative.

In order the more clearly to evince that the Company's regular and established Trade has been seriously injured by the interference of the Private Traders, and particularly in the staple article of Piece Goods, it may be necessary to place, in a contrasted point of view, the present with the former state of this branch of Trade at various distinct periods.

Having obtained the necessary official documents for accomplishing this object, as far as regards the Piece Goods of Bengal and the Coast, in which the rivalry has been more particularly felt, we find that of the

BENGAL PIECE GOODS,

	The Number of Pieces sold were	Which produced at the Sales.	Average per Annum.	Medium Price per Piece.
In the Five Years	Ps.	£.	Ps.	£. s. d.
From 1772 to 1776 inclusive - -	3,129,514	5,416,371	625,903	1 14 7
1777 to 1781 - - - -	2,575,127	4,400,862	515,025	1 14 4
1782 to 1786 - - - -	2,932,779	5,875,819	586,556	2 - -
1787 to 1791 - - - -	3,546,128	6,067,044	709,255	1 14 2
1792 to 1796 - - - -	3,946,087	6,251,928	789,217	1 11 8
Total in 25 Years -	16,129,635	28,012,024	643,993	1 14 8

About 1796, the Imports of Piece Goods in Privilege commenced on a regular system, since which time the Imports of Piece Goods on account of the Company and in Privilege, appear to have been as follows:

	COMPANY'S.			PRIVILEGE.		
	Pieces Sold.	Amount.	Medium Price.	Pieces Sold.	Amount.	Medium Price.
		£.	£. s. d.		£.	£. s. d.
In 1797 - -	350,329	648,756	1 17 -	136,761	151,942	1 3 -
1798 - -	723,127	1,219,818	1 14 -	127,810	182,594	1 8 6
March Sale 1799 - -	334,115	508,584	1 10 6	79,727	133,336	1 13 6

In looking to the subsequent sales, with a view to comparison, it will be necessary to bear in mind, that in 1799 an Act passed, by which Piece Goods were allowed to be warehoused on Importation, on payment of a duty of 2½ per cent. on Calicoes, and 7½ per cent. on Mullins.

This duty being paid by the Company on the goods upon their Importation, they are allowed to be exported free from further duties, or, if intended for home consumption, they are subject to additional duties, to be paid by the Buyer, on taking them out of the warehouse; in other words, the former sale prices were with the duties included; in the sales from 31st August 1799 they are net prices.

COMPANY'S BENGAL GOODS.

S A L E S.	Pieces Declared.	Pieces Refused.	Pieces Sold.	Sale Amount.	Medium Price per Piece.
				£.	£. s. d.
September Sale - - 1799 -	457,917	7,417	450,500	548,256	1 4 6
March & September - 1800 -	1,136,201	6,700	1,129,501	1,406,879	1 5 —
March & September - 1801 -	838,823	111	838,712	1,179,447	1 8 6
March & September - 1802 -	443,993	6,131	437,862	660,019	1 10 —
March Sale - - - 1803 -	364,394	122,230	242,164	293,832	1 4 3
September Sale - - 1803 -	494,648	113,171	381,477	378,199	— 19 9
March Sale - - - 1804 -	539,294	96,342	442,952	424,456	— 19 —
September Sale - - 1804 -	543,882	25,863	518,019	493,106	— 19 —
March Sale - - - 1805 -	178,086	3,765	174,321	142,157	— 16 6
September Sale - - 1805 -	None sold.		—	—	—
March Sale - - - 1806 -	538,174	127,978	410,196	336,453	— 16 5
September Sale - - 1806 -	358,453	158,900	199,500	146,466	— 14 9

PRIVILEGE BENGAL GOODS.

S A L E S.	Pieces Declared.	Pieces Refused.	Pieces Sold.	Sale Amount.	Medium Price per Piece.	Total Pieces Declared.	Total Refused.	Total Sold.
					£. s. d.			
September Sale - 1799	153,375	505	152,870	145,503	— 19 —	611,292	7,922	603,370
March & September 1800	304,550	20	304,530	317,828	1 — 10	1,440,751	6,720	1,434,031
March & September 1801	396,857	413	396,444	379,569	— 19	1,235,680	524	1,235,156
March & September 1802	1,273,273	20,770	1,252,503	960,864	— 15	4,717,266	26,901	1,690,365
March Sale - - 1803	756,089	13,806	742,193	462,757	— 12	6,120,483	136,126	984,357
September Sale - 1803	501,293	157,747	343,546	202,452	— 11 10	995,941	270,918	725,023
March Sale - - 1804	762,250	214,064	548,186	306,886	— 11 2	1,301,544	310,406	991,138
September Sale - 1804	439,444	8,431	431,013	220,082	— 10 2	983,326	34,294	949,02
March Sale - - 1805	320,820	93	320,727	193,665	— 12 —	498,906	3,858	495,048
September Sale - 1805	None sold.		—	—	—	—	—	—
March Sale - - 1806	113,233	—	113,233	67,453	— 11 10	651,407	127,978	523,429
September Sale - 1806	96,364	100	96,264	61,602	— 12 —	454,817	159,000	295,764

COMPANY'S

COMPANY'S COAST PIECE GOODS.

THE sale of Coast Piece Goods in the same period, were

Memoir on the Trade to and from India.

	Pieces Sold.	Sale Amount.	Average Amount per Annum.	Medium Price.
		£.	£.	£. s. d.
From 1772 to 1776. - -	1,007,129	2,777,962	201,426	2 15 2
1777 to 1781 - -	798,039	1,609,594	159,608	2 - 4
1782 to 1786. - -	205,590	534,189	41,118	2 11 11
1787 to 1791 - -	535,901	1,086,379	107,180	2 - -
1792 to 1796. - -	1,705,793	3,005,030	341,159	1 15 3.
Total in 25 Years - £:		5,823,154	170,092	2 4 6

The Coast will form no fair average to be calculated upon, as frequently the Investments in War were totally suspended.

The subsequent Sales were as follows:

COMPANY'S COAST PIECE GOODS.

S A L E S.	Pieces Declared.	Pieces Refused.	Pieces Sold.	Sale Amount.	Medium Price per Piece.	
				£.	£.	
1797 - - - - -	-	-	-	224,786	370,696	1 12 11
1798 - - - - -	-	-	-	865,543	1,560,470	1 16 -
March - - - - -	-	-	-	188,471	354,797	1 17 7
September - - - - -	-	-	-	299,400	338,402	1 2 8*
1800 - - - - -	-	-	-	644,970	963,706	1 9 9
1801 - - - - -	-	-	-	458,641	751,727	1 12 9
1802 - - - - -	-	-	-	377,582	516,041	1 7 -
March Sale - - - - -	-	-	-	132,656	143,005	1 1 6
September Sale - - - - -	-	-	-	210,684	276,896	1 6 3
March Sale - - - - -	-	-	-	420,017	409,123	- 19 5
September Sale - - - - -	-	-	-	279,544	255,737	- 18 11
March Sale - - - - -	-	-	-	301,850	300,170	- 16 7
September Sale - - - - -	-	-	-	-	-	-
March Sale - - - - -	317,758	217,841	99,917	73,073	- 14 7	
September Sale - - - - -	374,553	254,047	70,506	59,416	- 16 10	

PRIVILEGE COAST PIECE GOODS.

S A L E S.	Pieces Declared.	Pieces Refused.	Pieces Sold.	Sale Amount.	Medium Price per Piece.	TOTAL Pieces Declared.	TOTAL Pieces Refused.	TOTAL Pieces Sold.
					£.			
1797 - - - - -	-	-	-	-	-	-	-	-
1798 - - - - -	-	-	-	-	-	-	-	-
March - - - - -	-	-	-	-	-	-	-	-
September - - - - -	-	-	-	-	-	-	-	-
1800 - - - - -	-	-	70,576	42,344	- 11 11	-	-	-
1801 - - - - -	-	-	86,248	51,748	- 11 11	-	-	-
1802 - - - - -	-	-	262,122	172,740	- 13 2	-	-	-
March Sale - - - - -	-	-	163,190	146,483	- 17 11	-	-	-
September Sale - - - - -	-	-	176,347	135,579	- 15 4	-	-	-
March Sale - - - - -	-	-	181,754	150,347	- 14 4	-	-	-
September Sale - - - - -	-	-	111,370	113,321	- 1 - 4	-	-	-
March Sale - - - - -	-	-	223,689	179,814	- 16 -	-	-	-
September Sale - - - - -	-	-	-	-	-	-	-	-
March Sale - - - - -	56,286	6,907	49,379	42,473	-	-	-	-
September Sale - - - - -	21,944	-	21,944	19,273	- 17 7	-	-	-

* Left by the duties formerly paid.

Memoir on the
Trade to and from
India.

It is obvious, from these Accounts, that, while the Trade in East India Piece Goods remained entirely with the Company, it was conducted wisely and discreetly, upon the true mercantile principle of regulating the Imports in proportion to the currency of the demand.

Another essential and equally important object was no less attended to, that of keeping up the respective fabrics to their established standard, as to quality and dimensions. Upon this head the good faith of the Company was so eminently conspicuous, that the buyers on the Continent could confidently, and without scruple, give their orders upon the bare authority of the Invoice mark, and it often happened, that the goods passed through various hands without undergoing the least inspection or examination whatever. The sales were also made at stated periods (twice in a year), and when the goods were declared, the buyers had an assurance that no further quantity would be sold until the ensuing half-yearly sale; in short, the whole routine of the business was conducted upon systematic principles, and to the perfect satisfaction of all parties concerned.

It will also be seen, that when the annual Imports of Bengal Piece Goods were limited to from 7 to 800,000 Pieces of the various assortments, they were readily taken off at the sales without any material difference in the selling prices, and that when the Imports fell short of, or exceeded that quantity, the prices fluctuated in a correspondent proportion.

Thus in 1707, when the Company could only offer to sale 350,329 Pieces, and of Privilege Goods 136,761 Pieces, making together but 487,087 Pieces, the Company's Goods experienced a rise of from £.1. 14s. to £.1. 17s. per Piece, which was an advance of three shillings per piece upon the medium of the former year's sale, or equal to about 12 per cent. and

In 1798, when there were sold of Company's Goods 723,127 Pieces, and of Privilege Goods 182,594, making together 902,571 Pieces, the additional quantity, which nearly made up for the deficiency of the preceding year, reduced the price again to £. 1. 14s. or about the medium rate of 25 years prior to 1796.

In 1799, the Company sold of their own goods 784,615 pieces, and of Privilege Goods 232,597 Pieces, making together 1,017,212 Pieces. The result of the increase was, that in the March sale of this year, before the alteration of the duties, the prices fell on the medium three shillings and sixpence per Piece, or about 13 per cent. below the accustomed standard; and on September 1799, the first sale which took place under the new modification of the duties, the Company's Goods sold at the medium of £.1. 4s. 6d. per Piece, the reduction upon which is about equal to the portion of the duties which would have been drawn back under the old system. The Privilege Goods being of inferior assortments, sold at a medium of 19s.

Sept' Sale 1799.

1800.

The plan for admitting East India Goods to be entered upon the warehousing principle, was adopted with the laudible view of drawing to this Country a considerable portion of the Trade that was carried on between India and the Continent direct; and under the influence of this opinion, the Company's Imports of Piece Goods, which had been increased with a view to meet the expected demand, from about 800,000 Pieces, to 1,129,501 Pieces, together with 304,531 Pieces in Privilege, making together 1,434,031 Pieces, met with a ready sale in the ensuing year, at prices rather better than those of the preceding year, though the quantity was greater by upwards of 400,000 Pieces, and the sale of Coat Piece Goods in the same year was nearly equal to 650,000 Pieces.

1801.

In the succeeding year 1801, the Company's Goods sold, were,

	Pieces	-	830,712, and
In Privilege	-	-	396,444,
			<hr/>
Making together	-		1,235,156

and from the circumstance of the Company's Goods being short near 300,000 Pieces of the preceding year, the medium price was increased from £.1. 5s. to £.1. 8s. 6d. or a rise of about 14 per cent. On the other hand, an increase of about 90,000 Pieces in the Privilege Goods, had the effect of lowering their rates from £. 1. 0s. 10d. to 19s. 1d. or a reduction of about 8 per cent. on the former year.

1802.

From the pressure of the War in India, the Company were unable to devote the accustomed allotment of funds for the provision of goods to supply the sales of 1802; under this exigency the Private Traders were not only permitted, but invited, to make up the deficiency. The result was, that the Company in 1802 could only bring to sale the reduced quantity of 437,802 Pieces, or but about one-half of their accustomed Investment. This, however, had the effect of raising the prices to the medium of £.1. 10s. per Piece. The Private Traders, in the same year, more than made up for the Company's failure, by importing the unprecedented quantity of 1,252,503 Pieces, which, added to the Company's Imports, made the total quantity for sale near 1,700,000 Pieces. But so little attention had been paid to the quality, that the price of the Privilege Goods fell from 19s. 1d. which had been the medium rate of the preceding year, to 15s. 4d. per Piece, or a reduction of full 21 per cent. At the same time it is to be noticed, that the deficiency of quality is found to be nearly 100 per cent. below the Company's usual and accustomed assortments.

For the purpose of more clearly elucidating the evil effects that resulted from this improvident Import on the part of the Private Traders, it will be proper to explain in this place, that, although in addition to 437,802 pieces sold by the Company, the further quantity of 1,252,503 pieces stand as sold upon the Company's Books, yet such sale must be considered rather as nominal than real. The fact is, that owing to the encreased Imports in the three preceding years, the markets upon the Continent were not only stocked but surcharged, particularly with low priced goods. This cause produced its natural effect. The prices that were offered at the Company's sales were so little satisfactory to the Importers, that the principal part of the goods were bought in for the account of the respective Proprietors, and remained on hand for the purpose of being disposed of by private negotiation, whenever a more favourable change should take place*.

Such was the depressed state of the Trade, when the usual period arrived for bringing forward the March sale of 1803, at which period, although the very moderate quantity of 364,394 Pieces of the Company's Goods were offered, only 242,164 Pieces could be disposed of, at rates by which the medium was reduced to £.1. 4s. 3d. or full 19 per cent. under the price of the preceding year. The remaining 122,230 Pieces, or rather more than one-third of the quantity declared were refused.

March Sale 1803.

At the same sale, and from the same cause, out of 238,754 Pieces of Coast Goods which were tendered, only 133,085 Pieces, or little above one-half, were sold at the medium rate of £.1. 6s. or 5s. 6d. per Piece below the preceding year's sale-price, which is a reduction of 18 per cent. The remaining 105,669 Pieces were refused.

The Privilege Goods, though considered here as part of the same sale, were not in fact sold till September, when out of 756,089 that were offered, 742,193 were either sold or bought in for the Proprietors at the reduced price of 12s. 6d. per Piece, or 19 per cent. below the prices of the preceding sales.

SEPTEMBER SALE 1803.

The circumstances under which the September sale of 1803 took place, were no less adverse and discouraging.

The sale of Company's Goods in the last 18 months, it has been seen, was equal only to little more than half the quantity they had been accustomed to dispose of in a like space of time, even in the ordinary course of their concerns; notwithstanding which it appears, that at the opening of the sale, which was postponed to the 20th March 1804, there were remaining in the buyer's hands,

	Pieces.
Of Company's Goods - - - - -	73,533
Of Privilege - - - - -	185,000
Or together, Ps. - - - - -	258,533

At this sale the 122,230 Pieces of Bengal Goods which were refused at the former sale, with a further quantity, making together 494,648, as also 501,293 Pieces of Privilege Goods, or in all 995,941 Pieces were declared, of which it appears only 381,477 Pieces of the Company's were sold at a medium of 19s. 9d. per Piece, or a further reduction of 19 per cent. below the last selling prices. The remaining 113,171 Pieces, or near one-fourth of the quantity declared, were refused; and of the 501,293 Pieces in Privilege, 157,747 were altogether refused. The remaining 343,546 Pieces were either sold outright or bought in for the Proprietors at an average rate of 11s. 10d. per Piece, or rather more than 5 per cent. below the prices of the preceding year.

Of the *Coast Goods* also, out of 227,261 Pieces of the Company's that were declared, 195,951 Pieces were sold at an average of £. 1. 8s. per Piece, or an advance of about 9 per cent. on the former sale price; the remaining 31,310 were refused.

MARCH SALE 1804.

At the commencement of the March sale 1804, the quantity of Bengal Piece Goods in the buyers hands, were,

	Pieces.
Of Company's Goods - - - - -	80,767
Of Privilege Goods - - - - -	567,141
Total - - - - -	647,909

In this sale the 113,171 Pieces of Bengal Goods that were refused at the preceding sale, with a further quantity, making together 539,294 Pieces, as also 762,250 Pieces of Privilege Goods, or in all 1,301,480, were declared, of which only 442,952 Pieces of the Company's,

* Not less than 350,000 Ps. of which are still lying in the Company's warehouses waiting for a market, which would have been out of time for Exportation if the Lords of the Treasury had not extended the term beyond the three years allowed by Law.

Memoir on the
Trade to and from
India.

were sold at an average of 19s. per Piece, being about 4 per cent. lower than the preceding sale. The remaining 96,342 Pieces were refused.

Of the Privilege Goods also, out of the 762,250 Pieces offered, only 548,186 Pieces passed the sale, at an average of 11s. 2d. per Piece, or a further reduction of 6 per cent. below the former sale prices. The remaining 214,064 Pieces were refused, among which were 55,255 Pieces, part of those that had also been refused at the former sale.

Of the *Coast Goods* in the same sale, 469,812 Pieces were declared, of which only 421,233 Pieces were sold at an average of 19s. 4d. being 8s. 8d. per Piece, or full 30 per cent. below the preceding sale.

SEPTEMBER SALE 1804.

The Company's Goods which were fixed to be sold on the 20th February 1805, were from time to time postponed, on account of the non-arrival of the Mails, till the 27th March, when, out of 543,882 Pieces declared, 518,019 Pieces were sold at an average of 19s. per Piece, being the same as at the preceding sale.

Company's 5175,107.
Privilege 542,630.

The Privilege Goods were also sold the 22d April 1805, at which time the quantity in the buyers hands were 667,731 Pieces. The number of pieces declared were 439,444, including the 214,064 Pieces refused at the former sales, which were now offered at still lower rates, when 431,013* were sold at an average of 10s. 2d. per Piece, or about 9 per cent. below the preceding prices.

Of the *Coast Goods*, 307,148 Pieces of Company's Goods were declared, of which only 279,554 Pieces were sold at an average of 18s. 4d. per Piece, or near 6 per cent. below the rates of the preceding sale; the remaining 27,594 Pieces were refused.

At this sale also 109,770 pieces of goods, belonging to individuals in the Subscription Investment, were sold at an average of 20s. 5d.

MARCH SALE 1805.

The sale of the Company's Goods was fixed for the 28th August. At this time, as none of the ships of the season were arrived, the Company had only 178,086 Pieces of Bengal Goods upon hand; nor did the Privilege Goods unfold exceed the number of 320,820 Pieces, making together 498,906; yet notwithstanding this quantity, comparatively so inconsiderable, the Company's Goods experienced a further reduction of from 19s. to 16s. 6d. per Piece, or about 14 per cent. below the preceding sale. The Privileged Goods produced on a medium 12s. per piece.

Of the *Coast Goods* in the same sale, out of 471,301 Pieces of Company's Goods that were offered, only 361,850 Pieces were sold at an average of 16s. 7d. per Piece, or 9½ per cent. below the preceding sale prices; the remaining 109,451 Pieces were refused.

At the same sale also 97,376 Pieces, belonging to individuals of the Subscription Investment, were sold, and in Privilege 59,681 white, and 66,632 Pieces of Prohibited Goods.

SEPTEMBER SALE 1805.

The period for holding this sale in the ordinary routine of the business was fixed for the 12th February 1806, at which time it was the Company's intention to have offered 476,896 Pieces of their own, and 113,233 Pieces of Privilege Goods, making together 590,129 Pieces; but such was the depressed state of the Trade at the approach of this sale, that the buyers were desirous it might be altogether relinquished, in order that a further opportunity might be afforded for reducing their stock upon hand. It appears, by a return from the Bengal and *Coast* warehouses, that at the time of making this application (17th January 1806, the buyers had then remaining upon hand in the Company's warehouses, 1,413,008 Pieces of their former purchases; and it was asserted upon good authority, that, in addition to these, not less than 500,000 Pieces more were lying upon the Continent, for which no demand was likely to be speedily found.

Under these circumstances, the Company judged it expedient to postpone the sale to 12th March, by which the September sale 1805 altogether lapsed, and the goods so declared went over into the

MARCH SALE 1806;

at which sale only 349,230 Pieces were sold, and 127,666 of the Company's were refused. The 113,233 Pieces in Privilege were all sold or bought in.

The average of the Company's Goods were 15s. 7d. per Piece, and of the Privilege 11s. 11d.

In a subsequent part of this sale (in July) 60,966 Pieces of Prohibited Goods of the Company's were sold, which makes the total quantity to be 410,196 Pieces, and the average 16s. 5d.

* These 431,013 Pieces, were of so low and wretched a quality, that at least 350,000 produced but from 6s. to 9s. per Piece, according to their various dimensions, or only equal to about 6d. per yard.

At this sale, the quantity of Coast Goods of the Company's that were offered, amounted to 317,753 Pieces, of which only 99,917 were sold at an average of 14s. 7d. In the

Memoir on the Trade to and from India.

SEPTEMBER SALE 1806;

the result was still more unfortunate. Out of 358,453 Pieces of the Company's Bengal Goods, and 96,364 Pieces in Privilege, making together the comparatively small quantity of 454,817, only 199,500 Pieces of the Company's were sold at an average of 14s. 9d. the remaining 158,900 Pieces were scratched. Of the Privilege Goods, the whole were either sold or bought in at an average of 12s.

Of the Coast Goods, 324,553 Pieces were declared of the Company's, of which only 70,506 were sold at an average of 16s. 10d. The remaining 254,147 were refused.

From these facts may be drawn the following inferences :

1st. That the Trade in Bengal Piece Goods, while the management of it remained solely with the Company, was conducted upon steady, uniform, and consistent principles.

2d. That while so conducted, it gradually encreased in the following proportions :

In the ten years, from 1777 to 1786 inclusive, the number of pieces sold per annum, was on the medium	-	-	-	-	-	-	-	-	-	550,790
In the five ensuing years, the like medium was	-	-	-	-	-	-	-	-	-	709,255
And in the ten years, from 1792 to 1801	-	-	-	-	-	-	-	-	-	777,237

3d. That by duly apportioning the Imports to the rising demand, the prices in the above periods experienced but little variation.

4th. That in the three succeeding years, from 1802 to 1804 inclusive, although the Company's Imports of Bengal Piece Goods were reduced to 674,081 Pieces per annum, which is upwards of 100,000 Pieces less than the average of the preceding ten years, yet they experienced a depreciation in value equal to 33 per cent.

5th. That the depreciation is chiefly, if not altogether, to be ascribed to the excessive Imports of the Private Traders, who, during the three years, from 1802 to 1804, brought to sale no less than 3,317,421 Pieces, or on the medium 1,105,807 Pieces per annum, the value of which appears to have fallen off in nearly a similar proportion.

That in the two last years, although the Company's Goods, and those in Privilege, have been reduced very considerably below what they were prior to the enlarged Importation, the prices have also decreased in a similar proportion, so that at the last sale, out of 358,453 Pieces of Company's Goods, with the comparatively trifling quantity of 96,324 Pieces in Privilege, 158,000 Pieces of the Company's were refused, and those that were sold were disposed of at a rate equal to 40 per cent. below the usual medium prices.

Such are the mischiefs that have resulted from the interference of the Private Traders in the single branch of Bengal Piece Goods only, which have been equally extended to those of the Coast; but the evil has not merely been confined to the rivalry that has been experienced in the market at home. The Company have equally suffered from the effects of the competition that has been excited against them in the Aunrungs and manufacturing districts abroad, where eagerness of demand has unavoidably led to encrease of price, and what is no less to be regretted, the fabrics have been so shamefully debased, that as one of the Agents has justly observed, "the original standards are no longer to be seen." To recite in this place the various representations that have been made of improper conduct on the part of the Private Traders and their Agents, would swell this Memoir to an inconvenient bulk. We shall therefore select a few of the most prominent, and annex the remainder in an Appendix, to which reference may be had if needful.

The Board of Trade at Madras, in a letter to the Governor in Council, under date the 22d June 1800, observe, "The indulgence of trade in Piece Goods was originally granted to individuals, under the express stipulation that they should not interfere with the Company's Investment; but we lament to add, and experience has established it to be an undeniable fact, that the forbearance with which the Agents of the Private Traders have been permitted to settle themselves in different parts of the Coast, has not failed of being productive of serious prejudice to the Company's manufactures; for their object being confined to the purchase of goods of any description, it becomes a matter of unconcern whether the quality or dimensions are deficient, and the natural consequence of such an evil tends to create an indifference on the part of the Weaver, who, being certain on these occasions of obtaining a good price for his Cloth, adopts, without remorse, the fraudulent practice of making use of bad materials; and we have reason further to believe, that the Constituents to whom such goods are ultimately consigned, become liable to sustain a loss from their imperfections."

Again, on the 9th April 1803, they further observe :

"The two prominent evils of which we have had cause to complain, are the great difficulties occasioned by the interference of the private Agents in the provision of the Company's Investments, and the ruinous debasement of the fabrics, both proceeding from a competition at a particular juncture, that admits of no delay, and consequently obliges them

Memoir on the
Trade to and from
India.

“ them to purchase whatever they can procure, however inferior in its quality, of which
“ urgent necessity the Manufacturer is perfectly aware, and scruples not to avail himself to
“ the utmost, by vending a debased manufacture, made up of the advances he has received
“ from the treasure of the Factory.”

We cannot close our observations on this staple article of the Company's Imports, without adverting to a circumstance which seems too important to be altogether overlooked.

In a letter from the Governor General Marquis Wellesley, addressed to the Secret Committee, dated 9th April 1801, in which his Lordship states the necessity for curtailing the amount of the Investment for the ensuing season (1801-2) his Lordship observes, that “ in order to guard against the evils which might attend a sudden and considerable reduction of the Indian Investment, the advances for which issued throughout the Country, furnish ultimately a resource for the payment of the land revenues, and by withholding of which difficulties might occur in realizing the revenues, it had been found necessary to afford the Public an assurance that the arrangement adopted in the last year by the Order in Council of the 19th September 1800, for allowing the Export of goods to England on private ships, would be continued in the ensuing season.”

Vide Letter from
Mr. Broderick, 25
March 1802.

To this letter the Right honourable the Commissioners for the Affairs of India, were of opinion the Court should communicate the following reply:

We perfectly agree “ in the sentiment contained in this letter, in regard to the evil consequences that are likely to ensue, when the Company's Investment is much curtailed, if the Public were not allowed to fill the chasm. The class of Manufacturers as therein remarked, is entitled to the constant protection and encouragement of the State, otherwise that useful and valuable body of men might experience distress, the fabrics be debased, valuable branches of manufacture, now supported by the Company, wholly abandoned or materially injured, and the Country suffer from the diminution of that supply of specie, which is now regularly supplied through the channel of the Company's advances.

“ We were glad to find that the Governor General in Council had taken care to prevent the operation of those evils, or to alleviate their effects; and that with this view, it was deemed necessary to afford every possible encouragement to the Private Merchant; in order that he might be enabled to supply the place of the Company in the market, and to furnish that support to the Manufacturers which could not proceed from the Company's funds.”

We most perfectly concur in the propriety of the reasonings here stated, as far as they regard the permission for individuals to make a provision of Piece Goods.

They constitute, in our opinion, the only true and substantial ground upon which any portion of this valuable branch of the Company's Commerce ought ever to have been conceded; and it would have afforded us the most solid grounds of satisfaction, if the result had shewn that the practice of the Free Merchants had been regulated in conformity with these principles; but so far from this being the case, it appears that, instead of affording relief to the Manufacturers in the various Factories and Aurungs subordinate to the Company's more immediate Government; instead of making up the deficiencies in the usual and well-known fabrics of which the Company's Investments have long been composed, and which were about to be curtailed; “ instead of filling up that chasm which the temporary embarrassments of the Company had created, and thereby supplying the place of the Company in the market; instead of making use of their funds in the way that was likely to relieve the Weavers from distress, to preserve those valuable branches of manufacture, which were supported by the Company, from being wholly abandoned or materially injured, and to prevent the Country from suffering by the diminution of that supply of specie which was regularly afforded through the channel of the Company's advances;” instead we may add of forming engagements that would have been creditable and profitable to themselves, as well as beneficial to that Government by whom they were supported and protected, they wildly and improvidently, without concert, plan or system, dispatched Agents into the Upper Provinces, with unbounded commissions to provide immense quantities of goods the lowest description of quality, or, as they have been well described, goods of “ a slight and flimsy texture, in which their object was principally to obtain as many covids of Cloth for as little money as possible, without the least regard whatever to fabric;” and so eager was their competition against each other, that they paid in the ceded and reserved territories, larger prices for these debased commodities, than could be obtained for them in the Calcutta market. It is with goods of this description, that London, America, and the markets throughout the whole of foreign Europe, have been glutted; a striking instance of which appears in the quantity of these low assortments from Bengal, belonging to individuals, now lying in the Company's warehouses, which are nearly 700,000 pieces, many of which, as has been observed in a preceding part of this Memoir, would have been out of time for Exportation, if the Lords of Trade had not repeatedly, at the solicitation of the holders, been pleased to extend the restricted term of three years to a further period.

The fact also receives additional confirmation by an official document, whereby it appears that the value of Piece Goods manufactured in the Upper Provinces, and exported from Calcutta, which in 1799-1800 was only seventeen lacs of rupees, in 1800-1 exceeded fifty-seven lacs, and was still greater in 1801-2.

The value of Piece Goods in privilege, exported from Bengal to the port of London alone, in 1800-1 and 1801-2, was nearly 65 lacs in each year, or a larger sum than the amount of

of the whole of the Company's provision of Bengal Piece Goods, in the most favourable conjuncture of their affairs.

Memoir on the Trade to and from India.

The article which in point of importance has the next claim to our consideration is that of

BENGAL RAW SILK.

To describe in this place the various measures that from time to time have been adopted for the extension and improvement of this branch of the Company's Commerce is not altogether necessary; after the detailed view that has been given of them by the Committee of Warehouses in their several Reports of the 1st February and 21st May 1794, the 30th December 1795, and 11th July 1804. Referring, therefore, to these Reports, we mean to confine our Observations to the present state of the Trade in this commodity, and the circumstances by which it may probably be affected in future.

It is with satisfaction we are enabled to observe, that owing to the unremitting care and attention that has been for years past given to this article, both at home and abroad, it has been progressively improving, and continues to improve, in its quality. It has already attained a degree of perfection which it was formerly pronounced to be altogether incapable of reaching, and it is perhaps susceptible of still further improvements, under the same vigilant and active superintendance.

The principal market which the Manufacturers of this Country have hitherto looked up to, for a very large proportion of this important raw material, has been Italy. In the present revolutionary state of continental affairs, it is impossible to calculate upon events. Circumstances may arise, and recourse may be had to measures, the direct operation of which might tend to check or impede the supplies which have hitherto been drawn from that quarter. In this view of things, Bengal Raw Silk has a claim, not only to commercial but great political consideration. The deep-rooted prejudices that formerly prevailed against it are daily vanishing, and the article is proportionally rising in the public esteem; but it is evident that its future success will altogether depend upon the degree of attention that shall continue to be paid to its quality. If there shall be the least relaxation on this important point, the character to which it has arrived by slow gradations will at once be lost, and the flattering hopes which the Company have been looking to, of retrieving the heavy sums which have been sunk in bringing this article to its present state of perfection (which is little less than a million sterling), be totally annihilated.

But whatever sanguine expectations we have been led to form with regard to this article, they can only be brought about by letting it work its way by degrees, as it hitherto has done, and by availing ourselves of such circumstances as may from time to time arise, that may afford well-grounded encouragement for an increased Import. An attempt to force it into consumption, we are satisfied would be ruinous, and entirely defeat its object.

It has been stated in the Reports above alluded to, that the Imports of Silk from Italy. Raw and Thrown, in the course of 20 years, from 1781 to 1800 inclusive, were on the average per annum 626,092 lbs. or about - - - - - Bales 4,200

The Imports in the last five years, from 1801 to 1805, are on an average per annum 672,409 lbs. or rather exceeding that quantity.

The Exports from Bengal in the 10 years, from 1795 to 1804 inclusive, were equal to - - - - - 2,128

which gives the annual consumption at about - - - - - 6,328

or in the proportion of two-thirds to Italy and one-third to Bengal.

As it appeared that the Company had in the 20 years, from 1775 to 1794 inclusive, disposed of at their sales a quantity of Bengal Raw Silk, equal to 3,240 Bales per annum, and a new channel of consumption had been successfully opened for introducing it into organzine; there was good ground to believe, that the Company's Import might be safely extended as far as about 4,000 Bales per annum.

It may be necessary here to remark, that the consumption of Raw Silk will always depend on the prevailing fashion of the day, as it regards the articles of attire. There is no standard for dresses, it entirely depends upon fancy, than which nothing can be more capricious. As long as the Silk fabrics maintain their ground in the public estimation, the demand which at present exists for Raw Silk may be looked to with a degree of confidence, and the price will probably be subject to variation only in proportion as the Imports from Italy and Bengal, when taken together, shall be found to be more or less proportioned to the expenditure. The Imports are again subject to fluctuation, as the seasons shall prove favourable or otherwise to its produce. It is evident, therefore, that the Trade in Raw Silk can never be conducted upon any fixed or established data.

At the renewal of the Company's Charter in 1793, the avowed plea upon which the Free Merchants of India solicited to be allowed a participation in the Indian Trade, was for the express purpose of introducing raw materials in greater abundance for the use of the home Manufacturers; yet it is not a little singular, that although the article in question is

Memoir on the
Trade to and from
India.

one of those in which the national prosperity is so materially involved; it is only within the last two years that it appears to have attracted any large share of their notice or attention. The fact is, that whatever importance may be attached to it in other respects, it did not hold forth those temptations of immediate advantage, which will ever be the primary, and, indeed, the sole object of Private Traders, with whom all future prospects must be sacrificed to present gain. They were indeed so intent to derive the imaginary benefits that they expected to result from an extended trade in Piece Goods, that raw materials, and the interest of the British Manufacturers were abandoned for purposes that in their opinion were more congenial to their own interest. Thus, though the Company's Exports of Raw Silk from Bengal were on the average of the last ten years not less than 1,100 Bales per annum short of the quantity imported in the preceding 20 years, owing to the occasional defalcation of their commercial resources, yet no efforts were made on the part of the Private Merchants of India to make up any portion of the deficiency, until they were obliged to relinquish their misguided speculations in Piece Goods.

Previous to the year 1801, the private Imports of Raw Silk were too trifling to be noticed; nor were they much extended in the two succeeding years; but to bring the whole into one point of view, we shall here state the quantities imported both by the Company and individuals from 1801 to the present time.

	By the Company,	By Individuals,	TOTAL.
	Bales.	Reduced to 2 Maund Bales.	Bales.
1801 - - - -	2,079 - - -	272 - - -	2,351
1802 - - - -	519 - - -	239 - - -	758
1803 - - - -	2,223 - - -	459 - - -	2,682
1804 - - - -	2,720 - - -	1,372 - - -	4,092
1805 - - - -	3,038 - - -	2,450 - - -	5,458

These quantities, as far as they have hitherto been brought to sale, appear to have been sold at the undermentioned times, and to have yielded the following prices:

COMPANY'S.				PRIVILEGE & PRIVATE TRADE.		
	Quantity.	Sale Amount.	Average Price.	Quantity.	Sale Amount.	Average Price.
	lbs.	£.	per lb. s. d.		£.	per lb. s. d.
Mar. Sale 1801	193,569	162,332	19/0	39,234	30,294	15/5
Sep ^r Sale 1801	210,467	188,688	17/11	1,592	1,324	16/7
Mar. Sale 1802	142,083	147,544	20/9	24,120	26,626	22/1
Sep ^r Sale 1802	66,932	80,250	24/0	11,674	10,962	18/9
Mar. Sale 1803	118,661	112,834	19/1	20,571	17,484	17/0
Sep ^r Sale 1803	137,199	142,830	20/10	48,333	38,643	16/0
Mar. Sale 1804	164,705 - 1,100	163,533	19/10	129,824 - 866	71,899	11/2
Sep ^r Sale 1804	195,066 - 1,300	184,073	16/10	75,999 - 500	53,552	14/1
Mar. Sale 1805	42,255 - 280	45,534	21/3	70,648 - 470	44,228	12/6
Sep ^r Sale 1805	154,977 - 1,033	137,647	17/10			
Mar. Sale 1806	54,271 - 360	47,149	17/4	167,894 1,120	125,398	14/11
Sep ^r Sale 1806	*87,454 - 580	72,907	16/8	194,662	126,672	13/0

From this Account it will be seen, that the price has in a great degree been regulated by the quantity; as for instance:

In March Sale 1801, when the quantity was about 1,300 Bales, it produced	s. d.
In September 1801, 1,400 Bales reduced it to	19/0
In March 1802, 900 Bales raised it to	17/11
In September 1802, 440 Bales D ^o	20/9
In March 1803, 800 Bales reduced it to	24/0
In September 1803, 850 Bales advanced it to	19/1
In March 1804, 1,100 Bales reduced it to	20/10
In September 1804, 1,300 Bales D ^o	19/10
	18/10

* Of the Company's Silk 241 Bales were scratched for want of buyers, which is equal to $\frac{1}{3}$ of the quantity put up; and in Privilege 173 Bales were for the like cause bought in for the Proprietor at a single advance upon the putting-up price.

In

In March Sale 1805, the Company, owing to the late arrival of the ships of the season, had only about 250 Bales in warehouse, which they declared for the 28th August, and reserved to themselves the liberty of selling about 1,100 Bales more, as soon as the ships should arrive. The smallness of this quantity, notwithstanding the reserve, raised the price to 20s. 7/5d.

Memoir on the Trade to and from India.

The Imports which have been received in the present year 1805, are

On account of the Company	-	-	-	-	-	-	-	3,037 Bales
In Privilege and Private Trade	-	-	-	-	-	-	-	2,485
Total								- - - 5,522

or within 800 Bales of the whole quantity, annually imported from Bengal and Italy together, on the medium of the ten preceding years; so that admitting, as has been assumed, that the markets should be found competent to take off 4,000 Bales per annum, here is a surplus of near 1,500 Bales beyond the estimated annual consumption, upon the largest scale that could with prudence be calculated upon.

But there is a further and a still more alarming evil, that, it is probable, will attend this extended Import of Privilege Silk. In the Imports of 1804 it is to be noticed, that no inconsiderable portion was of a description very inferior to that of the Company's, being badly worked, foul, gouty, and partaking largely of those defects for which Bengal Silk was formerly so much reprobated.

Of the quantity that has been recently received, in such as has already been inspected, upwards of one-third is found to be of a similar description; and if the like proportion should obtain throughout the whole, it is probable that not less than from 800 to 900 Bales will prove equally defective.

Thus it is not only in the quantity but in the quality of this article, as has been the case in Piece Goods, by which the reputation of the Company's sales will become endangered; and if Silks of this description shall continue to form part of future Imports, the mischief which may be occasioned thereby are incalculable.

It no less merits observation, that at the sale of Silk in November last, the article sustained a material depression in price, under an apprehension that the proprietors of the private Imports would require theirs being brought to sale, before the usual and accustomed period of six months from the preceding sale. It is conjectured, that from this circumstance alone, the prices were affected from one shilling to eighteen-pence per pound, which, on the extent of the quantity sold, is a loss to the Company of little less than £.10,000, and it is apprehended that in the ensuing sale a still further reduction is to be expected.

The Manufacturers themselves seem to be less solicitous about prices, than a steady, constant and uniform supply; in support of these sentiments they offer strong and decisive arguments.

When the price of the raw material is low, the Public, they allege, receive the benefit in the reduction that is made on the price of the fabrics; and when the prices are once brought down, it is with difficulty, under a change of circumstances, that they can be again advanced. We have deemed it incumbent upon us to submit these facts to the Court's consideration, who will doubtless perceive the necessity of taking some measure for securing this important commodity from that ruinous interference which appears to be now awaiting it.

PEPPER.

The Pepper Trade has been subject to more variations than perhaps any branch of the Company's Commerce.

For many years after the establishment of the original Company in 1600, Pepper formed the staple article of their Imports. The supply of Europe was at that time chiefly in the hands of the English and the Dutch, of which each nation furnished about an equal proportion. The price in England was rather nominal than otherwise, as not unfrequently the adventurers divided the Imports among them in proportion to the amount of their respective subscriptions to the joint stock, and their Exports were made at their own discretion. At other times it was sold in the gross to individual Merchants, and occasionally it was exported to the Continent for the Company's account, and disposed of by Agents in the various markets abroad.

The price at which it was rated for the payment of duties, was fixed at 20d. the pound.

It is rather a singular coincidence, that during the period that the Trade with India was laid open in Cromwell's time, the Imports of Pepper by individuals were so great, that the price was suddenly reduced from about 16d. to 9d. per pound, or precisely the same event that has happened at the present day. Of the quantities imported from 1600 to 1664, no correct Account can be given.

Memoir on the
Trade to and from
India.

* In this period the
prices were reduced
sometimes as low as
7d. the pound.

In the seven years from 1664 to 1670, the average annual Imports were	-	lbs.	1,346,613
* In the 13 years from 1671 to 1683, in which latter year the English were driven from Bantam, the Imports were on an average	-	-	4,172,938
In the ensuing 10 years, from 1684 to 1693, they were reduced to	-	-	1,459,106
From 1694 to the clofe of the feventeenth century, they were further reduced to	-	-	1,150,391
Previous to the year 1793, the Imports were on an average about	-	-	2,400,000
Since when, the average has been about	-	-	5,578,000

Thus it appears, that until the period of the French Revolution, the Company never effectually recovered that share of the Pepper Trade they possessed before; by the intrigues of the Dutch, they were expelled from Bantam.

The total consumption of Europe, we conceive, may be estimated at somewhere about ten millions and a half of pounds weight per annum, of which, when the Commerce of Europe flowed in its regular and accustomed channels, the supplies may be considered to have been made in the following manner:

By the English	-	-	-	-	lbs.	* 2,400,000
Dutch	-	-	-	-	†	3,700,000
French	-	-	-	-		2,200,000
Portuguese	-	-	-	-		1,800,000
Danes and Swedes	-	-	-	-		400,000
						‡ 10,500,000

It appears that in 1793, the quantity sold at the Company's sales became encreased from about 2,400,000 lbs. to 4,314,000 lbs. and that in 1794, it was 3,550,560 lbs. which encrease was chiefly owing to the additional quantity that came into the Company's hands, on the acquisition of the Malabar province §.

In 1795 the sales were encreased to	-	-	-	-	lbs.	5,768,373	
In 1796 to	-	-	-	-	-	5,977,816	
Of which about 1,800,000 was Dutch Property.							
					d.		
In 1797 the price was	-	-	-	13 $\frac{1}{8}$	and the quantity sold	4,220,707	
1798	-	-	-	17 $\frac{1}{2}$	-	5,007,624	
1799	-	-	-	14 $\frac{1}{8}$	-	4,723,945	
1800	-	-	-	15 $\frac{1}{2}$	-	6,582,231	
1801 March Sale	-	-	-	15 $\frac{1}{8}$	}	5,739,051	
Sept ^r Sale	-	-	-	14 $\frac{1}{8}$		5,739,051	
1802 March Sale	-	-	-	13 $\frac{1}{8}$	}	6,654,529	
Sept ^r Sale	-	-	-	11 $\frac{1}{8}$		6,654,529	
1803 March Sale	-	-	-	11 $\frac{1}{8}$	}	6,471,511	
Sept ^r Sale	-	-	-	9 $\frac{1}{8}$		6,471,511	
1804 March Sale	-	-	-	9 $\frac{1}{8}$	}	4,642,337	
Sept ^r Sale	-	-	-	9 $\frac{1}{8}$		4,642,337	
					lbs.		
1805 March Sale	-	-	-	9 $\frac{1}{8}$	1,937,460	}	
Sept ^r Sale	-	-	-	8 $\frac{1}{2}$	1,537,814		3,475,274
1806 March Sale	-	-	-	None sold.	-	}	
Sept ^r Sale	-	-	-	7 $\frac{3}{8}$	1,276,137		1,276,137
making on an average for the last 12 years						-	5,044,961
from which deduct the average quantity imported by the English prior to 1793						-	2,400,000
and the increase will be found to be						-	2,644,961

* The Company's Records shew that the Imports of Pepper, from 1736 to 1792, were on the average	-	-	-	-	lbs.	2,408,905.
† The quantity of Pepper sold by the Dutch in 20 years, from 1770 to 1789, was on an average	-	-	-	-	-	3,767,740.
In the Report made by the Commissioners appointed by the Directors of the East India Company in Holland, to inquire into the state of the Dutch Company's concerns, dated July 4th, 1795, they estimated to sell, per annum	-	-	-	-	-	3,765,000.
‡ It appears also, from the Company's Records, that the quantity of Pepper cleared for home consumption in the 15 years, from 1790 to 1804 inclusive, was on the average 704,000 lbs. per annum, which, taking the population of England and Scotland at 10 millions of souls, and allowing the rest of Europe at 150 millions, gives in the like proportion the consumption of Europe at	-	-	-	-	10,560,000.	

§ It appears by a Minute of the Governor of Bombay (J. Duncan, Esq.) that the Pepper exported from the Port of Mahi, was about 4,000 candies, or 2,400,000 lbs. per annum.

so that, allowing the Portuguese, Danes, and Swedes to have continued their Imports as usual, it appears that out of the 3,700,000 lbs. imported by the Dutch and 2,200,000 lbs. by the French, making together, 5,900,000 lbs. the English have obtained 3,178,000 lbs. this leaves the remainder at 2,722,000 lbs. which, it is presumed, is very far short of the quantity that has found its way to the Continent in American bottoms.

It appears, for some years prior to the year 1801, the price of Pepper suffered no material depression. In September Sale 1801 it was 14½*d.* In March 1802 it fell 2*d.* and in the September Sale of the same year it fell a further 2*d.* or near 18 per cent. which reduction was owing to an Import in Neutral Property, Privilege and Private Trade, of not less than 10,351 bags, or 3,081,800 lbs. in addition to the quantity sold by the Company, which was only 3,573,729 lbs.

In the March Sale of 1803, as the quantity of Privilege and Private Trade did not much exceed 1,000 bags, the price remained nearly the same as at the preceding sale; but there being another large quantity of Privilege in the September Sale of that year, of about 3,100 bags, the price became further reduced to 9½*d.*; from which it has not since recovered, although the quantity sold in the year 1804 was short of that of the preceding year by near two millions of pounds weight.

In the year 1805, the quantity was further reduced to 3,475,274 pounds, or only about one-half of what was sold in the two preceding years, and in 1806 it has been further reduced to 1,276,137 pounds, or not above one-half of what was sold on an average per annum in the last century, and the price has fallen to 7½*d.* or near 50 per cent. below the usual and accustomed medium.

Thus in the course of three years, the price of Pepper has fallen from 14½*d.* to 7½*d.* or 6⅔*d.* per pound, which is a reduction nearly equal to 50 per cent. It is also to be further remarked, that there is at present in warehouse sold, but remaining in the buyer's hands, a quantity equal to

	24,000 Bags.
and the quantity unsold is	27,000
Total	51,000

or upwards of 15½ millions of pounds weight, which is more than equal to three years consumption, so that if 4½ millions are allowed for a year's consumption, which ought always to remain upon hand to guard against exigencies, and a further 2 millions is estimated as sufficient to remain in the buyers hand, it will be found that the remaining surplus is about the quantity which has been imported in Privilege and Private Trade in the last five years, and which has been the means of reducing this Trade to its present depressed state.

The quantity of Pepper cleared for home consumption in the last five years, was about 770,000 lbs. per annum.

The Exports to the Continent in the same period, were,

In 1800	-	£. 6,937,646
1801	-	2,794,826
1802	-	6,118,460
1803	-	3,863,115
1804	-	2,098,635
1805	-	1,543,924

SALTPETRE.

Saltpetre, though a considerable branch of the Company's Indian Investments, is imported under special restrictions and regulations, the nature and tendency of which are expressly calculated to prevent its becoming a beneficial article of Commerce. As a commodity, that contributes essentially to the national defence, it has at all times claimed a large share of Government's attention, and, for more than a century past, the Company have been under an immediate obligation to import and supply the Board of Ordnance with 500 tons annually for His Majesty's service, at given rates of price in times of Peace and War.

The principal expenditure of Saltpetre is in the manufacture of Gunpowder, of which it forms the main ingredient. The demand of course is in a great degree regulated by the course of political events, upon which it is impossible for human wisdom to speculate. Hence, in a commercial view, the extent of the required Import can never be ascertained upon any fixed mercantile principle.

A retrospective view of the state of the Trade in this commodity for the last half century, nevertheless, affords sufficient reason for concluding, that this is not one of the raw materials that is capable of being carried to an extent beyond the ability of the Company's capital to embrace, or that the Private Traders are likely to embark in, with any well-grounded prospect of advantage.

In the year 1755, the quantity of Saltpetre offered for sale was 14,747 Bags, the whole of which, under the prospect of a War with France, which took place early in 1756, was disposed of.

Memoir on the
Trade to and from
India.

1756 }
to } Seven Years
1762 } of War.

From 1756 to 1762, during the War, the quantity declared for sale was	-	Bags	99,657
The quantity sold was	-		65,615
Declared more than sold	-		34,062
Or on an average of each year, Declared	-	Bags	14,240
Sold	-		9,374
Refused	-		4,866

1763 }
to } 12 Years
1774 } of Peace.

From 1763 to 1774, which was a period of Peace, the quantity declared was	-	Bags	309,264
The quantity sold was	-		271,439
Declared more than sold	-	Bags	127,825
Or on an average of each year, Declared	-	Bags	33,272
Sold	-		22,620
Refused	-		10,625

1775 }
to } 8 Years
1782 } of War.

From 1775, when the disturbances with America commenced (which eventually produced a War with France, Spain, and Holland) to the year 1783—

The quantity Declared was	-	Bags	178,891
Sold	-		120,154
Refused	-		58,737
Or on an average of each year, Declared	-	Bags	22,301
Sold	-		15,019
Refused	-		7,342

During the greater part of this time, the putting-up price was £.4 the hundred weight. The offering of it in quantities beyond what the consumption required, had the effect of destroying all competition among the buyers; and it was almost uniformly disposed of at a single advance on the putting-up price.

Upon the restoration of Peace in 1783, the Company having a large stock of the article on hand, were desirous of trying whether it could be vended in additional quantities, by offering it at reduced rates; and in the course of the ensuing eight years it was lowered by degrees to £.1. 18s. the hundred weight. This in some degree produced the intended effect, as from 1783 to 1789, it appears,

The quantity Declared was	-	Bags	308,400
Sold	-		226,247
Refused	-		82,153
Or on an average per annum, Declared	-	Bags	44,058
Sold	-		32,321
Refused	-		11,737

It still, however, uniformly sold at a single advance only upon the putting-up price.

In March Sale 1790, 30,000 Bags were declared, of which only 22,367 were sold. Soon after which, upon the prospect of a rupture with Spain, Government made a sudden and unexpected demand upon the Company for 2,500 tons, or equal to 40,000 Bags, being the annual supply for five years, which they had suffered to run in arrear. To meet this demand, the Company were under the necessity of reducing the quantity in the September Sale 1790 to 10,575 Bags; which, as the article had advanced in price from the preceding sale, was put up at £.2. 5s. and so great was the competition for it, that the whole was disposed of at £.2. 11s. 6d.

At the ensuing March Sale of 1791, 15,948 Bags were declared at £.2. 5s. of which 14,339 Bags went off at £.2. 5s. 6d. being a single advance upon the putting-up price.

About this juncture, from the disturbances that prevailed upon the Continent, and the unsettled state of the Provinces of Holland, the Manufacturers of this Country were possessed of orders from abroad for considerable supplies of Powder; and they wanted a larger quantity of Petre than the Company, consistently with their duty to the State, could furnish. They accordingly applied for and obtained a licence from the Lords of the Privy Council, to import a quantity of Petre from the Continent. They at the same time took occasion to represent to their Lordships, that the Company, by availing themselves of their monopoly, exacted prices for this raw material, that were highly injurious to them as Manufacturers. They also further observed, if the Company were required to furnish the commodity at prices equivalent to what it could be procured for upon the Continent, they should by their superior powers in workmanship be able to supplant the Dutch in the manufacture of Gunpowder, and thereby draw to this Country the whole of the continental demand. The plea, though fallacious, was too popular to be resisted; and in result an Act was passed, by which, from and after the 1st of September 1791, the Company are required to put up at each of their half-yearly sales such a quantity of Saltpetre as shall be equal to 5,000 Bags more than what shall appear to have been disposed of, upon an average of the four preceding sales, at a price of £.1. 11s. per Cwt. or £.31. per ton, in time of peace; or £.2. per Cwt. or £.40. in time of war or hostility. The Company are also required by the same Act to supply

supply 500 tons annually for His Majesty's service, at the like specified rates, and at the stipulated retraction of 5 instead of 15 per cent. as formerly; and it is further provided, if the Company shall fail in the performance of these conditions, His Majesty in Council shall be empowered to license the Importation of Salpêtre to such an extent from any place or country whatever.

It is true, that since the passing of this Act, Saltpêtre has upon some occasions been disposed of in large quantities, and at other times at unprecedented high prices; but this has been altogether owing to contingent events and accidental causes, which, as has been before observed, are not applicable to any settled system.

In the September Sale of 1791, the Company declared 16,060 Bags at the price required by the Act, of 31 shillings per cwt. but as the demand was great, it went off at the advanced price of £. 2. 5s.

In March 1792, 20,871 Bags were declared, which, owing to the troubles on the Continent, were disposed off at £. 2. 11. 6d. per cwt. and in the September Sale of the same year, 22,000 Bags sold at £. 3. 8s. per cwt.

In the early part of the year 1793, from the critical state of affairs in France, the Lords of the Privy Council, as a measure of political expediency, judged it proper to require, that the whole of the Company's stock of Saltpêtre then on hand, should be reserved for His Majesty's use. The Manufacturers complained of the inconveniency they sustained by this embargo, and in a Memorial to the Privy Council prayed that the Trade in Saltpêtre might be altogether laid open. Their Lordships did not think it proper to comply with this request, but, willing to allow them every practicable relief, consented to allow that the Company should put up 3,000 Bags at the March Sale of 1793, to keep their works going, till the arrivals of the approaching Season should take place. This quantity was so little proportioned to the existing demand, and excited so much competition, that it went off at £. 5. 5s. 6d. per cwt.

In the September Sale of the same year, the Company were enabled to declare 22,100 Bags at the War price of 40 shillings, which had the effect of reducing the price to £. 2. 6s.

In March Sale 1794, a further quantity of 21,971 Bags was declared, which went off at £. 2. 9s. 6d.

In the month of July 1794, when the Company by their increased Imports had accumulated a quantity sufficient to keep their sales regularly supplied, their warehouses at Ratcliffe, and the whole of their stock of Petre contained therein, were unfortunately consumed by fire.

At the September Sale of the same year, 8,190 Cwt. of Petre and rubbish, which had been dug from the ruins, were sold for £. 2. 17s. 6d. per Cwt. At the same sale also 8,245 bags, which had been received after the accident, sold at an average of £. 6. 9s.

In the March and September Sales of 1795, owing to the non-arrival of the shipping of the Season, some small quantities of Petre, Dutch Property, and in Privilege, sold at various prices, from £. 4. 13s. to £. 8. 7s. the hundred weight.

In the ten years from March Sale 1796 to September Sale 1805, inclusive, there have been sold belonging to the Company, and in Privilege 542,853 Bags, at prices varying from £. 2. 2s. to £. 6. 17s. as the quantity offered was more or less suited to the exigency of the current demand.

RECAPITULATION.

Quantity sold the year before the War of 1756	-	-	-	-	-	Bags 14,747
D ^o - on the average during the War from 1756 to 1762 per annum	-	-	-	-	-	9,374
D ^o - on the average during the Peace, from 1763 to 1774	-	-	-	-	-	22,620
D ^o - on the average during the War, from 1775 to 1782	-	-	-	-	-	15,019
D ^o - on the average during the Peace in 1783 to 1789, at reduced prices	-	-	-	-	-	32,324
D ^o - in the year 1790	-	-	-	-	-	32,942
<hr/>						
Quantity sold in the year	1791	-	-	-	-	30,399
	1792	-	-	-	-	42,881
(The Embargo)	1793	-	-	-	-	25,100
(The Fire)	1794	-	-	-	-	38,404
	1795	-	-	-	-	14,216
D ^o - in the years 1796 and 1805	-	-	-	-	-	542,853
<hr/>						
						Bags - 695,843
<hr/>						
Average quantity sold in the 15 years since the passing of the Act per annum						46,256
Which, allowing for 1,000 tons imported from the Continent in 1791 and 1792, gives the medium at					47,323	to which
Add for the supply to Government, 500 tons a year or					8,000	
<hr/>						
And the consumption will appear to have been					55,323	Bags per annum.

Thus

Memoir on the
Trade to and from
India.

Thus it is seen, that under the most extraordinary circumstances that ever did or possibly ever will occur, the demand for Saltpetre is fully met with an Import of from 50 to 60,000 bags. This in point of Tonnage is equal to 4,000 tons.

In lading the Company's Indian Investments, the articles of Piece Goods and Raw Silk, which compose in point of value near nine-tenths of each cargo, occupy a very small portion of the rated Shipping Tonnage. Recourse must, therefore, unavoidably be had to some ponderous articles of compact stowage, and little comparative value, to serve as a dead weight or counterpoize to the light and bulky part of the cargo, and to keep the amount within the limited sum that is deemed sufficient to risk upon one bottom, say 12 or 13 lacks of rupees. Saltpetre is highly useful in this respect; and, as far as a demand can be found for it, will always claim a preference over any other commodity. The valuable articles of Piece Goods and Raw Silk seldom occupy more than from 200 to 300 tons of a ship's cargo. Allowing therefore, that only 14 ships are laden from Bengal and the Coast in each Season, there will be required a quantity of dead weight of at least 6,000 tons per annum, which is equal to near 100,000 bags of Saltpetre. It is evident, therefore, that the Company possess within themselves the means of supplying this commodity to the utmost extent, for which a demand can ever be found.

SUGAR.

This is a commodity also of dead weight, which the Company have occasionally imported, more with a view of filling up the spare Tonnage of their shipping, than under any well-grounded expectation of its yielding a mercantile profit. It is an article, the price of which is subject to great fluctuation. Upon some occasions it has answered tolerably well; at other times, particularly during the War, it has failed, from its inability to bear the very heavy rates of an Indian war-freight. When there is spare Tonnage to be occupied, or the aid of dead weight is required to make up a cargo, it may relatively be found useful; but in an abstract point of view, there is little prospect of its becoming a regular and established article of the Indian Trade.

It has been tried by individuals, and there is no reason to believe that it has yielded any other advantage but what has been afforded through the medium of freight.

INDIGO.

The demand of all Europe was lately estimated at three millions of pounds per annum. The consumption of it cannot reasonably be supposed to increase rapidly, or at all in any great progression; but supposing its maximum to be four millions of pounds weight per annum, Bengal can supply the whole; and the manner in which funds for the manufacture are obtained there, will insure the consignment of the far greater part of it directly to this Country. Most of the Manufacturers borrow money to carry on their works; and when the Indigo is to be shipped, draw bills on the consignments. It is the direction of these consignments to the Company's Sales that gives confidence in this business, and is the life of it. Thereby a regular fair Sale Account and payment of it are ensured; whereas, if the commodity were sent to foreign parts, where the Manufacturer, who is no general Merchant, has probably neither connection, credit, nor concern, he could not, if it were safe for him to appear as a drawer of bills on foreign Countries, be sure that his bills would be honoured, or his property brought in the best manner and time to sale, or regularly accounted for. And the superior certainty obtained in all these points, by consigning to the India House, must also make it the interest of the person advancing money on bills to prefer that mode. Thus it would generally be, if the Indigo business were carried on wholly by private credit and capital, but at this moment the Company, who have been so freely reflected upon for want of

The money advanced in the under-mentioned years, for the support of the Indigo Trade by the Company, appears to have been,

In 1786	- - -	£ 32,228
1787	- - -	67,003
1788	- - -	35,872
1789	- - -	50,932
1790	- - -	24,618
1791	- - -	19,464
1792	- - -	37,449
1793	- - -	110,389
1794	- - -	102,045
1795	- - -	137,148
1795 to 1799	- - -	11,225
1800	- - -	115,000
1801	- - -	70,000
1802	- - -	70,000

Total - £.884,734

liberality towards private enterprise, and denied the credit to which they are entitled respecting this very article, which has been repeatedly supported by their funds, are again obliged to extend their aid to keep it from sinking. Many of the Manufacturers were unable to go on; the Indian Agents, though they had derived great benefits from the trade in Indigo, could not assist them; and in consequence of a general recommendation from the Court, Marquis Wellesley, in the year 1800, assigned out of the very small allotment destined for the Investment of that Season, no less a sum than 10 lacks of Sicca Rupees, to be advanced to the Manufacturers in the nature of a loan, re-payable from the proceeds of their Indigo in London.

COTTON.

COTTON.

Memoir on the Trade to and from India.

This commodity, as it was the first that gave birth to the views of the Private Traders, was the one also on which they professed principally to rely for success in extending the Trade with India. There is no article of Indian Commerce that has been less understood. At the period, when the Manufacturers of this Country were successful in imitating the Calicoes and ordinary Mullins of India, and were about to attempt the middling and finer assortments, they found that they could not by the aid of their machinery produce a fine thread without giving it so much twisting as to render it harsh and wiry. The great point to be aimed at in spinning of thread, is to impart to it merely the degree of twist that shall be found sufficient to give adhesion to the fibres. This effected, it cannot otherwise be too loosely spun. The Cotton Wool the British Manufacturers were in the habit of using, though sufficiently well adapted to produce fine thread by finger spinning, wanted more length of staple to suit it to the uses of their machinery.

In their researches after Cotton that possessed this quality, they discovered a parcel at Ostend which was suited to their purposes, and upon enquiry they learnt it was imported from the East Indies. Elated with this discovery, they judged that Cotton from India was all that was required to complete the object of their wishes. As a means of inducing the Lords of the Council the more readily to comply with their request in restraining the Company's Imports of Piece Goods, they pointed out that the Company would be more than compensated by the advantages that would arise by importing the raw material instead of the manufactured article.

In a Pamphlet which was printed and dispersed all over the kingdom, the Manufacturers observed, that "since the late improvements have been made of spinning the finest Yarns upon mule jennies, this Cotton (Indian) has been so eagerly sought for, that the enormous price of 5s. per pound has been given for some small parcels imported from Ostend; it is called Ahmoood Cotton; the fibre is very fine, but not a long staple. The specimens upon which experiments have been made, fully prove that if such Cotton can be imported by the East India Company, it will always command a very high price, and meet a ready market, to the extent of six millions of pounds, without interfering in the most distant degree with the growths of the West Indian Islands; as the soil and climate of those Islands are not only incapable of producing this species of Cotton to any profit, but the present consumption, exclusive of these six millions, extends to no less than nine millions of pounds more than is raised in the British Colonies at present; for of 22 millions of Cotton now consumed, Great Britain pays at present upwards of £.1,200,000 sterling to foreign Countries, a large proportion of which will no doubt be transferred by degrees, and with great justice to the British Islands.

"The fine Ahmoood Cotton could have been purchased at Surat some years ago, at 90 rupees per candy of 780 lbs. [should be 784]; but as it is said to have fluctuated since that period, in the Estimate which is now to be made, it will be supposed to cost £.180. which is cent. per cent. on the former prices, and this partly on account of the Cotton being garbled in the best manner."

"Upon this data the following Statement will shew the great probable advantage which would result to the East India Company, by importing the raw material in preference to manufactured goods.

"Let it be supposed that sixteen ships properly constructed for the purpose, are selected for this Trade, to commence with two or three ships, and to encrease by degrees as the culture of this fine Cotton could be augmented.

"When this system is carried into complete execution, the Statement will stand thus:

" Six millions of pounds of fine Ahmoood Cotton, packed into 20,000 bales of 300 lbs. each, of clean well packed Cotton at 180 rupees per candy, or 8d. per lb. sterling, reckoning each rupee at 2s. 6d. - - - - -	£.200,000
" Freight of 16 ships, each carrying 1,250 bales of 300 pounds each, being 375,000 lbs. of Cotton, or six millions in the whole, supposed to be liberally paid at 8d. per lb. on £.12,500 for each ship - - - - -	200,000
" Allowance to the Contractors at Surat, for repacking the Cotton into proper bales for good stowage, at 3 rupees per candy - - - - -	7,500
" Freight of 20,000 bales of Cotton from Surat to Bombay, at 2 rupees per bale - - - - -	5,000
" Expences of lading, housing and reshipping at Bombay for Europe, with other incidental charges, at 3 rupees per bale - - - - -	7,500
" Commission to the Company's servants at 5 per cent. on the net cost - - - - -	10,000
" Interest of Money advanced until in cash at home, at 5 per cent. - - - - -	10,000
" Expences on landing in England, with all other expences till sold at 5 per cent. on the first cost - - - - -	10,000
" Total cost of 20,000 bales of fine Ahmoood Cotton in London, after making a liberal allowance for every article being equal to 1s. 6d. per lb. &	450,000

Memoir on the
Trade to and from
India.

“ It has been already stated, that this fine Ahmoed Cotton has been sold at 5s. per lb. But in this Estimate it shall be reduced to 3s. on which terms a contract could be made for any quantity at this moment.

“ 20,000 bales, containing six millions of pounds, at 3s. per lb.	- - -	£. 900,000
“ Deduct from the gross sales the first cost, freight and charges of the Cotton - - - - -	- - - - -	450,000
“ Remains a profit of cent. per cent. - - - - -	- - - - -	450,000

“ This must appear an immense object to the Company, for, admitting that the first cost extended to one shilling per pound at Surat, if the real fine Cotton can only be procured, the profit would still greatly exceed what can be obtained on any other article of Commerce.”

Although the Directors of the East India Company were satisfied that the Manufacturers had conceived very erroneous ideas regarding India Cotton, from the knowledge they themselves possessed of the commodity and its properties, as applicable to the manufacture of Piece Goods; yet so sanguine were the Manufacturers in their opinions, that the Company, in compliance with the wishes of the Lords of the Council, consented to import for their use a quantity upon trial, equal to half a million of pounds weight, which upon its arrival, though perfect in its quality, was found to be very different in its properties to what they had conceived of it; in fact, it was considered as the least valuable of any Cotton in the market, and sold uniformly at rates below every other description. The real fact, with regard to the Cotton that was purchased on the Continent, which they denominated Indian Cotton, and judged that all the Cotton of India was of the like texture, was, that it was a parcel of a very superior kind, raised on the Island of Bourbon, where the soil and climate is most peculiarly suited to its production: of which the whole produce of the Island does not, according to the information of Count Vaux, in his History of the Mauritius, exceed 2,000 bales, nor is it capable of being cultivated in other parts of India, as, in all the trials that have been made, the article is uniformly found to degenerate. Relying on the assertions of the Manufacturers at home, the Merchants in India judged that there was a great opening for much successful speculation in Cotton, and we cannot but bring to notice a proposition that was made to the Bengal Government by a Free Merchant, as early as December 1790, in which he offers to contract with the Company, to deliver them in London 20,000 Bales, or six millions of pounds weight, of Cotton, at 2s. 3d. the pound weight, to be laden at his own expence on English ships or English India-built ships, upon which he concluded that the Company would be gainers of 9d. per pound, or of £. 225,000, allowing it only to sell at 3s. per pound; but this gentleman was so sanguine as to believe that it would sell for 3s. 6d. or 4s. per pound, by which these gains would be proportionably increased to upwards of half a million of pounds sterling.

* Mr. Geo. Smith.

* Mr. Henchman.

Another gentleman,* in speaking of the article of Cotton, and the advantages that would accrue by bringing the commodity from the East Indies, states, that in the East Indies the Cultivator disposes of it at not above 1½d. per pound avoirdupoise; while the West Indian, under a different system, cannot afford to sell it on the spot for less than one shilling per pound. If this is calculated to impress on the public mind, that Cotton in a state proper to be imported into this Country is to be obtained in India at such prices, such an assertion has a direct tendency to mislead. The Writer might not perhaps be governed by any such intentions, but if not he was but superficially informed on the point upon which he has so positively committed himself—he ought to have known, that Cotton in the state to which he refers as disposed of by the Cultivator, is the Kopsa or Cotton of the Country, in the state in which it is gathered from the pod, in which state small parcels are purchased by the Weavers for their occasional use; but that, to render this Cotton in a state fit for the market, or in other words, *merchantable*, it has to be divested of the seed, which is on an average full three-fourths of its weight. In this state it is termed *Roovee*. This advances the first cost in a quadruple proportion, so that the Writer's 1½d. for the pound of Cotton is advanced to 6d. Cotton, like every other production of the soil, fluctuates in price in all parts of the world as the seasons are more or less favourable to its growth. In Bengal it has been as low as ten rupees per maund, and as high as 25. It may perhaps be assumed in general at from 12 to 18. At Bombay it was many years ago as low as 88 Rupees per candy; but since the great demand for the China market, it has risen from thence to 180, and perhaps it will hardly ever be obtained at less than 120 or 130. It is probable all charges included, freight excepted, it may be shipped at 6d. per pound. The price in this Country varies exceedingly in proportion as produce is found to bear to demand. An article that is subject to fluctuate from the extreme of cent. per cent. in India, and to experience a like variation in the selling price at home, can never become a staple or permanent article of Trade; from that Country in 1784, an experimental Import on the Company's account, sold at about 8½d. per lb. In 1790, the first parcel brought at the desire of the manufacturers sold for only 7½d. in the ensuing year it produced 10½d.; between 1793 and 1797, some private Imports sold at from 11½d. to 1s. 8½d. In 1798-9 and 1800, the three great years of the Import, the fluctuation was from 1s. 11½d. down to 11½d.; in 1801 it was 1s. 5½d. and in 1802, 3, and 4, only from 9d. to 11½d. At the high prices which obtained from casual circumstances, it doubtless yielded some advantage; but in ordinary times, and under a regular system, it can never be calculated upon as an advantageous article of Commerce.

DRUGS.

The articles which are usually classed under the head of Drugs, such as Rhubarb, Camphire, Cassia, Lacks, Gums, &c. &c. have at all times been too trifling in extent, and too precarious in their issue, to attract any considerable share of the Company's attention. They of course have formed the basis of that portion of the Indian Trade, which from the earliest periods has been granted as an indulgence to the Commanders and Officers of the Company's freighted shipping, and which in fact those persons looked to as the principal source of reward for their professional labours. The interference of the Merchants of India in the articles of this description, having destroyed these chearing prospects, they in general wisely and prudently withdrew from a rivalry, against which they found themselves incapable of making a stand. The Indian Traders, who have attempted to unite what is seldom practised, even in this great commercial Country, the character of Merchant and Ship Owner, in the eagerness of their zeal to secure employment for Indian-built Shipping, have been more anxious to find cargoes for their shipping than in seeking markets for their cargoes. Hence the Company's warehouses, during the last three or four years, have been encumbered with immense quantities of Rhubarb, Cassia Buds, Cassia Lignea, Camphire, Sago, Shellack, Nux Vomica, Columbo Root, Turmeric, &c. &c. of which the quantities in many instances are equal to the consumption of Europe for five or six years to come. The demand for these commodities for the home market is inconsiderable. They are chiefly imported for the supply of the Continent, which is at present overstocked. We have good reason to believe, that Rhubarb, which was bought in by the original Proprietors at from four to five shillings the pound, is now selling at and under one shilling; Cassia Lignea in like manner has fallen from £. 17. 10s. the hundred weight to £. 9; Cassia Buds, from £. 22. to £. 8. 10s.; Camphire, which usually sold at £. 40 the hundred weight, will not now bring more than £. 22; and many other articles are in a similar predicament. In short, large quantities of Drugs are at this juncture selling at almost any prices that can be got for them, as the period for their Exportation, which has been repeatedly prolonged, will expire in April next, at which time, if they are not previously exported, they will be subject to the home consumption duty, which, in many instances, is far beyond their values. It may be concluded therefore, that the Private Traders have not profited more by their speculations in Drugs, than they have in the other articles of their Imports. In fact, they seem to have succeeded in nothing but giving a deep wound to the Company's commercial interests, which is not likely to be healed for many years to come, and in depriving a valuable class of the Company's naval servants of the fair and just emoluments of their stations.

April, 1806.

LIST OF APPENDIX.

No. 1.—Amount of Imports into Bengal from various places; 1795 to 1806	- - -	p. 223
No. 2.— - D° - - Exports from Bengal, - D° - D° -	- - -	p. 229
No. 3.—Value of each description of Goods imported into Bengal	- - -	p. 230
No. 4.— - - D° - - - - D° - - exported	- - -	ibid.
No. 5.—Value of Goods imported into Bengal from London	- - -	p. 231
No. 6.— - - D° - exported from Bengal to London	- - -	p. 232
No. 7.—Value of Goods imported into Bengal from Hamburgh	- - -	p. 233
No. 8.— - - D° - exported from Bengal to Hamburgh	- - -	ibid.
No. 9.—Value of Goods imported into Bengal from Denmark	- - -	p. 234
No. 10.— - - D° - exported from Bengal via Serampore	- - -	ibid.
No. 11.—Value of Goods imported into Bengal from Lisbon, including Madeira and Teneriffe,	p. 235	
No. 12.— - - D° - exported from Bengal to Lisbon	- - -	ibid.
No. 13.—Value of Goods imported into Bengal from Cadiz	- - -	p. 236
No. 14.— - - D° - exported from Bengal to Cadiz	- - -	ibid.
No. 15.—Value of Goods imported into Bengal from America	- - -	p. 237
No. 16.— - - D° - exported from Bengal to America	- - -	ibid.
No. 17.—Value of Merchandize and Treasure imported into the Settlements of India, in 1802-3	p. 238	
No. 18.— - - D° - - - - D° - - - exported	- - -	ibid.
No. 19.—Value of Merchandize and Treasure imported into the Settlements of India, in 1803-4	p. 239	
No. 20.— - - D° - - - - D° - - - exported	- - -	ibid.
No. 21.—Value of Merchandize & Treasure imported into the Settlements of India, in 1804	p. 240	
No. 22.— - - D° - - - - D° - - - exported	- - -	ibid.
No. 23.—Tonnage and Description of Goods shipped by Individuals at Bengal, Fort St. George, and Bombay; 1797 to 1804	- - -	p. 241

APPENDIX to the foregoing MEMOIR.

No. I.

AMOUNT of IMPORTS into BENGAL from various Places, in the under-mentioned Periods:

	London.	Hamburg.	Sundry Places via Serampore.	Lisbon.	Leghorn.	Cadiz.	America.	Various other Places.	TOTAL.
1795-6 -	22,73,163	6,57,431	7,70,136	10,24,943	- - -	- - -	8,43,118	57,80,080	113,48,871
1796-7 -	17,83,002	15,801	5,14,936	5,18,025	74,190	- - -	15,49,773	36,19,034	80,74,761
1797-8 -	15,34,219	1,66,411	85,303	6,94,320	- - -	- - -	10,40,108	33,11,012	68,31,373
1798-9 -	17,43,314	2,18,943	6,15,052	2,04,182	- - -	- - -	13,40,572	53,72,355	94,94,418
Total 4 Years. } Sa R ^s	73,33,698	10,58,586	19,85,427	24,41,470	74,190	- - -	47,73,571	180,28,481	357,49,423
1799-1800	*47,37,462	72,333	10,16,474	46,56,391	- - -	- - -	35,24,614	49,54,489	190,11,402
1800-1 -	*44,72,502	- - -	10,22,520	9,69,319	- - -	- - -	49,75,844	69,20,213	183,60,598
1801-2 -	*39,75,669	1,06,978	1,13,113	10,74,564	- - -	- - -	43,82,497	78,06,575	174,59,396
1802-3 -	*48,54,070	- - -	5,72,041	15,66,744	- - -	4,32,001	51,56,031	104,00,594	229,81,481
1803-4 -	*40,41,001	- - -	3,86,867	22,95,891	- - -	49,141	45,12,640	79,81,301	192,66,841
Total 5 Years. } Sa R ^s	221,30,343	1,79,311	31,11,015	105,62,909	- - -	4,81,142	225,51,626	380,63,172	970,79,518
1804-5 -	*37,32,165	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
1805-6 -	44,97,877	- - -	7,96,481	22,43,119	- - -	- - -	60,67,910	- - -	238,70,414

	TOTAL Foreign Europe and America.	TOTAL London, Foreign Europe and America.		TOTAL Foreign Europe and America.	TOTAL London, Foreign Europe and America.
1795-6 -	32,95,628	55,68,791	1799-1800	*88,49,942	140,56,913
1796-7 -	26,72,725	44,55,727	1800-1 -	*69,67,633	114,40,185
1797-8 -	19,86,142	35,20,361	1801-2 -	*56,77,152	96,52,821
1798-9 -	*23,78,749	41,22,063	1802-3 -	*77,26,817	125,80,887
			1803-4 -	*72,44,539	112,85,540
Total 4 Years. }	103,33,244	176,66,942	Total 5 Years. } Sa R ^s	368,86,003	590,16,346
			1804-5 -	*66,69,253	- - -
			1805-6 -	*99,36,765	- - -

Those marked * are corrected from the Report 1805-6.

No. 2.

AMOUNT of EXPORTS from BENGAL to various Places, in the under-mentioned Periods.

	London.	Hamburgh.	Copenhagen.	Lisbon.	Leghorn.	Cadiz.	America.	Various other Places.	TOTAL.
1795-6 -	84,03,800	17,37,342	8,13,832 *1,11,087	21,81,371	- - -	- - -	19,49,319	53,59,467	204,50,131
1796-7 -	50,79,310	6,19,973	17,73,511 *9,56,145	7,10,926	97,781	- - -	25,60,267	45,15,429	153,57,197
1797-8 -	69,71,529	2,15,968	3,56,572	12,85,595	- - -	- - -	20,25,602	42,64,943	151,20,209
1798-9 -	* 41,07,834	* 5,91,173	*1,11,087	*4,40,880	- - -	- - -	*11,89,542	74,83,597	* 139,24,113
Total } 4 Years. } S ^a R ^s	245,67,473	31,64,456	30,55,002	46,18,772	97,781	- - -	77,24,730	216,23,436	648,51,650
1799-1800	* 67,91,406	61,582	*9,56,155	*33,44,435	- - -	- - -	*37,85,937	107,75,300	* 257,14,805
1800-1 -	* 84,87,336	- - -	*7,14,825	*20,57,936	- - -	- - -	*61,06,733	107,16,986	* 280,83,816
1801-2 -	*131,97,420	- - -	* 2,955	*16,88,486	- - -	- - -	*45,65,828	120,09,824	314,64,513 * 312,33,107
1802-3 -	*111,45,261	- - -	*2,54,709	*26,59,588	- - -	*4,35,286	*48,18,897	171,35,918	364,99,209 * 349,32,170
1803-4 -	*108,18,545	- - -	*5,04,519	*24,66,343	- - -	* 20,810	*66,70,800	151,43,037	357,13,312 * 354,62,304
Total } 5 Years. } S ^a R ^s	504,39,968	* 61,582	24,39,453	122,16,788	- - -	4,56,096	260,80,703	657,81,065	1,574,75,655
1804-5 -	* 89,16,168	* 2,145	*12,36,964 Copenhagen Due.	*25,59,338	- - -	*4,93,134	*33,44,593	- - -	362,52,843 * 361,23,327
1805-6 -	* 60,99,065	* 1,57,902	*6,51,308	*13,96,343	- - -	- - -	*62,78,055	- - -	* 373,95,877

	TOTAL Foreign Europe and America.	TOTAL London, Foreign Europe, and America.		TOTAL Foreign Europe and America.	TOTAL London, Foreign Europe, and America.
1795-6 -	66,81,864	150,90,664	1799-1800	* 80,48,059	149,39,505
1796-7 -	57,62,458	108,41,768	1800-1 -	* 88,79,494	173,66,830
1797-8 -	38,83,737	108,55,266	1801-2 -	* 62,57,269	194,54,689
1798-9 -	* 23,32,682	64,40,516	1802-3 -	* 81,68,480	193,63,291
Total } 4 Years. } S ^a R ^s	186,60,741	432,28,214	1803-4 -	* 96,62,472	205,70,275
			Total } 5 Years. } S ^a R ^s	412,64,622	916,94,590
			1804-5 -	76,36,174	
			1805-6 -	84,83,608	

Those marked * are corrected from the Report 1805-6.

No. 3.

VALUE of each Description of GOODS Imported into BENGAL, in the under-mentioned Periods.

	Woolens.	Metals.	Articles for Manufacture and Ship-building.	Glass and Stationary.	Stores and Provisions.	Liquors.	Articles for Internal Trade.	Sundries.	Sundries for Re-exportation.	TOTAL Merchandize.	Treasure.	TOTAL Merchandize and Treasure.	
5-6	- - -	10,92,974	6,79,045	12,22,372	4,53,377	15,93,788	2,23,365	8,20,108	3,92,790	64,77,819	48,71,052	113,48,871	
6-7	78,808	7,69,490	4,77,756	10,68,990	89,483	10,07,857	4,68,626	4,94,056	8,91,966	53,47,032	27,27,729	80,74,761	
7-8	58,934	5,88,882	4,94,834	8,37,150	25,477	7,30,509	3,40,282	1,81,060	6,60,651	39,17,779	29,13,594	68,31,373	
8-9	1,09,676	9,87,934	7,02,892	10,32,874	1,75,802	8,43,638	10,30,191	5,38,624	6,90,724	61,12,355	33,82,063	94,94,418	
S ^r R	2,47,418	34,39,280	23,54,527	41,61,386	7,44,139	41,75,792	20,62,464	20,33,848	26,36,131	218,54,985	138,94,438	357,49,423	
9-10	1,32,352	11,16,422	8,42,448	16,57,669	3,62,177	13,66,621	16,42,006	7,94,525	4,50,492	83,64,802	106,46,600	190,11,402	
10-1										110,02,768	73,57,630	183,60,398	
1-2	Not distinguished										101,94,449	72,64,947	174,59,396
2-3											112,40,625	117,40,856	229,81,481
3-4											87,36,197	105,30,614	192,66,811
S ^r R	1,32,552	11,16,422	8,42,448	16,57,669	3,62,177	13,66,621	16,42,006	7,94,525	4,50,492	495,38,841	475,40,677	970,79,518	
4-5	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	90,14,957	115,84,959	205,99,916	
5-6	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	109,30,799	129,39,615	238,70,414	

No. 4.

VALUE of each Description of GOODS Exported from BENGAL, in the under-mentioned Periods.

	Piece Goods.	Indigo.	Sugar.	Raw Silk.	Grain.	Bengal Rum.	Opium.	Cotton.	Treasure.	Sundry Articles.	Imports Re-exported.	TOTAL.
5-6	94,83,284	62,51,424	8,20,186	5,81,183	9,11,565	- - -	13,08,360	1,47,211	- - -	5,49,062	3,98,056	204,50,131
6-7	74,26,752	32,33,797	11,57,715	3,40,975	8,87,630	- - -	13,31,255	1,38,870	- - -	3,55,018	4,85,185	153,57,197
7-8	57,48,617	54,59,844	8,46,752	6,12,253	5,57,401	39,480	10,77,961	1,07,711	- - -	3,91,172	2,79,018	151,20,209
8-9	*57,74,057	*23,79,629	*14,01,646	*6,67,300	*8,79,713	*49,185	*12,55,579	*4,27,053	- - -	*6,37,467	*4,52,484	*139,24,113
S ^r R	284,32,710	173,24,694	42,26,299	22,01,711	32,36,109	88,665	49,73,155	8,20,845	- - -	19,32,719	16,14,743	648,51,650
9-10	*20,01,199	*35,53,949	*23,89,691	*14,33,751	*12,49,274	*1,28,366	*28,80,593	- - -	- - -	9,42,599	*11,35,383	*257,14,805
10-1	141,67,106	139,88,293	10,00,699	10,51,957	14,21,940	68,864	34,52,432	- - -	- - -	10,40,059	18,93,066	280,83,816
11-2	165,91,309	38,48,139	2,01,798	13,65,882	22,59,618	1,29,943	27,51,515	- - -	2,31,406	11,17,435	19,67,068	314,64,513
12-3	*185,94,676	*29,73,754	*10,81,544	*16,38,467	*25,44,676	*1,23,766	*39,43,951	- - -	15,67,039	18,79,165	21,52,171	364,99,205
13-4	*161,69,478	*44,69,930	*10,71,366	*19,10,398	*32,67,196	*20,987	*41,88,225	*23,13,185	2,51,008	9,18,685	11,32,854	357,13,311
S ^r R	775,23,678	188,34,065	67,44,496	74,00,455	107,42,704	471,926	172,17,116	23,13,185	20,49,453	58,97,943	82,80,542	1,574,75,65
14-5	110,85,509	64,77,041	18,20,446	33,82,000	28,89,913	95,328	64,12,283	19,41,507	1,29,516	- - -	9,68,497	362,52,843
15-6	118,49,670	52,21,609	33,24,168	36,86,491	24,60,716	1,38,153	58,66,888	30,44,544	- - -	- - -	7,10,495	361,23,327

Those marked * are corrected from the Report 1805-6.

No. 5.

VALUE of GOODS Imported into BENGAL from LONDON.

	Woollens.	Metals.	Articles for Manufacture and Ship-building.	Glass and Stationery.	Stores and Provisions.	Liquors.	Articles for Internal Trade.	Sundries.	Sundries for Re-exportation.	TOTAL Merchandise.	Treasure.	TOTAL Merchandise and Treasure.
1795-6	- -	95,978	1,56,207	7,05,594	1,37,769	6,96,077	- -	- -	- -	17,91,625	4,81,538	22,73,163
1796-7	51,164	1,71,673	93,828	6,53,493	33,678	4,97,189	2,470	45,316	1,095	15,49,906	2,33,096	17,83,002
1797-8	58,934	48,603	86,679	6,27,133	11,140	3,52,584	- -	2,970	- -	11,88,043	3,46,176	15,34,219
1798-9	57,849	21,394	30,730	5,54,855	7,069	3,41,208	- -	- -	- -	*10,13,105	*7,30,209	*17,43,314
Total 4 years S ^r R	1,67,947	3,37,648	3,67,444	25,41,075	1,89,656	18,87,058	2,470	48,286	1,095	55,42,679	17,91,019	73,33,698
1799-1800	1,29,395	2,52,228	2,14,553	14,57,739	2,57,888	6,22,155	55,671	1,61,067	- -	31,50,696	16,36,405	47,87,101
1800-1										*31,82,600	*15,54,862	*47,37,462
1801-2										*40,98,360	*3,74,142	*44,72,502
1802-3										*36,51,650	*3,24,019	*39,75,669
1803-4										*35,90,683	*12,63,387	*48,54,070
										*30,55,400	*9,85,601	*40,41,001
Total 5 years S ^r R	- -	- -	- -	- -	- -	- -	- -	- -	- -	175,46,789	45,83,554	221,30,343
1804-5	- -	- -	- -	- -	- -	- -	- -	- -	- -	*29,34,485	*7,97,680	*37,32,165
1805-6	- -	- -	- -	- -	- -	- -	- -	- -	- -	*36,28,301	*8,69,576	*44,97,877

FOREIGN EUROPE and AMERICA.

	Merchandise.	Treasure.
1798-9	8,54,611	15,24,138
1799-1800	12,01,832	76,48,110
1800-1	16,10,772	53,56,911
1801-2	9,85,972	46,91,180
1802-3	12,91,260	64,35,537
1803-4	9,44,087	63,00,452
1804-5	12,63,442	54,05,811
1805-6	17,36,069	74,00,695

Those marked * are corrected from the Report 1805-6.

No. 6.

VALUE of GOODS Exported from BENGAL to LONDON.

	Piece Goods.	Indigo.	Sugar.	Raw Silk.	Grain.	Bengal Rum.	Cotton.	Sundry Articles.	Imports re-exported.	TOTAL.
1795-6 -	14,91,416	61,44,186	3,05,051	16,039	- - -	15,246	111,384	2,2,521	1,04,357	84,08,800
1796-7 -	12,94,222	30,56,592	4,77,000	12,471	- - -	- - -	55,223	47,011	1,36,791	50,79,310
1797-8 -	11,87,710	53,73,861	1,82,650	- - -	- - -	- - -	58,804	62,851	1,05,653	69,71,529
1798-9 -	*8,85,058	*23,71,941	*3,75,999	*4,800	- - -	*2,275	*284,808	120,839 *105,647	*62,114	*41,07,834
Total } 4 Years } S ^a R ^s	48,58,406	169,46,580	13,40,700	33,310	- - -	18,121	510,219	451,222	4,03,915	245,67,473
1799-1800	*15,23,479	*35,28,416	*6,98,667	*4,20,598	- - -	*23,611	- - -	*377,600	*2,19,035	*67,91,406
1800-1 -	*30,97,165	*39,84,744	*1,19,406	*1,26,400	1,48,370	- - -	- - -	*536,801	*4,74,450	*84,87,336
1801-2 -	*66,68,290	*37,71,407	*2,17,899	*1,70,906	*7,52,852	*58,092	- - -	*654,884	*11,03,090	*131,97,420
1802-3 -	*64,70,203	*27,79,100	*2,30,727	*2,95,050	*33,166	*4,802	- - -	*403,292	*9,28,921	*111,45,261
1803-4 -	*48,72,016	*42,29,921	*672	*9,56,444	*4,010	- - -	*106,207	*227,253	*4,22,022	108,18,545
Total } 5 Years } S ^a R ^s	22,431,153	182,93,588	12,67,371	19,69,398	9,38,398	86,505	106,207	21,99,830	31,47,518	504,39,968
1804-5 -	*12,28,637	*60,28,524	*116	*12,23,363	- - -	- - -	*26,859	*1,52,905	*2,55,764	*89,16,168
1805-6 -	*3,31,582	*45,23,124	*54,478	*7,87,106	- - -	- - -	*118,912	*66,313	*2,17,550	*60,99,068

To FOREIGN EUROPE and AMERICA.

1798-9 - - - - -	23,32,682
1799-1800 - - - - -	80,48,059
1800-1 - - - - -	88,79,494
1801-2 - - - - -	62,57,269
1802-3 - - - - -	81,68,480
1803-4 - - - - -	96,62,472
1804-5 - - - - -	76,36,174
1805-6 - - - - -	84,83,608

Those marked * are corrected from the Report 1805-5.

No. 7.

VALUE of GOODS Imported into BENGAL from HAMBURGH.

	Woollens.	Metals.	Articles for Manufacture and Ship-building.	Glass and Stationery.	Stores and Provisions.	Liquors.	Sundries.	TOTAL Merchandize.	Treasure.	TOTAL Merchandize and Treasure.
1795-6	- - -	35,879	37,366	3,23,097	30,490	1,80,137	- - -	6,06,969	50,462	6,57,431
1796-7	- - -	3,484	4,205	239	- - -	1,410	6,463 Indigo 800	15,801	- - -	15,801
1797-8	- - -	24,693	15,750	16,076	- - -	67,717	- - -	1,25,036	41,375	1,66,411
1798-9	3,376	88,507	17,803	38,976	3,504	36,078	4,700	1,92,744	26,199	2,18,943
Total 4 Years	3,376	1,52,563	75,124	3,78,388	33,794	2,85,342	11,963	9,40,550	1,18,036	10,58,586
1799-1800	- - -	11,172	8,468	105	1,427	51,161	- - -	72,333	- - -	72,333
1800-1	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
1801-2	- - -	- - -	- - -	- - -	- - -	- - -	- - -	1,06,978	- - -	1,06,978
1802-3	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
1803-4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Total 5 Years	- - -	11,172	8,468	105	1,427	51,161	- - -	1,79,311	- - -	1,79,311
1804-5	- - -	- - -	- - -	- - -	- - -	- - -	- - -	2,018	1,90,275	1,92,293
1805-6	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -

No. 8.

VALUE of GOODS Exported from BENGAL to HAMBURGH.

	Piece Goods.	Indigo.	Sugar.	Bengal Rum.	Cotton.	Sundry Articles.	Imports Re-exported.	TOTAL.
1795-6	13,57,336	1,03,212	1,77,931	- -	28,896	48,868	21,099	17,37,342
1796-7	4,35,746	10,700	89,580	- -	27,730	33,257	22,960	6,19,973
1797-8	99,686	33,743	43,602	1,155	2,556	32,299	2,927	2,15,968
1798-9	3,30,138	4,830	1,84,864	- -	52,683	2,888	16,770	5,91,173
Total 5 Years	22,22,906	1,52,485	4,95,977	1,155	1,11,865	1,17,312	63,756	31,64,456
1799-1800	20,305	- - -	23,502	- -	- - -	975	16,800	61,582
1800-1	- - -	- - -	- - -	- -	- - -	- - -	- - -	- - -
1801-2	- - -	- - -	- - -	- -	- - -	- - -	- - -	- - -
1802-3	- - -	- - -	- - -	- -	- - -	- - -	- - -	- - -
1803-4	- - -	- - -	- - -	- -	- - -	- - -	- - -	- - -
Total 5 Years	20,305	- - -	23,502	- -	- - -	975	16,800	61,582
1804-5	- - -	- - -	2,145	- -	- - -	- - -	- - -	2,145
1805-6	45,430	28,835	54,804	- -	- - -	- - -	15,199	1,57,902

No. 9.

VALUE of GOODS Imported into BENGAL from DENMARK.

	Woollens.	Metals.	Articles for Manu- facture and Ship- building.	Glass and Stationery.	Stores and Provisions	Liquors.	Articles for Internal Trade.	Sundries.	TOTAL Merchan- dize.	Treasure.	TOTAL Merchandise and Treasure.
1795-6 -	- -	1,29,432	1,08,733	1,20,167	6,498	3,75,956	6,880	- -	7,47,606	22,470	7,70,136
1796-7 -	24,847	1,00,805	37,164	1,98,764	11,295	1,38,126	3,239	696	5,14,936	- -	5,14,936
1797-8 -	- -	- -	393	1,429	297	16,941	- -	- -	19,060	66,243	85,303
1798-9 -	19,515	71,935	29,054	31,886	421	2,22,728	2,534	- -	3,78,073	2,36,979	6,15,052
Total } 4 Years. } S ^r R	44,362	3,02,172	1,75,344	3,52,246	18,511	7,53,751	12,653	696	16,59,735	3,25,692	19,85,427
1799-1800	458	1,57,006	1,24,825	22,764	3,804	1,48,545	22,944	26,730	5,07,076	5,09,398	10,16,474
1800-1 -	- -	- -	- -	- -	- -	- -	- -	- -	4,46,806	5,75,714	10,22,520
1801-2 -	- -	- -	- -	- -	- -	- -	- -	- -	1,13,113	- -	1,13,113
1802-3 -	- -	- -	- -	- -	- -	- -	- -	- -	3,38,941	2,33,100	5,72,041
1803-4 -	- -	- -	- -	- -	- -	- -	- -	- -	3,17,372	69,495	3,86,867
Total } 5 Years. } S ^r R	458	1,57,006	1,24,825	22,764	3,804	1,48,545	22,944	26,730	17,23,308	13,87,707	31,11,015
1804-5 -	- -	- -	- -	- -	- -	- -	- -	- -	3,93,748	1,58,244	5,51,992
1805-6 -	- -	- -	- -	- -	- -	- -	- -	- -	1,87,647	6,08,834	7,96,481

No. 10.

VALUE of GOODS Exported from BENGAL via SERAMPORE.

	Piece Goods.	Indigo.	Sugar.	Grain.	Bengal Rum.	Opium.	Cotton.	Treasure.	Sundry Articles.	Imports re-exported.	TOTAL.
1795-6 -	7,00,542	4,026	90,642	- -	- -	- -	6,804	- -	9,657	2,161	8,13,832
1796-7 -	13,69,242	1,43,520	2,02,680	2,000	- -	- -	31,602	- -	16,602	7,865	17,73,511
1797-8 -	2,64,920	48,800	7,098	4,541	- -	- -	7,160	- -	18,098	5,955	3,56,572
1798-9 -	26,412	-	30,533	- -	- -	- -	39,731	- -	9,597	4,814	1,12,087
Total } 4 Years. } S ^r R	23,61,116	1,96,346	3,30,953	6,541	- -	- -	85,297	- -	53,954	20,795	30,55,002
1799-1800	7,15,116	- -	1,10,451	- -	333	- -	- -	- -	14,932	1,15,314	9,56,145
1800-1 -	4,71,003	110	40,032	6,400	5,219	15,430	- -	- -	23,748	1,52,883	7,14,825
1801-2 -	2,772	- -	- -	- -	- -	- -	- -	- -	6	177	2,955
1802-3 -	2,54,709	- -	- -	- -	- -	- -	- -	6,300	- -	- -	2,61,009
1803-4 -	5,04,419	- -	- -	- -	- -	- -	- -	- -	- -	100	5,04,519
Total } 5 Years. } S ^r R	19,48,019	110	1,50,483	6,400	5,552	15,430	- -	6,300	38,685	2,68,474	24,39,453
1804-5 -	12,36,964	- -	- -	- -	- -	- -	- -	- -	- -	- -	12,36,964
1805-6 -	3,37,632	- -	- -	- -	- -	- -	- -	- -	3,13,676	- -	6,51,308

Vide an Explanation in Rep. Ext. Com. 1805-6, respecting
via Serampore; it is here corrected, to Copenhagen direct.

No. 11.

VALUE of GOODS Imported into BENGAL from LISBON, including MADEIRA and TENERIFFE.

		Metals.	Glass and Stationery.	Stores and Provisions.	Liquors.	Articles for Internal Trade.	Sundries.	TOTAL Merchandise.	Treasure.	TOTAL Merchandise and Treasure.
1795-6	- -	- -	- -	- -	1,83,298	4,300	- -	1,88,298	8,36,645	10,24,943
1796-7	- -	- -	- -	- -	66,000	- -	6,855	72,855	4,45,170	5,18,025
1797-8	- -	1,376	550	4,908	52,615	- -	- -	59,449	6,34,871	6,94,320
1798-9	- -	- -	82	104	5,996	6,300	- -	12,482	1,91,700	2,04,182
Total 4 Years	} S ^a R ^a	1,376	632	5,012	3,08,609	10,600	6,855	3,33,084	21,08,386	24,41,470
1799-1800	- -	3,209	3,616	- -	55,698	- -	953	63,476	45,92,915	46,56,391
1800-1	- -	- -	- -	- -	- -	- -	- -	2,63,989	7,95,330	9,69,319
1801-2	- -	- -	- -	- -	- -	- -	- -	97,555	9,77,009	10,74,564
1802-3	- -	- -	- -	- -	- -	- -	- -	5,26,035	10,40,709	15,66,744
1803-4	- -	- -	- -	- -	- -	- -	- -	3,39,407	19,56,484	22,95,891
Total 5 Years	} S ^a R ^a	3,209	3,616	- -	55,698	- -	953	12,90,462	92,72,447	105,62,909
1804-5	- -	- -	- -	- -	- -	- -	- -	4,12,994	11,20,061	15,33,055
1805-6	- -	- -	- -	- -	- -	- -	- -	4,29,263	18,13,856	22,43,119

No. 12.

VALUE of GOODS Exported from BENGAL to LISBON.

		Piece Goods.	Indigo.	Sugar.	Grain.	Opium.	Sundries.	Imports Re-exported.	TOTAL.
1795-6	- -	21,76,347	- - -	- - -	- - -	2,350	616	2,058	21,81,371
1796-7	- -	7,08,926	- - -	- - -	2,000	- -	- -	- -	7,10,926
1797-8	- -	12,45,709	- - -	- - -	2,400	- -	723	36,763	12,85,595
1798-9	- -	4,31,913	- - -	- - -	- - -	- -	- -	8,967	4,40,880
Total 4 Years	} S ^a R ^a	45,62,895	- - -	- - -	4,400	2,350	1,339	47,758	46,18,772
1799-1800	- -	32,83,185	- - -	- - -	- - -	- -	669	60,581	33,44,435
1800-1	- -	20,07,638	- - -	- - -	- - -	- -	3,188	47,110	20,57,936
1801-2	- -	16,36,823	- - -	- - -	4,000	- -	187	47,476	16,88,486
1802-3	- -	24,33,092	27,543	2,822	8,220	- -	62,339	1,25,472	26,59,588
1803-4	- -	24,55,913	- - -	- - -	8,800	- -	- -	1,625	24,66,343
Total 5 Years	} S ^a R ^a	118,16,656	27,543	2,822	21,020	- -	66,483	2,82,264	122,16,788
1804-5	- -	24,53,029	- - -	Silk: 17,000	12,348	- -	1,272	75,689	25,59,338
1805-6	- -	12,13,353	1,52,227	- - -	18,000	- -	- 95	12,668	13,96,343

No. 13.

VALUE of GOODS Imported into BENGAL from CADIZ.

	Merchandize.	Treasure.	TOTAL Merchandize and Treasure.
1795-6 - - -	—	—	—
1796-7 - - -	—	—	—
1797-8 - - -	—	—	—
1798-9 - - -	—	—	—
1799-1800 - - -	—	—	—
1800-1 - - -	—	—	—
1801-2 - - -	—	—	—
1802-3 - - -	2,341	4,29,660	4,32,001
1803-4 - - -	37,801	11,340	49,141
	40,142	4,41,000	4,81,142
1804-5 - - -	23,546	4,45,050	4,68,596

No. 14.

VALUE of GOODS Exported from BENGAL to CADIZ.

	Piece Goods.	Sundry Articles.	Imports Re-exported.	TOTAL.
1795-6 - - -	—	—	—	—
1796-7 - - -	—	—	—	—
1797-8 - - -	—	—	—	—
1798-9 - - -	—	—	—	—
1799-1800 - - -	—	—	—	—
1800-1 - - -	—	—	—	—
1801-2 - - -	—	—	—	—
1802-3 - - -	3,75,782	27,278	32,226	4,35,286
1803-4 - - -	20,810	—	—	20,810
	3,96,592	27,278	32,226	4,56,096
1804-5 - - -	4,83,107	Sugar, 434 Silk, 3,991 Sunds. 5,602	—	4,93,134
1805-6 - - -	—	—	—	—

No. 15.

VALUE of GOODS Imported into BENGAL from AMERICA.

	Woollens.	Metals.	Articles for Manufacture and Ship-building.	Glass, and Stationery.	Stores and Provisions.	Liquors.	Articles for Internal Trade.	Sundries.	Sundries for Re-exportation.	TOTAL Merchandize.	Treasure.	TOTAL Merchandize and Treasure.
1795-6 -	- -	94,586	76,530	25,334	2,440	1,53,970	1,910	- -	- -	3,54,770	4,88,348	8,43,118
1796-7 -	391	65,731	49,238	26,194	24,076	2,46,196	61	4,626	24,876	4,41,389	11,08,384	15,49,773
1797-8 -	- -	23,566	21,312	27,045	740	2,33,627	- -	- -	22,607	3,28,897	7,11,211	10,40,108
1798-9 -	5,965	30,827	24,652	3,266	4,647	2,01,955	- -	- -	- -	2,71,312	10,69,260	13,40,572
Total } 4 Years. S ^r R ^a	6,356	2,14,710	1,71,732	81,839	31,903	3,35,748	1,971	4,626	47,483	13,96,358	33,77,203	47,73,571
1799-1800	2,499	28,398	32,885	61,899	6,829	4,08,629	424	17,254	- -	5,58,817	29,65,797	35,24,614
1800-1 -	- -	- -	- -	- -	- -	- -	- -	- -	- -	8,99,977	40,75,867	49,75,844
1801-2 -	- -	- -	- -	- -	- -	- -	- -	- -	- -	6,68,326	37,14,171	43,82,497
1802-3 -	- -	- -	- -	- -	- -	- -	- -	- -	- -	4,23,943	47,32,088	51,56,031
1803-4 -	- -	- -	- -	- -	- -	- -	- -	- -	- -	2,49,507	42,63,133	45,12,640
Total } 5 Years. S ^r R ^a	2,499	28,398	32,885	61,889	6,829	4,08,629	424	17,254	- -	28,00,570	197,51,056	225,51,626
1804-5 -	- -	- -	- -	- -	- -	- -	- -	- -	- -	4,38,136	34,92,181	39,23,317
1805-6 -	- -	- -	- -	- -	- -	- -	- -	- -	- -	10,89,904	49,78,006	60,67,910

No. 16.

VALUE of GOODS Exported from BENGAL to AMERICA.

	Piece Goods.	Indigo.	Sugar.	Raw Silk.	Grain.	Bengal Rum.	Opium.	Cotton.	Treasure.	Sundries.	Imports re-exported.	TOTAL.
1795-6 -	17,47,486	- -	1,26,171	- -	720	- -	- -	127	- -	18,486	56,329	19,49,319
1796-7 -	20,77,886	50	3,34,248	- -	- -	- -	- -	23,035	- -	57,683	67,365	25,60,267
1797-8 -	14,38,667	- -	5,19,833	- -	- -	17,632	1,079	7,850	- -	38,680	1,861	20,25,602
1798-9 -	8,39,459	- -	1,70,860	- -	- -	- -	- -	27,555	- -	1,19,571	41,097	11,89,542
Total } 4 Years. S ^r R ^a	60,94,498	50	11,51,112	- -	720	17,632	1,079	58,567	- -	2,34,420	1,66,652	77,24,730
1799-1800	28,44,333	- -	6,59,340	- -	- -	612	- -	- -	- -	1,20,880	1,60,772	37,85,937
1800-1 -	52,36,364	- -	5,50,513	- -	5,300	165	- -	- -	- -	30,174	2,84,217	61,06,733
1801-2 -	41,52,244	- -	3,10,379	- -	4,000	94	- -	- -	- -	27,902	71,209	45,65,828
1802-3 -	40,21,942	66,256	5,04,544	- -	25,004	- -	- -	- -	43,250	98,823	1,02,328	48,62,147
1803-4 -	54,50,835	33,716	8,53,313	3,812	3,000	- -	- -	36,302	89,258	1,39,787	1,50,035	67,60,058
Total } 5 Years. S ^r R ^a	217,05,718	99,972	28,78,089	3,812	37,304	871	- -	36,302	1,32,508	4,17,566	7,68,561	260,80,703
1804-5 -	24,89,599	77,386	653,332	448	- -	- -	23,555	17,530	- -	- -	14,021	33,44,593
1805-6 -	47,63,132	2,13,890	11,69,261	- -	- -	- -	- -	48,592	- -	- -	14,256	62,78,055

No. 17.

VALUE of the MERCHANDIZE and TREASURE Imported into the Settlements of INDIA in the year 1802-3.

From	BENGAL.			FORT ST. GEORGE.			BOMBAY.			TOTAL OF INDIA.		
	Merchandise.	Treasure.	TOTAL.	Merchandise.	Treasure.	TOTAL.	Merchandise.	Treasure.	TOTAL.	Merchandise.	Treasure.	TOTAL.
London	35,90,683	12,63,387	48,54,070	13,21,077	5,71,171	18,92,248	15,00,969	3,00,945	18,01,914	64,12,729	21,35,503	85,48,232
Denmark	3,38,941	2,33,100	5,72,041	66,853	- - -	66,853	46,376	78,075	1,24,451	4,52,170	3,11,175	7,63,345
France	- - -	- - -	- - -	27,050	14,495	41,545	- - -	- - -	- - -	27,050	14,495	41,545
Hamburgh	- - -	- - -	- - -	1,38,031	- - -	1,38,031	- - -	- - -	- - -	1,38,031	- - -	1,38,031
Leghorn	- - -	- - -	- - -	23,484	- - -	23,484	- - -	- - -	- - -	23,484	- - -	23,484
Lisbon	5,26,035	10,40,709	15,66,744	699	3,12,315	3,13,014	65,605	1,03,675	1,69,278	5,92,339	14,56,697	20,49,035
Madeira & Teneriffe	- - -	- - -	- - -	2,96,620	- - -	2,96,620	- - -	- - -	- - -	2,96,620	- - -	2,96,620
Cadiz	2,341	4,29,660	4,32,001	- - -	- - -	- - -	- - -	- - -	- - -	2,341	4,29,660	4,32,001
America	4,23,943	47,32,088	51,56,031	21,034	3,23,375	3,44,409	- - -	- - -	- - -	4,44,977	50,55,463	55,00,440
TOTAL London, Foreign Europe & America.	48,81,943	76,98,944	125,80,887	18,94,848	12,21,356	31,16,204	16,12,950	4,82,693	20,95,643	83,89,741	94,02,993	177,92,734

No. 18.

VALUE of the MERCHANDIZE and TREASURE Exported from the Settlements of INDIA in the year 1802-3.

To	BENGAL.			FORT ST. GEORGE.			BOMBAY.			TOTAL OF INDIA.		
	Merchandise.	Treasure.	TOTAL.	Merchandise.	Treasure.	TOTAL.	Merchandise.	Treasure.	TOTAL.	Merchandise.	Treasure.	TOTAL.
London	111,45,261	- - -	111,45,261	15,81,779	992	15,82,771	6,14,237	- - -	6,14,237	133,41,277	992	133,42,269
Denmark	2,54,709	6,300	2,61,009	- - -	- - -	- - -	81,516	- - -	81,516	3,36,225	6,300	3,42,525
France	- - -	- - -	- - -	11,320	- - -	11,320	- - -	- - -	- - -	11,320	- - -	11,320
Hamburgh	- - -	- - -	- - -	3,27,713	- - -	3,27,713	- - -	- - -	- - -	3,27,713	- - -	3,27,713
Leghorn	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Lisbon	26,59,588	- - -	26,59,588	10	- - -	10	2,34,146	- - -	2,34,146	28,93,744	- - -	28,93,744
Madeira & Teneriffe	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Cadiz	4,35,286	- - -	4,35,286	- - -	- - -	- - -	- - -	- - -	- - -	4,35,286	- - -	4,35,286
America	48,18,897	43,250	48,62,147	1,61,420	- - -	1,61,420	1,78,332	- - -	1,78,332	51,58,649	43,250	52,01,899
TOTAL London, Foreign Europe & America.	193,13,741	49,550	193,63,291	20,82,242	992	20,83,234	11,08,231	- - -	11,08,231	225,04,214	50,542	225,54,756

No. 19.

VALUE of the MERCHANDIZE and TREASURE Imported into the SETTLEMENTS of INDIA in the year 1803-4.

	B E N G A L.			F O R T S T. G E O R G E.			B O M B A Y.			T O T A L of INDIA.		
	Merchan- dize.	Treasure.	TOTAL.	Merchan- dize.	Treasure.	TOTAL.	Mer- chan- dize.	Trea- sure.	TOTAL.	Mer- chan- dize.	Trea- sure.	TOTAL.
From												
London -	30,55,400	9,85,601	40,41,001	10,35,493	11,97,498	22,32,991						
Denmark -	3,17,372	69,495	3,86,867	25,421	- - -	25,421						
France -	- - -	- - -	- - -	- - -	1,72,601	1,72,601						
Hamburgh	-	-	-	-	-	-						
Leghorn -	-	-	-	-	-	-						
Lisbon -	3,39,407	19,56,484	22,95,891	30,449	11,01,915	11,32,364						
Madeira and Teneriffe }	- - -	- - -	- - -	2,38,771	- - -	2,38,771						
Cadiz -	37,801	11,340	49,141	192	4,20,332	4,20,524						
America -	2,49,507	42,63,133	45,12,640	29,151	9,37,407	9,66,558						
TOTAL London, Foreign Europe & America. }	39,99,487	72,86,053	112,85,540	13,59,477	34,29,753	47,89,230						

No. 20.

VALUE of the MERCHANDIZE and TREASURE Exported from the SETTLEMENTS of INDIA, in the year 1803-4.

	B E N G A L.			F O R T S T. G E O R G E.			B O M B A Y.			T O T A L of INDIA.		
	Merchandize.	Treasure.	TOTAL.	Merchan- dize.	Trea- sure.	TOTAL.	Mer- chan- dize.	Trea- sure.	TOTAL.	Mer- chan- dize.	Trea- sure.	TOTAL.
To												
London -	108,18,545	- -	108,18,545	25,84,742	- -	25,84,742						
Denmark -	5,04,519	- - -	5,04,519	-	-	-						
France -	-	-	-	-	-	-						
Hamburgh	-	-	-	-	-	-						
Leghorn -	-	-	-	-	-	-						
Lisbon -	24,66,343	- -	24,66,343	-	-	-						
Madeira and Teneriffe }	-	-	-	-	-	-						
Cadiz -	20,810	- -	20,810	-	-	-						
America -	66,70,800	89,258	67,60,058	2,38,714	- -	2,38,714						
TOTAL London, Foreign Europe & America. }	204,81,017	89,258	205,70,275	28,23,456	- -	28,23,456						

No. 21.

VALUE of MERCHANDIZE and TREASURE Imported into the SETTLEMENTS of INDIA, in the year 1804.

	B E N G A L.			F O R T S T. G E O R G E.			B O M B A Y.			T O T A L of INDIA.		
	Merchandize	Treasure.	TOTAL.	Merchandize.	Treasure.	TOTAL.	Merchandize.	Treasure.	TOTAL.	Merchandize.	Treasure.	TOTAL.
From												
London -	29,34,485	7,97,680	37,32,165	8,57,511	5,15,853	13,73,364						
Denmark -	3,93,748	1,58,244	5,51,992	1,67,564	97,500	2,65,064						
France -	—	—	—	—	—	—						
Hamburgh -	2,018	1,90,275	1,92,293	14,942	—	14,942						
Leghorn -	—	—	—	7,709	—	7,709						
Lisbon -	4,12,994	11,20,061	15,33,055	6,547	10,10,848	10,19,395						
Madeira and Teneriffe. }	—	—	—	4,34,590	—	4,34,590						
Cadiz -	23,546	4,45,050	4,68,596	—	—	—						
America -	4,31,136	34,92,181	39,23,317	2,10,290	5,54,304	7,64,594						
TOTAL London, Foreign Europe & America. }	—	—	—	17,01,153	21,78,505	38,79,658						

No. 22.

VALUE of MERCHANDIZE and TREASURE Exported from the SETTLEMENTS in INDIA, in the year 1804.

	B E N G A L.			F O R T S T. G E O R G E.			B O M B A Y.			T O T A L of INDIA.		
	Merchandize.	Treasure.	TOTAL.	Merchandize.	Treasure.	TOTAL.	Merchandize.	Treasure.	TOTAL.	Merchandize.	Treasure.	TOTAL.
To												
London -	—	—	—	10,15,669	—	10,15,669						
Denmark -	—	—	—	64,185	—	64,185						
France -	—	—	—	—	—	—						
Hamburgh -	—	—	—	—	—	—						
Leghorn -	—	—	—	—	—	—						
Lisbon -	—	—	—	—	—	—						
Madeira and Teneriffe. }	—	—	—	—	—	—						
Cadiz -	—	—	—	—	—	—						
America -	—	—	—	1,82,924	—	1,82,924						
TOTAL London, Foreign Europe & America. }	—	—	—	12,62,778	—	12,62,778						

No. 23.

TONNAGE of GOODS shipped by Individuals at BENGAL, FORT ST. GEORGE, and BOMBAY, in the under-mentioned Periods.

	1797-8.	1798-9.	1799-1800.	1800-1.	1801-2.	1802-3.	1803-4.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	TONNAGE, Exclusive of Rice.
Total Tonnage laden at Bengal -	3,432	5,975	7,761	8,066	26,986	9,223	5,025	Tons.
Fort St. George -	5	1,270	641	3,484	691	2,840	1,415	1797-8 - 3,727
Bombay - - -	290	7,434	1,380	5,590	3,043	3,091	426	1798-9 - 14,679
	3,727	14,679	9,782	17,140	30,720	15,154	6,866	1799-1800 9,782
Deduct Rice from Bengal - -	- -	- -	- -	938	15,654	-	-	1800-1 - 14,348
Fort St. George -	- -	- -	- -	1,124	204	434	-	1801-2 - 14,862
Bombay - - -	- -	- -	- -	730	- -	3	-	1802-3 - 14,717
	- -	- -	- -	2,792	15,858	437	-	1803-4 - 6,866
Tonnage, exclusive of Rice -	3,727	14,679	9,782	14,348	14,862	14,717	6,866	Total - 78,981

DESCRIPTION of GOODS with which the above TONNAGE was laden.

	1797-8.	1798-9.	1799-1800.	1800-1.	1801-2.	1802-3.	1803-4.	TOTAL.	Average per Annum.
Piece Goods - - - - -	307	442	623	1,214	2,836	3,965	2,601	11,988	1,712
Raw Silk - - - - -	-	2	56	47	31	42	121	299	43
Sugar - - - - -	462	2,889	3,753	1,553	1,051	2,164	82	11,954	1,707
Saltpetre - - - - -	-	32	575	1,747	2,608	383	-	5,345	764
Pepper - - - - -	-	412	333	722	1,478	1,075	26	4,045	578
Sticklack, Shellack, and Turmeric -	73	231	312	492	556	252	240	2,156	308
Paut and Sunn - - - - -	-	-	-	-	217	-	-	217	31
Coffee - - - - -	-	172	12	1,333	387	137	8	2,099	300
	842	4,180	5,664	7,158	9,164	8,018	3,078	38,104	5,443
Indigo - - - - -	2,193	1,071	1,366	1,953	1,140	1,348	1,603	10,674	1,525
Cotton - - - - -	445	8,593	1,695	3,698	2,043	3,129	538	20,141	2,877
Sundries - - - - -	247	835	1,057	1,539	2,515	2,222	1,647	10,062	1,438
	3,727	14,679	9,782	14,348	14,862	14,717	6,866	78,981	11,283

(No. 23.)

M E M O R I A L

From the Merchants, Agents, and others engaged in the EXPORT TRADE from Calcutta to the Port of London; dated 20th November 1807;—stating, the hardships they experience regarding the great Increase in the RATE of TONNAGE.

To the Right Honourable the Governor General in Council,

The MEMORIAL of the Merchants, Agents, and others engaged in the EXPORT TRADE from Calcutta to the Port of London,—

MOST HUMBLY SHEWETH,

THAT the sudden and very great increase in the Rate of statutable Tonnage, as it is stated in the Extract from the Honourable the Court of Directors' letter, dated the 18th February, and published in the Calcutta Gazette of the 30th July last, from £. 14 to £. 22. 15 s. bears peculiarly hard on your Memorialists, especially on such as are more particularly engaged in the provision and exportation of Drugs, Cotton, and other gruff goods, which, in addition to the war premium of Insurance, and other unavoidable expenses, cannot afford high freight, the requisition of which must prove an insurmountable bar to the exportation to the London market by British subjects, of any quantity of goods of this nature.

That consequently the European markets must in a still greater degree than at present, be supplied with these articles through the medium of foreign bottoms, to the ruin of the trade heretofore carried on, and increasing from hence to London by British inhabitants, and to the privation of the country of the benefits arising from the employment it would afford to its manufacturers, and of the duties and other advantages which would result from the importation in the first instance to the Port of London.

That this must be fully evident from the following circumstances; viz. that the great number of American (exclusive of Danish, Portuguese and other) ships which export from hence, pay but about (and many of them considerably under) the rate of Eleven Pounds sterling per ton freight, and 8 per cent. Insurance, including their voyage out here, and their return home, this at the utmost, being but 5 per cent. on the shipment from hence; whereas the general rates of Insurance paid by your Memorialists are 10 per cent. on Indigo and goods on which no average payments are expected, and 12 to 16 per cent. on cloths and such goods as are more liable to averages; this for the mere Insurances of them to London, exclusive of the comparatively high freight, to which they were even formerly subject.

That it must consequently be evident under what essential disadvantages the British Merchant contends with foreigners in the trade from hence to Europe, and that it is only a liberal and fostering hand on the part of the Honourable Company, in the article of freight, (the charges incident to the war being unavoidable) which can enable him to make any stand against the superior advantages enjoyed by foreigners, and to continue to send any part of the existing and growing commerce of this country to the Port of London.

That the grievance of which your Memorialists more particularly complain, and from which, through the intercession of your Lordship in Council, and the justice and liberality of the Honourable Company, they humbly though confidently hope to be relieved, is, that the increased rate of freight lately advertised, of £. 22. 15 s. per ton, is charged to them retrospectively for the seasons of 1805 and 1806, the former in opposition to a positive engagement on the part of the Honourable Company with your Memorialists, and both without any intimation that so high a charge (or indeed any increase) was to be made, until it was notified in the Calcutta Gazette of the 30th July last. The engagement for 1805 will be evident from the annexed statement. In the notification of Government, inviting tenders of freight from hence to London, published in the Calcutta Gazette of the 29th August 1805, the 5th paragraph is as follows:—"Information of the rates of freight to be paid by individuals for goods laden on extra Ships of the season of 1805-6, is contained

" in

“ in the subjoined Extract of a Letter from the Secretary to the Honourable Court of Directors, dated 12th December 1804, addressed to the Chief Secretary to the Governor General in Council, and in the terms and conditions to which it refers ” The Extract of the Secretary’s Letter, above alluded to, is as follows :—“ I am further directed to acquaint you the Court have resolved, that the same rates of freight be charged to individuals, and that the same terms and conditions do continue in force for goods, &c. laden on the extra Ships of this season out and home, as were settled by the Court the 24th June 1803, a copy of whose Resolutions of that date were transmitted to Bengal in August following ” and of the Resolutions mentioned in the Secretary to the Honourable the Court of Directors’ Letter, the 4th article states as follows —“ That the peace rate of freight homeward shall not exceed £.11 per ton, and that an additional freight of £.3 per ton be paid on goods laden in India on extra Ships, whose voyages from England shall have commenced in the ensuing twelve months, if the war should so long continue.”

Memorial
of Merchants,
Agents, &c. at
Calcutta.

It was under the foregoing engagement as to the year 1805, and to that which they conceived fully implied for 1806, by the total silence as to any further increase of freight, of which they had not the most distant expectation until the 30th July last, (the period for the usual publication of the terms of freight for the ensuing season 1807,) that your Memorialists continued their shipments, more particularly of Cotton, Drugs, and other gross goods, which cannot at any time afford a high freight, and less now than at other times, from their being liable to such high war charges, the freight having as stated been increased from £.11 to £.14 per ton. In consequence of the continuance of the war, your Memorialists thought it not likely that a further increase would take place; at all events they considered themselves secure for the period coming within the engagement implied as well as for that direct, and they confidently hoped that, in the event of further increase being afterwards thought necessary, such intimation would be given to them as might prevent their preparing and shipping goods of such a nature as are altogether unequal to the payment of high freight, of which description a very considerable proportion of those exported from hence to London are known to be: your Lordship’s Memorialists were therefore most deeply concerned on perusing the notification in the Calcutta Gazette of the 30th July, (requiring a freight upwards of double that charged to them for 1803) not only as it affects their future views and prospects, but as it subjects the shipments they had previously made and prepared to a very large and wholly unexpected charge, which, if insisted on for either year, cannot but in very many instances prove of ruinous loss to the Proprietors. They humbly submit to the consideration of your Lordship in Council, and of the Honourable the Court of Directors, the policy in a general point of view, and not merely as it regards themselves, but as it also regards the British Nation, of exacting such a rate of freight as must disqualify your Memorialists from contending with foreigners in the exports of this country, and as must consequently send the produce of India to foreign markets: it will however remain with the Honourable Court to act in this as they see fit. The British Proprietors and Shippers, however it may alter their prospects in life, however it may oblige them to relinquish to others the pursuits on which they have relied for subsistence, will bow with submission to the authority which has a right to limit and controul their future views and projects; but with regard to those which have already under the direct or implied sanction of the Honourable Court and of Government, been in a manner completed on terms which your Memorialists had so much reason from the experience of former years, from the circumstances herein stated, and from no intimation of any intended increase of freight having been given them to consider as they did, your Memorialists cannot but repeat their confident hope of more indulgent consideration, that freight for the goods shipped in the seasons 1805 and 1806 may be charged at the rate of former years, and not exceeding £.14 per ton, (these goods having partly arrived many months in London, and the remainder having been shipped or provided long before any intimation of the increase of freight was given to the Proprietors or Shippers,) and that the increase of freight (if it does take place) shall only commence with the present season, your Memorialists not having previously had the opportunity of suspending or of suiting their shipments to the freight required from them. The consequence of exacting a rate of freight so greatly and unexpectedly higher than the Proprietors and Shippers were aware of when the shipments were made, and than these shipments can afford, must to your Lordship in Council be obvious.

The article of Cotton begins to form, as your Memorialists presume to suppose, an interesting object in the trade from this Port to London. The improvement of the cultivation here, the mode of cleaning it, and the encouragement of the culture of appropriate Staple to a considerable extent, have been assiduously of late attended to; in order to produce a large and cheap supply fit for the purposes of the home manufacturer; but as no profit on such a bulky article as Cotton can ever bear the charge of such a freight as that at present required, this article will in its improved state be monopolized for the use of foreign markets; the advantages arising from the labour and industry heretofore employed in bringing it to its present state will result to foreigners alone, and the profit, however well earned, will be lost to the British resident here, as well as to the manufacturer at home, and to the British Nation.

Your Memorialists beg now to intreat the attention of your Lordship in Council to a circumstance of the utmost importance to them, and of more recent date than those which they have heretofore had the honour of submitting to your Lordship’s consideration: they allude to the Letters of the 3d and 4th of this month, addressed to your Memorialists by the Secretary to the Board of Trade. The Letter of the 3d instant “ notifies, for the infor-

November 1807.

Memorial
of Merchants,
Agents, &c. at
Calcutta.

"mation of the parties concerned, that there are at present no extra Ships at this Port, and that the Board are at no certainty that any extra Ships will arrive from England in sufficient time to admit of their being dispatched in company with the regular Ships, which it is expected will sail for England early in February next;" and consequently offering freight on the regular Ships now here at the rate of £.30. 10s. per ton. In the 87th section of the Act of Parliament of the 33d year of His Majesty, chapter 52, "it is enacted that the said Company shall, in the proper season of every year, provide and appropriate Three thousand tons of shipping at the least, for the specific purposes of carrying to the East Indies such goods, wares and merchandize as may be lawfully exported thither by individuals, and for bringing back from thence as well the returns of the same, as likewise the goods of other persons entitled to import the same into this Kingdom;" yet your Memorialists have, on frequent occasions, had to lament the severe losses they have sustained by the necessity of taking freight on regular Ships when no extra Ships were arrived here at the proper season to receive it; and they have now before them a charge so very unexpectedly high, that they conceive it must not only include the full expense incurred by the Company for the home voyage, but, by some oversight, for the outward voyage also; the charge is not less than £.44 per ton, and for goods shipped in February last year on the Lord Duncan, Castlereagh, Surrey and Walpole, under the circumstances abovementioned, when no extra Ships were, in conformity with the Act of Parliament, in readiness to receive them. No rate of freight was then specified, for no Proprietor or Agent could have thought of making shipments at any thing near the rate now charged, whatever losses they might, by keeping their goods on hand, have sustained. The General Stewart and Carmathen, the only two extra Ships which sailed hence in December, the proper season, could not (exclusive of the dead weight given by the Company) have taken more than 500 tons of the goods of individuals, and the other extra Ships did not arrive until April, nor sail hence until the 26th of September. The extra Ships preceding sailed from this Port as follows; four, the latter end of June, one the middle of July, and one the latter end of August, and exclusive of the disadvantage of delay in the shipments, and unfavourable seasons, it is known that when accompanied by regular Ships, the extra Ships seldom have convoy.

February 1806.

The comparatively very small value of the exports brought to this country in extra Ships, makes the period of their being ready to undertake the voyage home the only object of importance; it is well known that from December to February, both inclusive, is far the most favourable season for ships sailing from hence to Europe, not only because it is that in which the goods exported are in much the greater and more valuable quantity ready for shipment, but because it makes in expectation the difference between fine and boisterous weather in going round the Cape, and in arriving in the European seas, and a consequent material difference in the terms of insurance on the goods. It is hardly necessary for your Lordship's Memorialists to corroborate the foregoing by the known fact that, for the Honourable Company's own ships, choice is made of this season: under the foregoing circumstances your Lordship's Memorialists felt extreme disappointment and concern for themselves and their constituents, on receiving the Secretary to the Board of Trade's Letter of the 3d instant. The statements herein conveyed to your Lordship in Council, of the result which must ensue to your Memorialists from their shipments of gruff goods, even at the rate of £.22. 15s. per ton freight, will enable your Lordship in Council to deduce what it must be should they pay at the rate of £.30. 10s. per ton. They have not the option of disposing of the goods, for the same causes which would induce them to sell preclude others from purchasing, and the loss of labour and of expected profits will not consequently exonerate them from the unexpected, and to them, unfortunate dilemma into which they are thrown; the only alternative within their reach is, that of shipment on the terms now proposed, or the detention of the goods in their possession at the expense of very high interest on money, of heavy warehouse charges on the least valuable (which are the most bulky) articles; of the probable loss of the market in England, from the goods arriving there at so late a period as to make the sale impracticable, before the commencement of the inclement season lessens the demand, or precludes the exportation of them from England to the Continent; and, lastly, the material injury the goods of a perishable nature must sustain by remaining so long, first in the warehouses in this country and then in those of London, before the proceeds, such as they will then be, can be realized and brought to the credit of the unfortunate Proprietors. To wait the uncertain arrival of conveyance which, when it is given, will (independent of the other most heavy drawbacks) in the mere article of freight be greatly higher than the goods will afford, or to avail themselves of the still higher rate of freight offered to them on the ships now here, appear to your Memorialists to promise a result almost equally unfavourable to the Proprietor; your Memorialists would merely suggest that, in cases of such peculiar exigency as the present, they understand it to have been customary at Bombay to take up such a quantity of country tonnage as might be equal to the immediate occasion.

The facts which your Lordship's Memorialists have herein humbly set forth, are most of them evident, and all of them capable of easy proof: under this circumstance, and a consequent hope that a liberal and enlightened policy will extend to them the relief they solicit, and which is so absolutely necessary to their existence as Merchants, they will continue in some degree their shipments until the result of this Memorial shall be known. They cannot be induced to believe that British subjects will be the only Europeans excluded from the advantages of this rich and extensive country; that their industry, talent, and capital, will have still less scope than they have heretofore had, when common facilities and terms of fairer

fairer competition with the foreigners, who now carry away the trade, would enable them to make London the emporium of the East, and the distributress of that wealth which now goes to the enriching of other nations.

Memorial
of Merchants,
Agents, &c. at
Calcutta.

Your Memorialists humbly submit the foregoing circumstances to the indulgent consideration of your Lordship in Council, and intreat on such points as may not be considered of a nature proper to be decided on here, the good offices of your Lordship in Council with the Honourable the Court of Directors, to whom they humbly request this Memorial may be forwarded.

(Signed)

*Colvin, Bazett & Co.
Fairlie, Gilmore & Co.
Mackintosh Fulton & McClintock,
Alexander & Co.
Downie & Co.
Scott, Wilson & Co.
Hogue, Davidson & Co.
Joseph Barretto & Co.
Campbell & Radcliffe,*

*Johannes Sarkies & Co.
Williams & Hohler,
John Gilmore & Co.
Campbells & Hook,
Maclean & Co.
Stewart & Robertson.
Tulloch & Co.
Lautie & Goulds,
Smith & Torry.*

Calcutta,
the 20th Nov. 1807.

A true Copy.

Thomas Brown,
Chief Secretary to the Governor.

(N^o 24.)

LETTER from Messrs. BRUCE and Co. and Others, to the Commissioners for the Affairs of India;—dated 12th May 1808:—With an APPENDIX.

To the Right Honourable the Board of Commissioners for the Affairs of India.

RIGHT HONOURABLE SIRS,

WE beg permission in behalf of our Constituents, the afternamed Merchants, residing in Bombay, to state the following transaction, in the hope that your Right Honourable Board will be induced to grant them relief in the premises.

On the 8th of May 1806, our constituents, Messrs. Bruce, Fawcett & Co. Forbes & Co. and Alexander Adamson, applied to the Government of Bombay for permission to load the extra Ship, Sir William Pulteney, with a cargo of Cotton for London, which was refused, on the plea that the Governor in Council was restricted from altering the destination of that ship, which had been made by the Court of Directors, to Bombay and Bengal, although this destination had been made, as our constituents supposed, with the view of accommodating them, in the first place with tonnage, and in the event of their not wanting it, then the ship to be sent to Bengal, for the conveyance of the goods of individuals from thence to England. The Bombay Government however informed them, that four more ships were then daily expected from Europe, similarly destined, and that application had been made to the Government General for permission to return one or two of them from Bombay direct, without their proceeding to their ulterior destination at Bengal.

Appendix
No. 2.

No. 3.

No. 4.

No. 5.

On the 19th October 1806, our Constituents were called upon to know if they still required the tonnage, and it was at the same time offered to them on the ship Experiment, which had been similarly destined for Bombay and Bengal, on the express condition of loading her in six weeks, and the earliest reply was required. Our Constituents having had their cargo ready so long a time as from May preceding, and being anxious for the earliest opportunity of sending it to England, accepted the offer, and immediately commenced loading the ship.

No. 6.

No. 7.

The offer of this tonnage had been unaccompanied by any stipulations respecting the rate of freight, and although in a subsequent part of the correspondence, a reference on that point to the Supreme Government was made, our Constituents loaded this ship under the full persuasion that the rate would be the same as if the cargo had been sent on that ship for which it was originally intended, as they relied on the pledge which they considered to have been given by the Company to the Public, in the Advertisement issued by the Governor in Council at Bombay, dated 18th September 1805, which fixed the rate at £.14 per ton, and which they regarded as binding, no subsequent Notice having been given of any increase or alteration; and they were unapprised of any circumstances that could make such increase necessary.

No. 8.

No. 9.

No. 17.

Letter from
Messrs. Bruce & Co.
& c. to
Board of Controul.

No. 12.
- 13.
- 14.

No. 12.

No. 15.

Although this reference was made to the Governor General in Council, the matter does not appear to have been taken into consideration, or any decision to have been made by him, the reference being answered merely by a Letter from the Secretary, transmitting copy of a Letter from the Board of Trade, dated 18th November 1806, in which they state, that information of the rate of freight payable by individuals for that season, had not been received from the Honourable the Court of Directors, but add that the rate fixed by the Honourable Court for the preceding season was £.20 per ton, (notwithstanding the last Advertisement, dated 18th September 1805, fixed it at £.14 per ton); and they recommend that individuals, to whom tonnage might be allotted, should engage to pay whatever rate of freight might be determined by the Court of Directors. This communication being made to our Constituents after the ship Experiment was loaded and ready to be dispatched, they had no alternative, and the Government General having declined a decision, they could only state their objections to the conclusions drawn by the Board of Trade at Calcutta, as contradictory to the Advertisement of 18th September 1805, which (besides publications in the newspapers) had been officially transmitted to them by the Government Secretary at Bombay, and declared that it was under the faith of the terms fixed in that Advertisement being adhered to, that they had submitted to the reference to the Supreme Government.

Being furnished with Copy of the Correspondence on this subject, we naturally expected that the Court of Directors, either conforming to the terms of the last Advertisement of the Bombay Government, or observing that this cargo was originally intended for the Sir William Pulteney, would have charged us freight at the same rate as those individuals were charged who had actually laden their goods on that ship, viz. £.14 per ton;—but we had the mortification to find that, under the opinion expressed by the Board of Trade at Calcutta, (to whom our Constituents had not even been desired nor ever did consent to refer the matter) the Court had ordered the cargo of the Experiment to be charged with freight at the rate of £.20 per ton.

No. 1.

No. 1. A.

No. 1. B.

In consequence of the above charge, we applied by Letter to the Honourable Court of Directors on the 6th November last, stating these circumstances, and requesting they would order the rate charged us to be reduced from £.20 to £.14 per ton; but receiving no answer to this address, and under the apprehension that it might have escaped their attention, we, on the 18th February, by Letter, requested the Secretary to remind them thereof; but being still without an answer, and having understood that a decision had been made by a Committee of the Court, unfavourable to our claim, and which they did not intend to communicate in writing, we deemed it necessary under the 11th of March to address another Letter to the Honourable Court of Directors, setting forth these circumstances, and requesting an answer. But as our request has remained hitherto unattended to, we conclude it is not the Court's intention to reduce the charge, and we are consequently compelled to apply to your Right Honourable Board, humbly hoping that, on a full consideration of the subject, you will find that it comes completely within that controul which Parliament in its wisdom has placed in your Right Honourable Board, and that, by your interference, we may be enabled to receive back the difference of freight, which we trust you will consider justly due to our Constituents.

And we further humbly submit to your Right Honourable Board, that the principal article imported to this country from Bombay is Cotton Wool, a raw material of great consequence to the manufacturers of this Kingdom; and trust the object of transporting it by the cheapest and most expeditious means will be deemed a consideration worthy of your attention, the quantity produced in that part of India being equal to one-half of the consumption of the United Kingdom, and capable of being very much increased.

We have the honour to be,

Right Honourable Sirs,

Your most obedient humble servants,

Signed) *Bruce, de Ponthieu, Bazett & Co.*
Porcher, Redhead & Co.
David Scott & Co.

London,
12th May 1808.

APPENDIX to Letter from Messrs. Bruce, de Ponthieu, Bazett & Co. Porcher, Redhead & Co. and David Scott & Co. to the Right Honourable the Board of Commissioners for Affairs of India, 12th May 1808.

Appendix
to Letter from
Messrs. Bruce & Co.
&c.

(No. 1.)—Address to the Honourable Court of Directors, 6 Nov. 1807.

Honourable Sirs,

ON being furnished from your Accountant's Office with the accounts sales of goods per Experiment, we find them charged with freight at the rate of £. 20 per ton; and as it will require your authority to correct this overcharge, we beg leave to lay before you the Correspondence which took place between your Governor in Council at Bombay, and our Constituents on the subject; on perusal of which, and the few observations that it appears necessary for us to make on the subject, we trust you will see the propriety of ordering the charge of freight to be made at £. 14 per ton.

By this Correspondence, you will observe that the cargo, brought on this ship, was first tendered under 8th May 1806, for the ship Sir William Pulteney, then at Bombay, but which the Governor in Council refused to load therewith.

How far that Government acted in conformity with the intention of your Honourable Court, or in fulfilment of the Honourable Company's engagement with the Public, we do not mean to discuss. The refusal was accompanied with information that four more ships were daily expected, and application had been made to the Supreme Government to retain one of them for this purpose. Whether any and what answer was made to this application, has not been communicated to us, but we should apprehend none, for after the expiration of five months, by which time the ship (if loaded when applied for) would have been far advanced on her voyage to England, viz. on the 19th October 1806, our Constituents were called upon by Mr. Secretary Warden to know if they still required tonnage pursuant to their tender of 8th May, and offering the Experiment, on condition of loading her in six weeks from the day on which she should be reported ready to receive her cargo. In their answer of 21st October, they state, they shall require that tonnage (applied for the Sir William Pulteney) and concluding there was no alteration in the rate of freight, they agreed to load the Experiment. Their mention of freight seems to have first suggested a doubt with your Government, and the proposal of a reference to the Supreme Government, to which our Constituents relying on the Advertisement published by the Bombay Government in the Courier of 6th July, and more particularly explained in that of the 21st September 1805, being the last intimation given to the Public, the time there had been for making known to the Governor in Council at Bombay any alteration in the rates, and not being aware of any circumstance tending to enhance the freight, submitted to the reference.

On the 11th December, when the Experiment was loaded and nearly ready for sea, our Constituents received by way of answer to the reference to the Supreme Council, copy of a letter from the Board of Trade at Fort William, giving the opinion of the Board generally on the rate of freight for the ships of the season, which rate, not being advised from England, they thought should be the same as last year, viz. £. 20 per ton, without noticing that by the public Advertisement issued by the Bombay Government 18th September 1805, the freight of the returning extra Ships of the preceeding year had been fixed, by order of your Honourable Court, at £. 14 per ton; and it was under an idea of this being the rate of freight, uncontradicted by your Government of Bombay, that the tonnage was occupied; and we humbly conceive that in the reference made to the Supreme Government, our Constituents were not bound by the opinion of another Board transmitted without any observation whatever by the Governor General in Council, to whose decision they had been induced to submit their case.

From the opinion expressed by the Board of Trade at Calcutta, we apprehend they have not had before them a full and faithful statement of the case, which in a matter of this nature ought, we apprehend, to have been submitted to our Constituents previous to transmission, for we cannot bring ourselves to think that, if all the circumstances of this particular case had been clearly before the Board of Trade, they could, on a due consideration, have given an opinion, that after the ship was laden, there should have been imposed on the freighters so great an addition in the rate of freight, as from £. 14 to £. 20 per ton, equal to £. 44 $\frac{1}{2}$. per cent. above the rate of freight charged to the freighters on the Sir William Pulteney, for which ship this cargo was originally tendered—but the ship refused, and the goods kept above five months in India, at a great expense and loss of time, interest, &c. to the shippers.

We humbly submit the above Statement to the fair and candid consideration of your Honourable Court, and trust you will see the justice of our Constituents' claim to be charged no higher freight than the rate paid on the cargo of the ship for which they applied originally under 8th May 1806.

We have the honour to be, Honourable Sirs,

Your most obedient servants,

(Signed) *Bruce, de Ponthieu, Bazett & Co.*
Porcher, Redhead & Co.
David Scott & Co.

(No. 1. A.)—Address to the Secretary to the Honourable Court of Directors,
18 Feb. 1808.

Sir,

ON the 6th November last we had the honour to address the Honourable Court of Directors, on the subject of the freight charged us on the Cotton consigned from Bombay by the Experiment: not having been hitherto favoured with the Honourable Court's decision on the claim therein set forth, we request you will do us the favour to remind them of the above letter, and solicit their answer.

William Ramsay, Esq.

We are, Sir,
Your most obedient Servants,
(Signed) *Bruce, de Ponthieu, Bazett & Co.*
Porcher, Redhead & Co.
David Scott & Co.

(No. 1. B.)—Address to the Honourable Court of Directors, 11 March 1808.

Honourable Sirs,

WE did ourselves the honour of addressing you under 6th November last, respecting the rate of freight charged us on Cotton consigned from Bombay by the Experiment; and on the 18th ultimo we requested your Secretary to remind your Honourable Court of the above application, and solicit your answer.

On an inquiry at your freight office, we learn that a Committee of your Honourable Court some time ago determined against our application; but having hitherto received no answer thereto, and apprehending the application was made on very fair grounds and in respectful language, we trust, whatever may be the decision of your Honourable Court on the merits thereof, that you will favour us with an official reply.

We have the honour to be, &c.

(Signed) *Bruce, de Ponthieu, Bazett & Co.*
Porcher, Redhead & Co.
David Scott & Co.

(No. 2.)—Letter from the Constituents in India to Government of Bombay, 8 May 1806.

Sir,

WE request you will be pleased to acquaint the Honourable the Governor in Council, that we are prepared to load the extra Ship, Sir William Pulteney, with a cargo of Cotton for London; and we have to request that the tonnage of this ship may be allotted to us accordingly, in the proportion of one-third to each.

We have the honour to be, Sir,

Bombay,
8th May 1806.
Francis Warden, Esq. Sec^r to Gov^t.

Your most obedient servants,
(Signed) *Bruce, Fawcett & Co.*
Forbes & Co.
Alexander Adamson.

(No. 3.)—Letter from the Secretary to Bombay Government, 10 May 1806.

Gentlemen,

I AM directed by the Honourable the Governor in Council to acknowledge the receipt on this day of your Letter dated the 8th instant, and to inform you that the Sir William Pulteney is bound to Bengal, by the orders of the Honourable the Court of Directors.

Bombay Castle,
10th May 1806.
Messrs. Bruce, Fawcett & Co.
- Forbes & Co. and
Alexander Adamson, Esq.

I have the honour to be, Gentlemen,
Your most obedient servant,
(Signed) *F. Warden,*
Secretary to Government.

(No. 4.)—Letter from Constituents to Bombay Government, 13 May 1806.

Honourable Sir,

1. WE beg to acknowledge the receipt of your Secretary's Letter of the 10th instant, acquainting us, in reply to our application dated the 8th instant, to load the extra Ship Sir William Pulteney with Cotton to England, that that ship is bound to Bengal by orders of the Honourable the Court of Directors.

2. The very important nature of this subject to us, and the total want of information relative to the orders of the Honourable Court, to which Mr. Secretary Warden's Letter has reference, requires from us, in justice to our own interests, that we should represent to your Honourable Board the grounds on which we consider the tonnage of the extra Ship Sir William Pulteney, or of any extra Ship consigned to Bombay and Bengal, to be optionally with us at our command, on application for it to your Honourable Board.

3. During

3. During the discussion which took place in London, connected with the provision of tonnage for the private trade, the peculiar nature of the commercial intercourse between this Presidency and the mother country was brought to the particular notice of the Honourable Court, in order to shew the improbability of any arrangements which could be made in England, proving applicable to the demand for tonnage which might exist in Bombay, and therefore to draw the attention of the Honourable Court to the adoption of such measures as would secure to the Merchants on this side of India a fair participation in the tonnage provided for the private trade, to such extent as they might, from the circumstances of the times, be induced to occupy.

4. The destination of extra Ships to Bombay and Bengal has been adopted, we are of opinion, as the best means of combining the interests of the Honourable Company with those of the Merchants, since this destination is calculated to allow to the Merchants of Bombay an option of occupying tonnage, without exposing the Honourable Company to any loss from their declining to avail themselves of it; for in the latter case, the ships have only to proceed to their ultimate destination where tonnage for the private trade goods is in more regular demand; this is the only motive which we can assign for the destination in question, and unless this is the object to be answered, we are at a loss to assign a sufficient reason for such a protraction of the voyages of these ships.

5. We have heard that, on a former occasion, the Commander of an extra Ship, the Devaynes, Captain Adderley, stated that it would be an infraction of his Charterparty to return his Ship from hence to London, because he was destined to Bombay and Madras. We are totally unacquainted with the terms of the Charterparties; but it seems self-evident, that a protest from a Commander, under these circumstances, would be a mere pretext to answer his own purposes; for his ship being engaged at a specific rate per ton for the voyage as destined, any reduction in the period of completing the voyage is a clear advantage to the Owners, and a recovery for a breach of Charterparty can be measured only by the amount of the loss thereby sustained; it would be therefore swelling unnecessarily the conditions of a Charterparty, to add clauses of the description to which it is impossible to assign a reasonable objection; we know such a difficulty cannot be made by the Commander of a regular Ship.

6. The desire we have to represent this subject to your Honourable Board, in the manner which appears to us consonant to the principles on which the extra shipping is engaged, leads us to an observation on orders, which we understand have passed the Honourable Court, to the effect that the destination of extra Ships shall not be altered in India, except under circumstances of the most evident necessity for it.—We beg to submit to your Honourable Board, whether our application is not of that description, since it is a request from the Merchants of one of the Presidencies in India to participate in the extra tonnage to the extent of about 600 tons, at a time when there has arrived at Bengal (the eventual destination of the ship we apply for) extra shipping to the extent of more than 6,000 tons, within the period of two months. We beg further to submit to your Honourable Board, how far it would be putting a reasonable and appropriate interpretation to the Honourable Court's Orders, to infer that instructions not to alter the destination of extra Ships required, under the circumstances we have stated, a necessity to send them to their ultimate Port, or whether it be not a more reasonable conclusion, that such orders are meant only to restrict the consigning of extra Ships to the ports they are directed to from England, and to no others.

7. The final decision of your Honourable Board is now the more material to us, in consequence of recent information from England, that no extra Ship is consigned to Bombay only in the approaching season, but that four are destined to Bombay and Bengal; a circumstance we consider strongly corroborative of the reasoning we have advanced, because it is impossible to suppose that with the knowledge the Honourable Court was possessed of at the period of stationing these ships, of a more than usual probability of a demand for tonnage here, that the Honourable Court could have determined that no extra Ship shall be at our disposal; the very opposite seems the reasonable conclusion, that these four ships are stationed to Bombay and Bengal for the purpose of enabling us to avail ourselves of whatever tonnage we may require.

8. We have only further to remark to your Honourable Board, that unless the tonnage of the Sir William Pulteney is considered applicable to our wants, we must be deprived of an opportunity of shipping our goods till the season 1807, or about fifteen months at the least from the present time, because our situation with regard to the four ships of the season 1806, is exactly the same as with the Pulteney. We therefore, in conclusion, beg to submit to your Honourable Board how far such a deprivation of the advantages of commercial intercourse with the mother country can be the intention of the Honourable Court, which in these orders must be regarded as carrying into effect the provisions established for securing tonnage to the private trade of India.

Bombay,
13th May 1806.
The Honourable Jonathan Duncan,
President, and Governor in Council, &c.
151 & 182

We have the honour to be, Honourable Sirs,
Your most obedient servants,
(Signed) Bruce, Fawcett & Co.
Forbes & Co.
Alexander Adamson.

(No. 5.)—Letter from Secretary to the Bombay Government to Constituents, 19 May 1806.

Gentlemen,

I AM directed by the Honourable the Governor in Council to acknowledge the receipt of your Letter, dated the 13th instant, and to inform you that, under the orders of the Honourable the Court of Directors, the Governor in Council is restricted from altering the destination of the *Sir William Pulteney*; as however four more extra Ships are daily expected from Europe, similarly destined, application has been made to the Supreme Government for permission to retain one or two of them to be returned to England from this Presidency.

Bombay Castle,
19th May 1806.

To Messrs. Bruce, Fawcett & Co.
- - Forbes & Co. and
Alexander Adamson, Esq.

I have the honour to be, Gentlemen,
Your most obedient humble servant,
(Signed) *F. Warden*,
Secretary to Government.

(No. 6.)—Letter from Secretary to the Bombay Government to Constituents,
10 October 1806.

Gentlemen,

1st. I AM directed by the Honourable the Governor in Council to call upon you, to know if you still require tonnage pursuantly to your tender dated the 8th May last, in which event you are required to give security for the payment of freight, conformably to the 9th clause of the Act of the 33d of His Majesty, cap. 52.

2d. Your earliest reply is required to this reference; and should you agree to fill up the *Experiment*, I am directed to advise you that her dispatch to England must take place before the period of her coming on demurrage, which therefore will be chargeable to such of the freighters as shall delay the completion of her lading beyond the period allowed for that purpose, which is six weeks after she shall be reported ready to receive her cargo; in respect to which, due notice will be afforded to you; and the Governor in Council will be careful seasonably to ship her dead weight, that full latitude may be afforded to the freighters to complete their lading within the allotted period.

Bombay Castle,
19th October 1806.

To Messrs. Forbes & Co.
- - Bruce, Fawcett & Co. and
Alexander Adamson, Esq.

I have the honour to be, Gentlemen,
Your most obedient humble servant,
(Signed) *F. Warden*,
Secretary to Government.

(No. 7.)—Letter from Constituents to the Bombay Government, 21 October 1806.

Sir,

WE have the honour to acknowledge the receipt of your Letter of yesterday's date, and beg to acquaint you, for the information of the Honourable the Governor in Council, that we still require tonnage pursuant to our tender of the 8th May last, and concluding that the rate of freight is the same as in the last season, we request you will make known to the Honourable the Governor in Council, our wish to occupy the tonnage of the extra ship *Experiment*; and at the same time add our assurance, that no delay will arise on our part in completing the lading.

We shall severally lodge the requisite securities for the payment of the freight in England.

Bombay,
21st October 1806.

Francis Warden, Esq.
Secretary to Government.

We have the honour to be, Sir,
Your most obedient servants,
(Signed) *Bruce, Fawcett & Co.*
Forbes & Co.
Alexander Adamson.

(No. 8.)—Letter from Secretary to the Bombay Government to Constituents,
21 October 1806.

Gentlemen,

I AM directed by the Honourable the Governor in Council to acknowledge the receipt of your Letter of this date, and to inform you that the rate of freight to be paid for the occupation of the tonnage of the *Experiment*, must depend upon the determination of the Supreme Government.—The Governor in Council is desirous to be informed if you agree to abide by that determination.

Council Chamber,
21 October 1806.

To Messrs. Bruce, Fawcett & Co.
- - Forbes, & Co. and
Alexander Adamson, Esq.

I have the honour to be, Sirs,
Your most obedient servant,
(Signed) *F. Warden*,
Secretary to Government.

Appendix
to Letter from
Messrs. Bruce & Co.
&c.

Comm' Dept.

Comm' Dept.

(No. 9.)—Letter from the Constituents, to the Bombay Government, 22 October 1806.

Sir,

WE have the honour to acknowledge the receipt of your Letter of yesterday, informing us that the rate of freight to be paid for the tonnage of the Experiment, must depend upon the determination of the Supreme Government, and requiring to be informed if we agree now to occupy the tonnage of that ship, subject to such determination.

We regret that any circumstance should have occurred to occasion a want of information to us on a matter of so much importance, as the rate of freight to which our goods are to become liable; but having every reason to suppose that any alteration from that of the last season would have been communicated by the Supreme Government to the Honourable the Governor in Council, in time to give due notice to the Merchants under this Presidency of such change previous to their goods being laden, and being aware of no circumstances tending to enhance the rate of freight beyond that of the last year, we beg you will inform the Honourable the Governor in Council that we agree to the payment of freight after the rate which may be directed by the Supreme Government to be charged for tonnage in the extra Ships of the present season.

Bombay,
22d October 1806.

Francis Warden, Esq. Sec^y to Gov^t.

We have the honour to be, Sir,

Your most obedient servants,

(Signed) *Bruce, Fawcett & Co.*
Forbes & Co.
Alexander Adamson.

Appendix
to Letter from
Messrs. Bruce & Co.
&c.

(No. 10.)—Letter from Bruce, Fawcett & Co. to the Bombay Government, 31 October 1806.

Sir,

IN reference to the Letters addressed to you by us in conjunction with Messrs. Forbes & Co. and Mr. Adamson, under date the 21st and 22d instant, we now beg leave to inform you, that we are desirous of loading the following goods in the tonnage allotted to us in the extra ship Experiment.

Description of Goods.	Quantities.	Tons according to the Company's computation of tonnage.	Will be ready for shipping.
Camphire - - -	100 Boxes.	25 Tons.	Immediately.
Gum Arabic - - -	Casks and Chests.	20 Tons.	
D ^o Assafoetida - - -			
D ^o Olibanum - - -			
D ^o Ammoniac - - -			
Musk - - -			
Cotton - - -	To complete one-third of the ship's tonnage.		

The freight is to be paid in England. As security for the performance of our engagement, we offer Pestonjee Bomanjee, whose declaration of assent to become security is hereunto subjoined.

Bombay,
31st October 1806.

Francis Warden, Esq.
Secretary to Government.

We have the honour to be, Sir,

Your most obedient servants,

(Signed) *Bruce, Fawcett & Co.*

I agree to be security.

(Signed) *Pestonjee Bomanjee.*

(No. 11.)—Letter from the Secretary to the Bombay Government to Bruce, Fawcett & Co. 3d November 1806.

Gentlemen,

I AM directed by the Honourable the Governor in Council to acknowledge the receipt of your Letter of the 31st ultimo, and to intimate that the proposal contained in it for loading the goods on the Experiment is accepted.

Bombay Castle,
3d November 1806,

To Messrs. Bruce, Fawcett & Co.

I have the honour to be, Gentlemen,

Your most obedient humble servant,

(Signed) *F. Warden,*

Secretary to Government.

(No. 12.)—Letter from the Secretary to the Bombay Government to Constituents, 11 December 1806.

Gentlemen,

I AM directed by the Honourable the Governor in Council to transmit for your information and guidance, Copies of a Letter from the Chief Secretary to the Supreme Government, dated the 20th of last month, and of its Inclosure.

Bombay Castle,
11th December 1806.

To Messrs. Forbes & Co.
- - Bruce, Fawcett & Co. and
Alexander Adamson,
Freighters of the Experiment.

I have the honour to be, Gentlemen,

Your most obedient servant,

(Signed) *F. Warden,*

Secretary to Government.

Com^d Dep^t.

Appendix
to Letter from
Messrs. Bruce & Co.
&c.

Pub. Dep^t.

(No. 13.)—Letter from the Secretary to the Supreme Government, to the Secretary to the Bombay Government, 20 November 1806.

Sir

I AM directed by the Honourable the Governor General in Council, to acknowledge the receipt of your Letter dated the 21st ultimo, and to transmit to you, for the information of the Honourable the Governor in Council of Bombay, the accompanying Copy of a Letter, dated the 18th instant, from the Board of Trade to this Presidency.

Fort William,
the 20th November 1806.

To Francis Warden, Esq.
Secretary to Government, Bombay.

I have the honour to be, Sir,
Your most obedient servant,
(Signed) *T. Brown*,
Chief Secretary to the Government.

(No. 14.)—Letter from the Calcutta Board of Trade to the Supreme Government, 18 November 1806.

Honourable Sir,

1. WE have duly received Mr. Chief Secretary Brown's Letter of the 11th instant, transmitting for our Report a Copy of a Letter, dated the 21st ultimo, from the Secretary to the Government at Bombay, advising us of the determination of that Government to dispatch from Bombay the Honourable Company's extra Ship Experiment to England, and requesting to be advised of the rate of freight to be charged to the proprietors of the private goods laden on that ship.

2. In reply, we beg leave to acquaint you that information of the rate of freight payable by individuals at this Presidency, for the law tonnage applied for on the ships of the present season, has not yet been received from the Honourable the Court of Directors. The rate of freight last ordered by the Honourable Court for the preceding season was £.20 per ton, and we consider it to be probable that the same rate of freight will be fixed by the Honourable Court for the private trade to be consigned to England on the ships of the present season. Until the Honourable Court's orders on this point shall be received, we are of opinion, that the individuals to whom tonnage may be allotted by the Government at Bombay on the ships to be dispatched from that Presidency in the present season, should engage, under the usual security, to pay whatever rate of freight may be determined by the Honourable Court of Directors.

Fort William,
18th November 1806.
To the Hon. Sir G. H. Barlow, Bart.
Governor General in Council.

We have the honour to be, Honourable Sir,
Your most obedient servants,
(Signed) *J. Taylor*,
Richard Bicher.

A true Copy, (Signed) *T. Brown*,
True Copies, (Signed) *W. Newnham*,
Assistant Secretary to Government.

(No. 15.)—Letter from the Constituents to the Bombay Government, 15 December 1806.

Sir,

WE have the honour to acknowledge the receipt of your Letter of the 11th instant, transmitting for our information and guidance Copies of a Letter from the Chief Secretary to the Supreme Government, dated 20th ultimo, and of its Inclosure, from which we understand that the orders of the Honourable the Court of Directors not having been received, in regard to the rate of freight to be charged for the law tonnage of this season, it is considered probable that the rate last ordered by the Honourable Court for the preceding season, stated to be £.20 per ton, will be fixed for the present year.

We beg leave to bring to the notice of the Honourable the Governor in Council a circumstance which we cannot reconcile, and which appears of such importance to us as to require that we should state it for the information of the Honourable the Governor in Council.

We allude to the orders of the Honourable Court, as quoted by the Board of Trade at Calcutta, directing £.20 per ton to be the rate of freight of the last season, while the Advertisement issued by the Honourable the Governor in Council, under date the 18th September 1805, and of which a copy was furnished to us with your Letter of the 20th following, stated that "for the purpose of conforming to a Resolution passed by the Supreme Government," the rate of freight on the returning extra Ships of 1805 would be £.14 per ton.

We have considered it necessary to notice this circumstance, for the purpose of shewing that the rate of freight for the law tonnage of last season was, according to our source of information

information, £.14 per ton, and not £.20 per ton, and that it was in this understanding that we addressed our Letter of the 22d October last, in reply to yours of the day preceding.

We have the honour to be, Sir,

Bombay,
15th Dec. 1806.
Francis Warden, Esq. Sec^r to Gov^r.

Your most obedient servants,
(Signed) *Bruce, Fawcett & Co.*
Forbes & Co.
Alexander Adamson.

Appendix
to Letter from
Messrs. Bruce & Co.
&c.

(No. 16.)—Letter from the Secretary to the Bombay Government to the Constituents,
17 December 1806.

Gentlemen,

IN reference to your Letter dated 16th instant, I am directed by the Honourable the Governor in Council to intimate, that if you adopt for your guidance the Notice published by this Government as to the rate of freight fixed by the Honourable the Court of Directors for the season of 1805, there will be more reason to conclude it to be £.20 than £.14 per ton, in as much as the first mentioned rate was published here as the one fixed by the Company for that season, under date the 12th of August 1805; whereas the subsequent Notice of the 18th of September was professedly founded on a Resolution of the Vice-President in Council, who, because the lesser rate of £.14 per ton had been promulgated in Bengal, previously to the receipt there of the Honourable Court's orders prefixing it at £.20, deemed it suitable that the like reduced rate should, for that season, obtain also at the other Presidencies; and his explanation will evince to you that the Court's intentions and instructions were to fix the freight for 1805 at £.20, as stands noticed in our last advices from Bengal, which have been communicated to you.

Bombay Castle,
17th December 1806.
To Messrs. Bruce, Fawcett & Co.
- - Forbes & Co. and
Alexander Adamson. Esq.

I have the honour to be, Gentlemen,
Your most obedient humble servant,
(Signed) *F. Warden,*
Secretary to Government

No. 16.

See No. 18.
- - 19.
- - 20.

(No. 17.)—Extract from the Bombay Courier Government Advertisement,
18th September 1805.

Extract of a Letter from the Secretary to the Honourable the Court of Directors dated 12th December 1804; referred to in the preceding Advertisement.

"I am further directed to acquaint you, the Court have resolved, That the same rates of freight be charged to individuals, and that the same terms and conditions do continue in force, for goods, &c. laden on the extra Ships of this season, out and home, as were settled by the Court the 24th June 1803, a copy of whose Resolutions of that date were transmitted to Bengal in August following."

"East India House, June 24th 1803.—Terms and conditions under which the East India Company are willing to furnish tonnage, exclusive of that to be provided by the Act of the 33d of His present Majesty, chap. 52."

"That the peace rate of freight homeward shall not exceed £.11 per ton; and that an additional freight of £.3 per ton be paid on goods laden in India on extra Ships, whose voyages from England shall have commenced in the ensuing twelve months, if the war should so long continue."

(No. 18.)—Extract from the Bombay Courier, 1st July 1805.

"THE Honourable the Governor in Council is pleased to publish for general information, the following Extract, being the 12th paragraph of a Letter from the Honourable the Court of Directors in the Commercial Department, dated 16 January 1805. The terms and conditions referred to in which, were published in the Bombay Courier of 10 March 1804."

Para. 12. "We have resolved, That the same rates of freight be charged to individuals, and that the same terms and conditions do continue in force, for goods, &c. laden on the extra Ships of this season, out and home, as were settled by us on the 24th June 1803, a copy of which Resolutions of that date were transmitted to you in August following."

(No. 19.)—Extracts from the Bombay Courier, 26 July 1805.

"IN publishing the following Copies of paragraphs of a Letter received from the Honourable the Court of Directors, dated 22d March last, the Honourable the Governor in Council is pleased to supersede the Instructions contained in the 12th paragraph of the Honourable Court's Letter, dated 17th January 1805, as published under the 1st instant, until further orders; viz."

"In the 12th paragraph of our Letter of the 16th January 1805, we informed you, we had resolved that the same rates of freight should be charged to individuals on the extra Ships of this season, out and home, as were settled by us on the 24th June 1804. We now direct that you suspend carrying into effect the said Resolution, and wait our further orders respecting freight to be charged to individuals on the extra Ships of this season."

Appendix
to Letter from
Messrs. Bruce & Co.
&c.

"We have resolved to engage 5,000 tons of extra Shipping in addition to the 5,500 you were advised of in the Letter from our Secretary to Mr. Secretary Lumsden of the 12th December last, for the purpose of bringing to Europe from the several Presidencies, the investments of the Private Merchants, which may be ready to be shipped in the season 1805-6."

(No. 20.)—Extract from the Bombay Courier, 12th August 1805.

"THE Honourable Governor in Council is pleased to publish, for general information, the following Extract of a Letter from the Honourable the Court of Directors, dated 10th April last."

Para. 36. "In a preceding paragraph, copy of which was transmitted over-land on the 23d ultimo, we instructed you to suspend carrying into effect our Resolution for charging individuals with the same rate of freight for goods laden on extra Ships in 1805-6, as was settled by us on the 23d June 1803. We now direct that Twenty Pounds per ton be the sum charged to individuals for freight on the Europe extra Ships of the season 1805-6, which is lower than the price paid to Bengal Ships for bringing to Europe the private trade goods of the preceding season."

(No. 21.)—Extract from the Bombay Courier, September 18th, 1805.

Extract of a Letter from the Secretary to the Honourable the Court of Directors, dated 12th December 1804, referred to in the preceding Advertisement.

"I AM further directed to acquaint you, the Court have resolved, That the same rates of freight be charged to individuals, and that the same terms and conditions do continue in force, for goods laden on the extra Ships of this season, out and home, as were settled by the Court the 24th June 1803, a copy of whose Resolutions of that date were transmitted to Bengal in August following."

"East India House, June 24, 1803.—Terms and conditions under which the East India Company are willing to furnish tonnage, exclusive of that to be provided by the Act of the 33d of His present Majesty, cap. 2."

"That the peace rate of freight homeward shall not exceed £.11 per ton, and that an additional freight of £.3 per ton be paid on goods laden in India on extra Ships, whose voyages from England shall have commenced in the ensuing twelve months, if the war should so long continue."

(No. 25.)

LETTER from GEORGE HOLFORD, Esq. to Messrs. Bruce & Co. and others.

Gentlemen,

Whitehall, 30th May 1808.

I AM directed by the Commissioners for the Affairs of India to inform you, that they cannot take cognizance of the Appeal addressed to them in your Letter of the 12th of this month.

The provision of the 33 Geo. III. cap. 52. in regard to freight, enacts, That no increase shall take place in the freight paid to the East India Company on private trade, beyond the Rates mentioned in that Act, "but such as shall be approved by the Board, and that any increase so made shall be subject and liable to be reduced or discontinued, as circumstances may admit or require, and as the said Board shall from time to time in that behalf direct."

It is however evident that these powers, on the part of the Board, relate to the settlement of the rates of freight as between the Company and the private trade generally, and have no reference to the determination of the various cases in which it may be alleged that the Company have forfeited their right to the whole or any part of the freight which the Board has sanctioned.

The complaint therefore stated in your Letter, not being directed against the general rate of freight of the season 1806, which had previously been sanctioned by the Board, and which appears to have been notified by public Advertisement at Bombay, on the 12th August 1805, but being founded on special circumstances, in consequence of which you conceive yourselves to have an equitable claim to be charged after the rate of a preceding season, as announced at Bombay in a subsequent Advertisement of the 18th September 1805; the Commissioners for the Affairs of India are of opinion, that the consideration of it does not fall within the limits of the authority vested in their hands by the Act of Parliament, but must be left to the ordinary Courts of Justice, to which it seems properly to belong.

Messrs. Bruce & Co. and
others, Agents in London,
for Merchants residing at
Bombay.

I am, Gentlemen,

your most obedient humble servant,

(Signed)

George Holford.

(No. 26.)

Separate LETTER from Court of Directors to Governor General in Council at Bengal;—
relative to CUSTOMS;—dated 6th November 1807.

Customs.

6 November 1807. Sent per Georgiana Packet.

Separate Department.—(Customs.)

Our Governor General in Council, at Fort William in Bengal.

Par. 1. WE propose in this Letter to give you some directions for the regulation of the trade of foreign nations with the Ports and Settlements belonging to our Territories in the East Indies.

2. We are sensible that it would have been advantageous, if the principles on which that trade should be sanctioned had been long since duly considered and followed up into their practical consequences. But in the earlier periods of our territorial acquisitions, the necessity of attending to this matter was not so obvious, and various circumstances in more recent times interposed obstacles to the due adjustment of it.

3. Our acquisition of dominion in the East Indies, particularly in Bengal, was a change favourable to the other European Nations settled there, in this respect; that thenceforward they were exempted from the arbitrary exactions and capricious disposition of the native Government, and enjoyed the privileges conceded to their establishments by the Mogul Sovereigns of Hindostan, with more certainty under our administration, than under that of the Nabobs who preceded us. It is true that, in the great increase of investment required for us after our accession to the Dewannee, they complained of not obtaining their due share of the manufactures of the country; and the workmen not increasing immediately in proportion to the demand, nor the agents of foreigners possessing equal influence in the districts with those of the English Company, it may with reason be admitted that there was ground for their complaints, which however were made with a license that would not have been ventured upon towards the Native Governments.

4. But in time, those complaints ceased as far as the obtainment of the required quantity of goods was concerned, though it is probable the assistance of the dependents of the English Company was taken in the provision, in reference to which point it may be observed, that before the revolution in Bengal, the same set of native merchants were frequently employed by all the European Companies.

5. But with respect to the external or marine trade, the other European settlements were left by our Government in the exercise of all their original privileges in a more easy undisturbed way than they had before enjoyed it. Some of them indeed assumed in our time a privilege which was not in their Sunnud or Grant from the Mogul Government, and the nature and possible extent of this assumption not having been at first sufficiently contemplated by our Government, it was suffered without interruption.

6. The trading privileges originally granted to each of the European Nations having settlements in Bengal (and probably it was the same in other parts of Hindostan) were for *their own ships and the subjects of that nation only*. The grant or permission of whatever kind it was, which any nation obtained for establishing a trade there, did not authorize it to admit to its ports the flags of other European Nations; and no claim of this kind was set up during the Mogul Government, which, despotic as it was, certainly would not allow any European factory to introduce at its pleasure into the country other European flags, having no settlement or permission from the rulers of the country.

7. In Bengal, of which more particularly we speak at present, the rights of the former sovereigns of the country devolved to us; and as we did not in consequence of our succession think of abridging the privileges which other European Nations then possessed there, so they certainly could acquire by the change no new privilege, unless by concession from us, and we have made no concession enlarging the liberty originally granted to them, with respect either to inland or maritime trade. It is true, as we have already intimated, that some flags of States having no settlement in Bengal, have been occasionally permitted to visit the European factories situated beyond Calcutta upon the Hoogly, but this was by sufferance only, and we conceive the discretion of Government in this matter not to have been thereby abrogated, nor the right of those settlements to have been enlarged; and though whilst the resort to them of the ships of unprivileged European Nations was only occasional, it appeared a circumstance of but little moment, yet lest continued permission should be pleaded as establishing a prescriptive right, and the pretence to such a right should be used to convert any of those settlements into a free port for the trade of any foreigners choosing to repair thither, which would be most contrary to the original grant of any of the European Nations settled in Bengal, and would lead to dangerous consequences, political as well as commercial, we deem it proper at this time to assert the right of the Bengal Government to limit the factories of those nations to the privileges conveyed to them respectively by their grants; namely, an inland and maritime trade for themselves only, denying them the right of admitting into their ports respectively, the flag of any other nation not Indian, without permission from the Government of the Country; and we hereby enjoin you to act upon this principle henceforward, with all the foreign settlements enjoying the privilege of carrying on trade in Bengal.

8. All the settlements formerly occupied on the coasts of Coromandel and Malabar by other European Nations are, excepting Tranquebar, now in our hands, and the sovereignty of

Customs.

of the territories in which they respectively lie has also fallen to us; but with regard to that Settlement, we apprehend (though we wish the point to be investigated) that its port has been long used as a place of call by the ships of different nations visiting India, and we are not therefore disposed to interfere with a practice merely of this sort, for which prescription may be pleaded. But if it were attempted to elude any regulation we may now see fit to establish, respecting the trade of foreign flags, by making that place a port for it in a way it has not hitherto been, we should then find it necessary to adopt further measures.

9. The permission given by our Governments to the resort of foreign flags, who had not national establishments of their own in India, was grounded upon the just policy of encouraging the trade of our possessions; but it would have been better if that permission had been accorded with a more cautious regard to future consequences, and with greater discrimination between the subjects of this country and strangers.

10. Having made these general observations, we proceed to give our more particular directions.

11. Foreign European ships belonging to any nation, having a settlement of its own in the East Indies, and being in amity with His Majesty, may freely enter the British sea-ports and harbours in that country, whether they come directly from their own country or from any of the ports and places in the East Indies; they shall be hospitably received, and shall have liberty of trade there, in imports and exports, conformably to the regulations established in such place. The said ships may also be cleared out for any port or place in the East Indies; but if cleared out for Europe, shall be cleared out direct for the country in Europe to which such ships respectively belong.

12. Foreign European ships, belonging to countries having no establishment in the East Indies, and ships belonging to the United States of America, may, when those countries and States respectively are in amity with His Majesty, in like manner freely enter the British sea-ports and harbours in the East Indies; they shall be hospitably received there, and have free liberty to trade in imports and exports, conformably to the regulations of the place; provided always, that they proceed from their own ports direct to the said British territories, without touching at any port or place whatever in the voyage out, except from necessity, merely to procure refreshments or repairs in case of distress or accidents in the course of such voyage, the burthen of the proof of which necessity to rest on the parties. And the vessels of the said European Powers last aforesaid, and of the said United States, shall not carry any of the articles exported by them from the said British territories to any port or place, except to some port or place in their own countries respectively, where the same shall be unladen. The said ships are not to be cleared out to carry on the coasting or country trade in India; but vessels going with their original cargoes or part thereof, from one British port of discharge to another British port, are not to be considered as carrying on the coasting trade.

13. The said vessels shall not be allowed to proceed either with or without return cargo, from the said British territories to the settlements or factories of any foreign European Nation in India, or to the Territory of any Indian or Chinese Potentate or Power, except from the like necessity as is before described, of which the proof to rest with them. Nor are the said vessels to enter the rivers in that part of the British territory situated in Bengal, for any other purpose than that of proceeding to the port of Calcutta for trade, refreshment or repairs; and in clearing out for their respective countries, the clearance shall be a direct one to the country, European or American, to which the vessel belongs, and to no other whatever; they are to give bonds with the security of residents in the country, that they will deliver the cargo at the port for which the clearance is made, and such bond is to be cancelled when a certificate from a British Consul, or two known British merchants resident at such port, is produced, of the bonâ fide delivery of the cargo there. The vessels of those countries are not to be sold or disposed of in the said British territories.

14. There are some other points belonging to this subject, on which we may hereafter have occasion to give our instructions.

We are your affectionate friends,

*Edward Parry,
Charles Grant,
John Manship,
G. W. Thelluston,
W. Bensley,
Hugh Inglis,
W. F. Elphinstone,
Joseph Cotton,*

*William Astell,
C. Majoribanks,
T. Reid,
Geo. Millet,
John Inglis,
John Travers,
R. Thornton,*

London,
the 6th November 1807.

(No. 27.)

Separate LETTER, on the same Subject;—3d August 1808.

Separate Department.—(Customs.)

Our Governor General in Council, at Fort William in Bengal.

IN the last paragraph of our separate Letter of the 6th November 1807, relative to the trade of Foreign nations with the ports and settlements of the British territories in India,

we gave you reason to expect some supplementary directions from us on other points connected with that subject.

We now accordingly proceed to give you our directions as to the quantum of Duty to be imposed at the sea-ports of our respective settlements in India, on goods and merchandize imported into or exported therefrom, by the subjects of foreign Europe or America.

Our commercial establishments in India have been reared, in a long course of time, with much cost and labour, after many hazards and vicissitudes, and they are still maintained at no inconsiderable expense.

It is but reasonable that those nations which, without incurring any charge or risk in forming and maintaining a settlement, are admitted at once to share in the Indian trade, with all the benefits of such establishments ready prepared, should for that important advantage, unattainable before our acquisition of territory in the East, pay a suitable consideration in the shape of duties, beyond what is levied from the subjects of the British Empire.

It was not however until the ships of foreigners, particularly of the American States, began to resort in considerable numbers to our Indian ports, that the expediency of acting upon this principle became obvious, and then the Treaty of Commerce entered into between this Country and the United States of America, which placed them, in Indian Duties, on the same footing as British Subjects, stood in the way; for all foreigners before paid, though very inadequately, yet somewhat more on imports than our own people, and it would not have been advisable by a new tax to have rendered the disparity between other countries and America, greater in favour of the latter than the Treaty made it.

Of the effects of that Treaty we forbear to speak; they have in a great measure arisen from the state of war which with hardly any intermission has continued through the whole period of the Treaty, and which has given all Neutrals trading from our Eastern ports with Europe or America, great and decisive advantages over the Company and British individuals in the Indian commerce.

Our general intention is, that foreigners shall be subjected to double the duties on imports and exports paid by British subjects; and if in carrying this general principle into all the details of particular cases, your various regulations should not always have been duly adverted to, you will adapt the specific duties on the different articles to that general principle.

ON IMPORTS.

On goods imported on foreign European Ships and on American Ships, instead of the present Duties there, shall be collected as follows:—

At CALCUTTA:

Government duty on the bonâ fide Invoice amount, adding 60 per cent.	
thereto - - - - -	4½ per cent.
Town duty on the bonâ fide Invoice amount, adding 60 per cent. thereto	5 per cent.
	<hr/>
	9½ per cent.

At FORT ST. GEORGE:

Sea Customs Invoice - - - - -	12 per cent.
D ^o Outports Invoice - - - - -	12 per cent.

At BOMBAY:

Sea Customs on the Invoice amount, adding 60 per cent.	4½ per cent.
Town duty abolished by Court's orders of 13th May 1807, but the execution of that order to be suspended until the subject is further considered.	

At SURAT:

On the bonâ fide Invoice with 60 per cent. advance	6 per cent.
on goods, the property of European or American foreigners in British or Indian bottoms, unless they have before paid the foreign duty at some British port in India.	

ON EXPORTS.

In foreign European Ships and in American Ships, according to the SCHEDULE hereunto annexed.

We are your affectionate friends,

<i>Edward Parry,</i>	<i>R. C. Plowden,</i>
<i>Charles Grant,</i>	<i>J. Huddleston,</i>
<i>Jacob Bosanquet,</i>	<i>S. Toone,</i>
<i>J. A. Bannerman,</i>	<i>John Inglis,</i>
<i>Robert Thornton,</i>	<i>Charles Mills,</i>
<i>John Roberts,</i>	<i>William Astell,</i>
<i>Joseph Cotton,</i>	<i>George Smith.</i>
<i>T. Reid,</i>	

London,
the 3d August 1808.

Comparative View of the RATES of Duty at present payable on IMPORTS and EXPORTS at Bengal, Fort Saint George, and Bombay, by Foreign European Ships, and of the RATES proposed to be paid by Foreign European and American Ships.

CALCUTTA.

	Imports by Sea and Land.						Exports by Sea.									
	1. Imports by Sea. Present Duties upon Invoice, with £.60 per cent.		2. Imports by Land. Present Duties according to a Book of Rates.		3. Total Duty. By Land or by Sea, as at present.	4. Imports by Sea. Proposed Duties on the Invoice, as at present.		5. Net Duty proposed by Land and by Sea on Imports on the Invoice, with £.60 per cent.	6. Present Duty for all descriptions.	7. Present Drawback of Government Customs.	8. Present drawback of Town Duties of all descriptions.	9. Net Duty remaining at present, by Land and Sea.	10. Proposed Duty for Foreign Europeans and Americans.	11. Proposed drawback of new Town Duty and Government Customs, for Foreign Europe and America, on the Invoice at £.60 per cent.	12. TOTAL Net proposed, Import and Export Duty payable on Goods exported, Import Duty having been charged on the Invoice at £.60 per cent.	
	Government Customs.	Town Duty.	Government Customs.	Town Duty.	Government Customs, and Town Duties.	Government Customs.	Town Duty.		Government Customs.		At the Calcutta price.		Government Customs.			
On Goods in general	3½ per cent.	4 per cent.	- - -	- - -	7½ per cent.	4½ per cent.	5 per ct.	9½ per cent.	- - -	2/3 ^{rds}	2/3 ^{rds}	2½ per cent	- - -	{ 6/3 4½ per ct.	{ 3 2/6 5 per cent.	
Oude Goods:																
Piece Goods - -	- - -	- - -	2½ per cent	- - -	2½	- - -	- - -	- - -	2½ per cent.	- - -	- - -	5	- - -	7½ per cent.	None	10 - - -
Indigo - - - -	- - -	- - -	2½	1 per ct.	3½	- - -	- - -	- - -	- - -	- - -	- - -	3 3/4	- - -	5	None	8½ - - -
Cotton and Yarn - -	- - -	- - -	5	2	7	- - -	- - -	- - -	- - -	- - -	3/4 ^{the}	5½	- - -	4	None	11 - - -
Other Goods - - -	- - -	- - -	5	4	9	- - -	- - -	- - -	- - -	- - -	3/4 ^{the}	6	- - -	3	None	12 - - -
Bengal and Benares Goods:																
Piece Goods - - -	- - -	- - -	3½	- - -	3½	- - -	- - -	- - -	2½	- - -	- - -	6	- - -	8½	None	12 - - -
Indigo - - - - -	- - -	- - -	2½	- - -	2½	- - -	- - -	- - -	- - -	- - -	2½	- - -	5	None	7½ - - -	
Other Goods, including Raw Silk - }	- - -	- - -	3½	2	5½	- - -	- - -	- - -	- - -	- - -	3/4 ^{the}	4	- - -	2½	None	8 - - -

N. B.—Column 10 shews the rate of Export Duty now to be imposed.—Column 12 shews what the Goods will finally pay when exported by Foreigners, including the Land Import Duties, as well as the Sea Export Duties; and the design of the present Regulation is to make Foreigners pay (Land Import and Sea Export Duties included,) double what British Subjects pay for the same Article.

* This is intended to be somewhat more than double duty to Foreigners, and to discourage the exportation of the articles to Foreign Europe and America.

Customs.

FORT SAINT GEORGE.		IMPORTS.		EXPORTS.	
		Present Duty.	Proposed Duty.	Present Duty.	Proposed Duty.
A. On the Invoice - - - -	}	Foreign Europeans.	Foreign Europeans and Americans.	Foreign Europeans.	Foreign Europeans and Americans.
B. On the Invoice - - - -					
Madras Sea Customs - - - -		8 per cent.	A. 12 per cent.	2 per cent.	4 per cent.
Out Ports D° - - - -		8 - - -	B. 12 - - -	8 - - -	12 - - -

BOMBAY.		IMPORTS.		EXPORTS.	
		Present Duty.	Proposed Duty.	Present Duty.	Proposed Duty.
A. On the Invoice, with £.60 per cent. advance - - - -	}	Foreign Europeans.	Foreign Europeans and Americans.	No Export Duty at present.	Foreign Europeans and Americans.
B. On the Invoice, with £.60 per cent. D° - - - -					
Sea Duty - - - -		A. 3½ per cent.	B. 4½ per cent.	- - - -	3½ per cent.

SURAT.		IMPORTS.		EXPORTS.	
		Present Duty.	Proposed Duty.	Present Duty.	Proposed Duty.
C. On the Invoice, with £.60 per cent. advance - - - -	}	Foreign Europeans and Americans.	Foreign Europeans and Americans.	No Export Duty at present.	Foreign Europeans and Americans.
D. On the Invoice, with £.60 per cent. D° - - - -					
Latty Poorza* and Khoorshee - - - -		C. 5 per cent.	D. 6 per cent.	- - - -	3 per cent.

* It is supposed, that the Duty of £.5 per cent. being collected at one of these places, exempts from payment at the others.

(No. 28.)

AN ACCOUNT of the quantity of Cotton Wool imported into Great Britain
1804 and 1808.

	lbs.
In 1804 - - - - -	61,867,329
- 1805 - - - - -	59,682,406
- 1806 - - - - -	58,176,283
- 1807 - - - - -	74,925,308
- 1808 - - - - -	43,468,145

AN ACCOUNT of the quantity of Cotton Wool imported from the United States of
America, and from Louisiana, 1804 to 1808.

	From the United States.	From Louisiana.	Total United States and Louisiana.	From Georgia; included in United States.
	lbs.	lbs.	lbs.	lbs.
1804	23,041,567	3,371,802	26,413,369	4,772,699
1805	26,675,195	5,268,083	31,943,280	6,758,019
1806	24,403,122	3,597,559	28,000,681	6,809,183
1807	- - - - -	- - - - -	44,090,079	10,341,278
1808	- - - - -	- - - - -	12,228,397	3,018,906

(No. 29.)

Copy of a REPORT from the Committee of Warehouses, approved in Court the
31st May 1809,

THE Governor General and Council having transmitted to the Court, in their Letter in the Commercial Department of the 8th February 1808, a Memorial from the Merchants, Agents, and others, engaged in the Export Trade from Calcutta to the port of London, dated the 20th November 1807, in which the Merchants set forth the hardships they experience from the great increase in the rate of freight required by the Court for private tonnage; your Committee have taken the same into consideration, and find the allegations of the Memorialists to be principally as follow:

They complain of the sudden increase of the price of tonnage from £.14 to £.22. 15s. as contained in Court's Letter of 18th February 1807, published in Calcutta Gazette 30th July; and state that gruff goods cannot afford that high freight, which will cause the trade of foreigners to flourish, and deprive the port of London of its advantages, as an entrepôt.

They state that the Americans pay less than £.11 sterling per ton for the freight to India, and back to America, and less premium of insurance than British Merchants, and that nothing but the fostering hand of the Company, in the article of freight, can enable the British Merchants to contend with foreigners in the trade to Europe.

They complain that £.22. 15 s. per ton is charged retrospectively for the seasons 1805 and 1806; the former in opposition to a positive engagement on the part of the Court; and both without any intimation, that any increase was to be made, until it was notified in the Calcutta Gazette of July 1807.

They represent that the freight for 1805 was fixed at £.14 per ton by the Court's Letter of 12th December 1804, published in Calcutta Gazette 29th August 1805; and, as no increase of the price of freight was notified in the year 1806, they therefore concluded that the price would be £.14 per ton in that season also.

They state that they had shipped in 1805 and 6, and prepared goods for shipping in 1807, which were unable to bear the advanced freight, and therefore confidently hope that freight for the goods shipped in seasons 1805 and 1806, may be charged at the rate of former years, and not exceeding £.14 per ton, "the goods having partly arrived many months in London, and the remainder having been shipped, or provided, long before any intimation of the increase of freight was given to the proprietors or shippers, and that the increased rate of freight may commence with the season 1807."

They particularly point out Cotton as an article, which may be brought to Europe if freight be low.

But the circumstance of greatest importance to the interest of the Merchants is contained in the notification of the Board of Trade, of 3d November 1807, "that there are at present no extra Ships in the port of Calcutta, and that the Board are at no certainty that any will arrive from England in sufficient time to admit of their being dispatched in company with the regular Ships which are expected to sail in February;" and offering freight at £.30. 10s. per ton on the regular Ships then at Calcutta.

The Memorialists then expatiate upon the duty which is imposed on the Court by the 33d of His Majesty, to appropriate 3,000 tons of shipping yearly, in the proper season, for the use of the private trade; and complain that in season 1805, when no extra Ships were in Calcutta, in conformity to the Act of Parliament, they took freight on certain regular Ships, for which they are charged £.44 per ton. The Merchants then remark, that the extra Ships of

of the season 1805 did not arrive until the month of April 1806, and their dispatch to Europe was, of course, proportionably late.

The Memorialists observe, that the Court are careful that their own ships shall arrive in India in the fine weather season; and notice, that only two extra Ships arrived in that season in 1805, and none are at present arrived for the season 1807. The statements in the present Address will enable the Government General to judge of the result which must ensue from their shipments of gruff goods at £. 22. 15s. per ton in extra Ships, which will enable Government to deduce what it must be, should they pay at the rate of £. 30. 10s. on regular Ships. They must therefore embrace the alternative of shipping their goods on the terms now proposed, or submit to the detention of the goods in India, at the expense of high interest of money, of heavy charges on the bulky articles, of the probable loss of the market in England, and from the material injury which the goods of a perishable nature must sustain by remaining so long in warehouse in India, and in England before the proceeds can be brought to the credit of the unfortunate proprietors.

The Memorialists then suggest, that country tonnage may be taken up, equal to the immediate occasion.

Your Committee beg leave to represent to the Court, that the observations contained in the Memorial, embrace two distinct considerations; *first*, that the present system of supplying the Private Merchants in India with tonnage on Europe extra Ships, is not attended with sufficient facilities to those Merchants, and that the rates of freight paid for the carriage of goods upon the extra Ships are higher than the trade can support; and, *secondly*, that there has been a want of due care in conducting the arrangements of the Europe extra Ships, and of accommodating them to the views of the Merchants, agreeably to the intimations which have been made to the Public by the Court.

In order to bring the whole of this important subject into one point of view, it may be necessary for your Committee briefly to recapitulate the circumstances which have led to the present situation of the trade of the Indian Merchants, and to the participation which they now enjoy in the commerce between Great Britain and India.

Previous to the year 1793, the Company's exclusive trade was strictly guarded by legislative enactments; and, except in the indulgence granted to the Commanders and Officers of the ships, no British subjects were allowed to engage in the Indian trade; occasionally however, by special and temporary permission of the Company, private goods were laden in the Company's Ships.

The Act of 1793 allowed that any of His Majesty's subjects might export to India in the Company's Ships, British manufactures or produce to the extent of 3,000 tons or more annually, and import returns for the same at reasonable rates of freight, to be revised from time to time.

At the passing of the Act of 1793, no ships were in existence, or in contemplation, except the regular Ships of 800 tons, (for the Indian trade) and the price to be paid for the freight of the private goods had reference to those ships only.

In the course of the succeeding two or three years, the Company's large China Ships were required by His Majesty's Government for the public service. A scanty harvest in England enhanced the price of bread, and it was thought advisable to import large quantities of rice from India in any fit ships which could be procured, with liberty to carry out cargoes from England: these and other circumstances, arising from the political events of the times, together with the anxious desire of the owners of ships residing in India, to be allowed to send to Europe in Indian ships the exportable produce of India, beyond what in their phrase the capital of the Company was capable of embracing, led to the introduction into the trade between India and England, of a new description of ships of smaller dimensions and cheaper outfit, many of which were built in India, and navigated by Indian seamen. These ships were of course desired for the trade of the Private Merchants. It is not required upon the present occasion to enlarge upon the question, which has been much agitated, whether such Indian ships should be freighted by the Merchants at their own discretion, without the interference of the Company, or whether they should be first hired to the Company, and then relet to the Merchants who might require tonnage for Europe. It is sufficient to observe, that the Indian ships were not considered to be any cheaper than Europe ships of similar dimensions and equipment.

In the year 1802, after much deliberation, a final arrangement was made by the Court for the regulation of the private trade between India and Great Britain. It was determined, that in addition to the three thousand tons of shipping of the 33d of His Majesty, a further quantity, of three, four, or five thousand tons, or as much as might be wanted, should be assigned, and which should not be diverted to political or warlike purposes, but should sail laden with private goods only within the fine weather season. Except Saltpetre, and piece goods, all articles might be laden upon them; light and heavy goods were to be properly assorted by the Company's officers; and as the Company were answerable to the owners for the freight, of course the Company were to lade the ships, if Private Merchants declined; and the onus of providing suitable dead weight or ballast for the ships also rested upon the Company. These ships were to be built either in England or in India.

The Court of Directors having issued Advertisements, were enabled to engage for a number of ships to be built at peace freights of somewhat less than fourteen pounds a ton for the voyage to and from India. The Governments in India were authorized to issue similar Advertisements, except that they were limited to the price of £. 14; but not any tenders were made in India to build ships upon those terms.

The price of freight which the Court fixed for the private goods on extra Ships which sailed from England in 1802-3, was £.5 for the voyage out, and £.11 for the voyage from India to England.

War with France was renewed in the year 1803; and the price of freight was augmented by the Court upon ships sailing in 1803-4 to £.6. 10s. out, and £.14 home.

Information of the renewal of the war arrived in India in the month of August 1803; and as it was found necessary to engage some Indian tonnage for the purpose of transporting the private trade to Europe, eight ships were offered for that purpose in the month of December 1803; but the freight required was £.21 per ton for the voyage to England only, with advantageous stipulations as to the return to India; and in the month of February 1804, five other Indian ships were offered at freights from £.19 to £.22. 10s. The ships which sailed from London in 1802-3, would be now taking in private goods at £.11 only, having sailed during peace.

In December 1804, the Court sent information to the Governor General, that private goods could be laden in India in their season 1805-6 at the same rate as in 1803-4, viz. £.14 per ton; but it afterwards appearing to the Court that the war contingencies amounted to £.12. 13s. 5d. on the extra Ships, instructions were sent to India, that if the Notice had not been published, of the Court's intention to charge £.14 per ton, the price to be paid was to be raised to £.20 for the Indian season 1805, being lower than the price paid for Indian ships of the preceding season. But the Governor General and Council informed the Court, that in consideration of the Letter of December having been published, they had fixed the price of freight for 1805-6 at £.14 only; and the accounts were settled accordingly.

The Memorialists represent, that the Court have charged £.22. 15s. per ton upon the goods shipped in the Indian season 1805, in opposition to this positive engagement. This assertion, your Committee have to remark, is a misrepresentation, arising, your Committee are willing to presume, from an erroneous view of the subject. It is however not the less to be regretted that such a misstatement should have been promulgated; if not contradicted, it may produce a mischievous effect, and bring obloquy upon the Company where their conduct has been actuated by the most liberal principles: for the Company who, rather than depart from their original Advertisement, had submitted to lose about £.7 per ton upon the freight of all private goods shipped in 1805, are not only by such misrepresentation deprived of credit, if any credit might be derived from that scrupulous attention to their declaration, but instead thereof, are accused of having violated their faith, and of having been extreme to require a payment which might fully reimburse them in their whole outlay in that season.

The Memorialists assert, that they had no notification until the 30th July 1807, that a higher rate of freight would be required than £.14 per ton. By notification it must be intended to state, that they had no official notification, and that no Advertisement was circulated in the public Newspapers at Calcutta; as the fact of the Court requiring more than £.14 could scarcely be unknown to any Merchant or Agent engaged in the Europe trade. The Court's instructions to charge (conditionally) £.20 per ton, arrived in India in the month of October 1805, and in the year 1806 one ship from Madras was partly, and seven from Bombay were almost wholly, freighted at £.20 per ton with light goods: it is therefore very difficult to conceive that the Court's intentions could be unknown to the Merchants at Calcutta for the space of two years, when at the same time public intimation had been given at Bombay in the month of August 1805, which was afterwards withdrawn. But your Committee will forbear to enlarge on this particular, and will only beg leave to remark, that some of the persons who have signed the Memorial under consideration, had in their capacity of Ship-owners, actually let their ships in Calcutta to the Company in 1803 (the first year of the present war) at £.18. 10s. and £.19 for heavy goods, and £.21 for light goods, although in 1806, when naval equipments were much dearer than in 1803; they attribute blame to the Company for not supplying them with tonnage at £.14 per ton, at which period the Merchants shipped few heavy articles with their light goods.

The only remaining point which your Committee will notice, in respect to the price of freight, is that part of the Memorial which complains that £.44 per ton has been charged on the regular ships in 1805, when no extra Ships were in Calcutta. Your Committee are prepared to explain in a subsequent paragraph, why no extra Ships were then in India, and such being the case, the Merchants agreed that for the conveyance of certain Raw Silk, Indigo and piece goods to London on the regular Ships (fine articles, and of the freight of which the Merchants do not complain), they would reimburse the Company in the freight paid to the Owners, which amounted to £.44 per ton.

The Memorialists represent, that if freights be moderate, gruff goods may be advantageously exported from India to England, and Cotton Wool is particularly instanced. They also advert to the situation of the "unfortunate proprietors of goods, from the delays to which the realization of their property is liable, and the loss of interest of money consequent thereupon." These points your Committee consider to be merely brought forward *ad captandum*, and shall discuss them with brevity. If there be a demand for Cotton Wool, so as to allow Indian Cotton to come into the British market at all, the difference in freight between £.21 per ton on Indian ships, and £.22. 15s. on Europe extra Ships, cannot be an object to prevent its being sent, and the Court of Directors, several months before the Merchants brought forward their Memorial, had determined to import Cotton Wool, and had set apart regular Europe tonnage for that service, which determination of the Court might probably have been known to the Merchants at the time of writing their Memorial. With respect

Messrs. Fairlie,
- - Gilmore,
- - J. Gilmore,
- - Scott,
- - Wilson.

respect to the term "Unfortunate," there is no doubt but that the private traders have sustained great losses, from their having overstocked the London market, (in particular with piece-goods, which by law they are not permitted to import;) but no man will venture to say, that the utmost attention has not been shewn by the Company to the advantageous management of the private goods in London, and that his wishes and views have not been furthered with the greatest readiness, and at times at an extra expense to the Company. Your Committee apprehend that the only conclusion which the Memorialists propose should be drawn from these remarks is, that the employment of Indian ships would obviate such inconveniences—an inference which your Committee deny, as the difference of freight, in any mode of calculating it, could form but an inconsiderable part of the loss.

Your Committee will now proceed to consider that part of the Memorial to which the greatest importance is attached by the Merchants, viz. that extra Ships were not provided by the Court for the use of the Merchants in the Indian season 1805, until long after the seasonable time of dispatch; which evil was continued until the period of the date of the Memorial, or the Indian season 1807. And here your Committee cannot but lament, that the Memorialists omitted to state the cause of the ships not being in India, which, in candour, they ought to have done, as it must have been perfectly within the knowledge of every person in India. The Court did provide *fourteen* ships for the use of the private traders in the season 1805, to the extent of 7,784 tons, which were brought afloat in London at several times between the 4th December 1804 and 28th May 1805; all of them in very sufficient time to have been in India in the fair weather season. Three of these ships sailed from England early, and arrived in India in proper time; the remaining eleven were put under the convoy and direction of a squadron of King's ships going to the Cape of Good Hope, in consequence of which they suffered detention, both in England and at the Cape. These eleven ships did not sail from Cork harbour until the first of September 1805, and an accident happened to one of them, which reduced the number to ten. At Madeira, Sir Home Popham selected six ships for military purposes, and sent two on to Bengal, where they arrived 2d March; Sir Home then allowing the remaining two to proceed to St. Helena and Prince of Wales Island, at which latter place they had a large quantity of stores to deliver for His Majesty's naval service. In December 1805, the cadets, soldiers and seamen were ordered to land from the six ships, and assist in the reduction of the Cape, where they performed useful service, and they did not take their final departure for India until the 9th February 1806, arriving at Madras on the 22d April. The consequence was, that the ships had been afloat a year before they arrived at the place of their destination; and the effect naturally has been that these delays, which were made for the national benefit, have caused the ships to lose their seasonable time of dispatch from India, which procrastination has operated, and must operate, until the ships can regain the time so lost, and recover their seasonable time of dispatch from England; and it was in consequence of the non-arrival of these extra Ships in England in the year 1806, in time to be repaired, that the Court for the special accommodation of the Indian merchants, to enable them to bring their fine goods to early sale, at a great loss to the Company, stationed some regular Ships of 800 tons, to bring home the piece goods, raw silk, and indigo of the private traders in the Indian season 1807, at £.30. 10s. per ton; and which concession of the Court is represented in the Memorial as a subject for complaint, and a grievance imposed upon the private traders.

Your Committee do not purpose to enlarge upon that part of the Memorial which notices the advantages that are now enjoyed by foreigners, and particularly Americans, in the Indian trade.

The degree of direct intercourse with India, which both justice and policy require should be allowed to the continental states of Europe and to America, has been so amply discussed by the Court in the last two or three years, that your Committee deem it sufficient merely to refer the Court thereto. Unhappily for mankind, the American States are now the only neutrals, and their ships must of course enjoy the advantages which attach to their neutral character. Your Committee do not see by what means the Court can enable the Indian Merchants to meet neutrals on equal freights, but by further extending the practice of the Court's hiring ships at the price of the day and re-letting them to the Merchants at lower rates, the Company paying the difference: the Company have sacrificed very considerable sums upon this account, and your Committee learn with regret from the present Memorial, that the Merchants are not so sensible of the fostering hand which the Company have ever extended to the private traders, as in the opinion of your Committee the indulgence shewn by the Court has required.

Your Committee will now close their observations upon the Memorial, by expressing their regret that the Merchants should have suffered themselves to have been led by temporary inconveniences to prefer assertions and complaints which have either originated in error, or are capable of such explanation as candour must allow to be satisfactory.

East India House,
the 31st. May 1809.

(No. 30.)

EXTRACT Proceedings of the Board of Trade at Fort William in Bengal, the 3d November 1807.

Resolved, That the following circular Notice be written to the several individuals who have applied for statutable tonnage in the present year.

Gentlemen,

THE Board observing that a considerable proportion of the goods for which statutable tonnage has been required in the season 1807-8, are deliverable in sufficient time to admit of their being dispatched to England by the early ships of the ensuing year, consider it to be proper, with a view of preventing disappointment to such persons who have made application for statutable tonnage on extra Ships, to notify, which they hereby do for the information of the parties concerned, that there are at present no extra Ships at this port, and that the Board are at no certainty that any extra Ships will arrive from England in sufficient time to admit of their being dispatched in company with the regular Ships, which it is expected will sail for England early in February next.

2. As, under these circumstances, it may suit the convenience of persons who have applied for tonnage on extra Ships, to lade a part of their goods on regular Ships, the Board have directed me to inform you that, in addition to the regular ships Surrey and Lady Castlereagh, engaged by the Honourable Court of Directors for the conveyance to England of the private trade from this Presidency, as notified to the Public in an extra Gazette under this day's date, and which ships it is intended to dispatch early in February next, in company with the regular Ships appointed to convey the public Investment, the Board propose to employ such other regular ship or ships for the conveyance of the private trade from this Presidency in the month of February next, as may be required by the Merchants, and for which tonnage, freight will be charged at the rate of £. 30. 10s. per ton.

3. The Board therefore request that you will be pleased to notify to me, on or before ten o'clock on Friday the sixth instant, the quantity of tonnage which you may be desirous of having allotted to you on regular Ships intended to be dispatched from this port, as above stated, early in February next.

Calcutta Gazette, Thursday, November 5th 1807.

The following Extracts from the undermentioned general Letters, addressed by the Honourable the Court of Directors to the Honourable the Governor General in Council, are published for general information.

General Letter, dated the 23d December 1806.

Para. 2. "We have, in consequence of the non-arrival of the extra Ships expected, had under consideration the accommodation of the Merchants, for the transit of such goods as they may have provided, and have taken up two ships of 800 * tons for that purpose, as an addition to the tonnage of the season; which increase is to be allotted to their goods; and as freight on the 800 ton ships may furnish the means of sending their finer goods on more defensible ships than the extra ones, you are to charge them at the rate of £. 30. 10s. per ton, for all goods laden on the regular ships of the season 1807-8."

General Letter, dated the 18th February 1807.

Para. 4. "We have taken up the Ship Lady Castlereagh of 820 tons, Capt. Thomas Garland Murray, for the same purpose as you have already been advised we have engaged the ships Surrey and Charlton; namely, the accommodation of the Merchants in India.

Fort William, the 3d of November 1807.
"Published by Order of the Board of Trade,
"J. Thornhill,
"Secretary."

EXTRACT Proceedings of the Board of Trade at Fort William in Bengal, the 6th November 1807.

Resolved, That the following circular Notice be written to the several individuals who have applied for statutable tonnage in the present year; in continuation of the circular Notice issued on the 3d instant.

Gentlemen,

IN continuation of the subject of my Letter of yesterday's date, I am directed by the Board of Trade to inform you, that with the view to the early dispatch of the regular Ships which may be employed for the accomodation of individuals, agreeably to the intention expressed in that Letter, the Board have determined that all private goods, for which regular tonnage may be required, shall be delivered at the Export Warehouse by the 10th of January 1808, and to desire that in notifying to me the quantity of tonnage which you may be desirous

* The Surrey, Captain John Altham Cumberlege, consigned to Coast and Bay; and the Charlton, Captain George Wood, consigned to Bombay.

sirous of obtaining in the regular Ships to be dispatched from this Port, in the month of February next, your application may be made with reference to the above-mentioned resolution.

2. I am further directed to inform you, that in the event of any goods, for which tonnage in the ships alluded to may be requested, not being delivered at the Export Warehouse by the period above stated, the payment of the freight of such deficient goods, agreeably to the resolution of Government, dated the 26th of September 1796, (republished in the Calcutta Gazette of the 6th of July last) will be strictly enforced in all cases in which the most satisfactory reasons shall not be assigned for the goods not being delivered by the prescribed period.

Fort William,
the 4th of November 1807.

I am, &c.