

*Brought from The Lords,*

*7 May 1821.*

*Rare section!*

---

---

## R E P O R T

[RELATIVE TO THE TRADE WITH THE EAST INDIES AND CHINA,]

FROM

The Select Committee of the House of Lords, appointed to inquire into the means of extending and securing the FOREIGN TRADE of the Country, and to report to the House; together with the Minutes of Evidence taken in Sessions 1820 and 1821, before the said Committee:—11 *April* 1821.

---

---

*Ordered, by The House of Commons, to be Printed,*

*7 May 1821.*

---

---



*Brought from The Lords,*

*7 May 1821.*

---

---

**R E P O R T.**

---

---

BY THE LORDS COMMITTEES appointed a SELECT COMMITTEE to inquire into the Means of extending and securing the FOREIGN TRADE OF THE COUNTRY, and to report to the House; and to whom were referred the Minutes of the Evidence taken before the Select Committee appointed in the last Session of Parliament for the like purpose; and also the several Petitions, Papers, and Accounts which had been referred to that Committee; and also the several Petitions presented in the present Session of Parliament on the subject of Foreign Trade.

ORDERED TO REPORT,

THAT the Committee have met, and have proceeded in the enquiry, which had been entered upon by the said Committee appointed in the last session of Parliament, into the state of British commerce with Asia, including as well that which is carried on with the territorial possessions of the Honourable East India company, as that with the independent states in the same part of the globe.

In the conduct of this enquiry, the Committee have not thought it necessary to direct their attention to the commercial concerns of the East India company, as administered by the court of directors with a view to the interests both political and financial of that corporate body, further than was necessary to elucidate the present state and future prospects of free trade, as affected by existing regulations.

This subject therefore naturally divides itself, according to the various restrictions to which different descriptions of commerce in these regions are now subjected by law: that to the territorial possessions of the company being carried on by licence only from the company; that to other parts of southern Asia (China excepted,) and to the islands of the Indian ocean, by licence from the board of controul; that to China being entirely prohibited to all British vessels but those in the actual employment of the East India company; and the whole trade confined to ships of a certain fixed amount of tonnage.

The trade which is carried on by licence with the territories of the East India company, is confined to the presidencies of Bombay, Madras and Calcutta, and the port of Penang. Some inconveniences and injury to individuals are stated to have arisen, where circumstances have made it desirable to change the destination of vessels from one of these ports to another, after their arrival in the East, in consequence of the delay attendant upon obtaining a permission to do so from the local government. This indeed may be obviated by obtaining licences including the above-named ports generally, which have been sometimes applied for, and do not appear to have been refused. But the system of requiring licences does not appear to be attended with any public benefit; and a fee is charged for each of them.

A more material advantage might probably accrue to the free trader, from being permitted to trade with other smaller ports on the coasts of Coromandel and Malabar, where the company have already collectors of the customs established, who might effectually counteract an illicit trade; whereby a wider field of adventure may be opened, and an additional stimulus to commercial intercourse afforded to the native inhabitants. It would, however, be necessary in this case to provide by regulations, which

which it could not be difficult to establish, against any abuse of this extension of privilege by British vessels carrying on the coasting trade; in which there is every reason to believe they might successfully compete with the native ships, which have hitherto been considered as enjoying a monopoly of that trade, of which the East India company could not reasonably be expected to deprive their subjects, as long as they are precluded from carrying on the direct trade to Europe in Indian-built vessels. It must be observed, however, that the coasting trade is now open to vessels of other nations, those of the United States not being excluded from it; and instances having been stated to the Committee, in which the Portuguese flag has been allowed to pass from one port to another carrying on trade, from which British European ships are excluded.

The Committee cannot dismiss this branch of the subject without observing, that although it is difficult, from the great fluctuation which the free trade to the peninsula of India has experienced since it has been admitted upon the terms of the renewed charter granted to the East India company in 1813, to estimate fairly the precise amount of its increase, it must be admitted that its progress has been such as to indicate, that neither a power to purchase nor a disposition to use commodities of European manufacture, are wanting in the natives of British India; whilst the minute knowledge of the wants and wishes of the inhabitants, acquired by a direct intercourse with this country, would naturally lead to a still further augmentation of our exports. The great increased consumption cannot be sufficiently accounted for by the demand of European residents, the number of whom does not materially vary; and it appears to have been much the greatest in articles calculated for the general use of the natives. That of the cotton manufactures of this country alone, is stated since the first opening of the trade, to have been augmented from four to five fold. And the taste of the natives for such articles may not improbably have been created, in some instances, and extended in others, by that very glut in the market, which has doubtless by its excess and consequent lowering of prices, frequently defeated the speculations of private merchants. The value of the merchandize exported from Great Britain to India, which amounted in the year 1815 to 870,177*l.* in the year 1819 increased to 3,052,741*l.*; and although the market appears then to have been so far overstocked as to occasion a diminution of nearly one-half in the exports of the following year (1820), that diminution appears to have taken place more in the articles intended for the consumption of Europeans than of natives; and the trade is now stated to the Committee, by the best informed persons, to be reviving. When the amount of population and the extent of country, over which the consumption of these articles is spread, are considered, it is obvious that every facility which can, consistently with the political interests and security of the company's dominions, be given to the private trader for the distribution of his exports, by increasing the number of points at which he may have the option of touching in pursuit of a market, cannot fail to promote a more ready and extensive demand.

If the restriction of trade to vessels of the burthen of 350 tons and upwards, in all seas and countries within the limits of the East India company's charter, has any tendency to check the operations of the private trader in a direct commerce with the dominions of the East India company, it can hardly fail to operate still more as an impediment to his exertions in seeking new channels of commerce, or extending those which already exist with other countries and islands in the same part of the globe. Here a field, in a great measure new, would be opened by the free admission to trade of vessels of a smaller burthen. It is stated to the Committee, by persons who have been most interested in forming a correct opinion upon the subject, that in a trade with the native powers in the gulph of Persia, along the Red Sea, and on the eastern coast of Africa, as well as with the islands and countries to the eastward of the company's dominions in Asia, small vessels would be employed in preference to large, from the nature of the navigation, the great value and small bulk of some of the articles, as well as the description of markets where such trade would be carried on. Some apprehension indeed has been stated to exist, that vessels of that description might be exposed to frequent depredations from pirates who infest those seas. But it does not appear that there is any difference in the rate of insurance required from large and small ships: if there is a risk however, the private merchant might safely be left to consider, how far it applies to his particular case; while the American trade in those seas, which is carried on as well in vessels below as above the burthen of 350 tons, is not stated at any time to have suffered materially from such dangers.

It

It may be remarked, that although the native governments of India have been generally supposed to be unfavourable upon system to foreign commerce, no recent instance of such disposition has been adduced; the French, on the contrary, are stated to have been remarkably successful in some recent attempts to open a commercial intercourse with Cochin China; and the recent knowledge which has been acquired of the manners and habits of the inhabitants in some of the islands of the Malay race, leads to a much more favourable opinion of their character and aptitude for civil and commercial intercourse, than was previously entertained.

The maintenance of a free port eligibly situated amongst the Indian islands under British protection, which the magnitude of our establishments in that quarter of the globe may enable us to support at much less expense than any other nation, may be attended with the greatest benefit to commerce and civilization. The importance of such a station, and the quick perception of its advantages formed by the native traders in that part of the globe, may be estimated by the rapid rise of the port of Singapore during the year that it has been in the possession of the British government, and opened for the purposes of general trade. The population, which had before scarcely amounted to 200 souls, in three months increased to not less than 3,000, and now exceeds 10,000 in the whole; while 173 sail of vessels of different descriptions arrived and sailed in the course of the first two months.

The commerce with China is carried on by the East India company, in whom the sole and exclusive right of trading with the ports of that empire, as well as the sole and exclusive right of trading and trafficking in tea to and from all the islands and ports between the Cape of Good Hope and Straits of Magellan, is now vested by law. The value and extent of this trade has naturally attracted the attention of the private merchant; and although it could not be contemplated that the East India company would willingly relinquish so important a privilege, an earnest desire has been expressed, that the British free trader might be permitted, even previous to the expiration of the charter, to embark in those branches of the trade, which the company neither carries on itself nor appears to be immediately interested in; and in which the only competition to be encountered by the British merchant, would be that of the foreign trader.

Of this description may be considered the trade in tea and other articles between Canton and foreign Europe; the tea trade within the limits of the company's charter, exclusive of the ports of the Chinese empire; and the trade between Canton and the western shores of North and South America.

The hopes entertained by merchants and others, who have the best means of information, of benefit to commerce from such an extension of its freedom, as well as the apprehensions, felt by persons of great experience in the direction of the affairs and in the service of the East India company, of the risk with which such an extension may be attended to their political and commercial interests, will be found fully stated in the evidence and documents contained in the Appendix.

On the one hand it is confidently stated, that the low rate of British freight, and other advantages possessed by the British merchantmen, would enable the British free trader to enter into an immediate and successful competition with those of other countries, and more particularly of the United States, by whom these branches of commerce have been carried on for some years past, with every appearance of progressive increase and prosperity; that thus a portion of Europe might be supplied with tea by the British trader; that the export of furs from America, which now takes place even from the British territories in American vessels, would be carried on by British shipping; and that, at all events, that portion of the Eastern trade, which is carried on by the export of British manufactures in American vessels, would fall into the hands of the British merchant, with greater opportunities of extending it, afforded by a more direct intercourse. And, on the other hand, it is stated to afford reasonable ground for alarm, that the seamen, who would be admitted under such circumstances to the port of Canton, might probably be of a character so different from that of the seamen employed on board the vessels of the United States, and be subject to a discipline so inferior to that which prevails on board of the larger description of vessels employed in the service of the East India company, that disputes might take place and excesses be occasioned which might produce fatal consequences, by awakening the jealousy or exciting the anger of the Chinese government.

It is also apprehended that the admission of new competitors into the market might lead to some deterioration in quality, or enhancement in the prices of teas, which are now regulated by arrangements made previously to their coming into the market, between the servants of the company and the Hong merchants, who enjoy a monopoly of the sale of that article.

To what extent such hopes or such apprehensions might be realized in the progress of a trade, which has never yet been permitted to exist, it is difficult perhaps to form an accurate judgment. The most natural, and indeed the only means of forming one, must be derived from the circumstances and progress of the foreign independent trade, and more especially that of the vessels of the United States with the port of Canton. That trade, although carried on in vessels of nearly the same description that would probably be employed by the British merchants, has continued to flourish without being productive of injurious consequences, either to trade in general, or that of the East India company in particular. It is stated, that it would not have done so, had it not been for the protection and other advantages derived from the establishment of the company's factory at Canton; but no satisfactory reason has been assigned, why the British free trader should not derive the same benefit from its countenance and protection, to which he certainly would not be less entitled. It must also be observed, that the circumstance which has principally been relied upon as constituting the difference between the character of the American and British seamen, namely, the former having a share in the profits of the voyage, applies only to that portion (not a large one) of their trade with Canton which is employed in the export of furs from North America, and might be expected to apply in the same degree, as far as respects that portion of trade, to British vessels, if permitted to engage in it. It is admitted also, that all danger arising from disputes is greatly diminished, if not entirely removed, by the abolition of the custom which permitted seamen to go, at particular periods, in large bodies, and under no controul, to enjoy liberty days on shore at Canton.

In the course of the last few years, the imports of the United States into China (comparing an average of the years 1804-5, 1805-6, 1806-7, with an average of 1816-17, 1817-18, 1818-19, being the last years of which the Committee have received an account) appear nearly to have doubled. It is alleged, that the principal part of these imports consists of metals and other articles, which the merchants in the United States have a greater facility in procuring than those of other countries; there can be no doubt, however, that articles of British manufacture are directly exported to China from this country by Americans; and it appears from an account procured at the Custom House, that the declared value of those articles exported to countries within the limits of the East India company's charter, in foreign vessels, and presumed to be chiefly to Canton, was, in the last year, to the amount of 178,358*l.*; and it affords some indication of an increasing taste for British manufactures in China, that an opinion prevails that they are now introduced into the northern parts of that empire, subject to all the delay and inconvenience of transport by land through Russia and the caravan trade, of which Kaiacta and its immediate neighbourhood is the great depôt, and which appears recently to have experienced a considerable increase.

What portion of the teas and other articles exported from China, in vessels of the United States, is destined for America, and what for European consumption, it is difficult precisely to determine. Although doubts have been expressed, whether the demand arising from the latter, constitutes a permanent or a considerable portion of their trade, it may fairly be assumed that a contrary opinion prevails in America; as it is stated, in the report upon American currency, laid before the House of Representatives in 1819, "that the annual exports in American vessels from the United States and all other ports, to China and the East Indies, can hardly be estimated at more than twelve millions of dollars, and it cannot be doubted that the sales of East India articles in Europe exceed that amount. The value of merchandize from China and India consumed annually in the United States, is probably equal to 5,000,000 dollars; and if this be so, the consumption of East India articles by the United States is paid for by the mere profit of the trade."

On the whole, the Committee are inclined to the opinion, that regulations might be established at Canton, either by placing the free trade of Canton under the superintendence of a consul, or investing the principal servants of the company with some authority over the seamen engaged in the free trade, by which any apprehension of inconvenience might be removed; and without interfering with the monopoly of the  
British

British market enjoyed by the East India company, the British merchant might be safely admitted to a participation in a trade which has proved safe, lucrative, and capable of great improvement in the hands of the foreign trader.

In the event of these obstacles, however, being considered insurmountable, the maintenance of the establishment at Singapore, to which vessels frequently come down from China in five days, or of any other free port as advantageously situated, might, considering the readiness of the Chinese to engage actively by every means, direct and indirect, in trade, prove highly advantageous to the interests of British commerce, if permitted to engage in the tea trade within the limits of the East India company's charter, exclusive of the ports of the Chinese empire.

The Committee cannot conceal from themselves, that in the present state of the law, no material benefit or facility to free trade in this quarter of the globe can be obtained, without infringing in a greater or less degree upon the privileges vested in the East India company, until the year 1834, when their present charter expires, and that their consent may be required to any measures which may be submitted for that purpose to the consideration of Parliament. At the same time, considering that no propositions here suggested, are intended directly or indirectly to affect the monopoly enjoyed by the company of the home market, to which the greatest importance is justly attached, but that their object is confined to procuring for the British free trader, an access to markets entirely new, or the means of fair competition with the foreign merchant in those which already exist, the Committee feel themselves justified in relying upon the liberality of the court of directors, upon the concern they have frequently evinced in the national prosperity, and the preference they may be expected to give to British over foreign commerce, for a disposition to meet, as far as may be consistent with their own essential interests, the wishes of their fellow subjects, if sanctioned by the wisdom and authority of Parliament.

At all events there are some views of this subject, to which the attention of Parliament may be immediately directed; and the whole cannot fail to deserve its consideration previous to the renewal of the East India company's charter.

The Committee have been informed, by the members of His Majesty's government, who are members of the Committee, that a bill was prepared to be submitted to Parliament in the course of the last session, for extending the private trade between India and foreign Europe; and that the introduction of such a bill has only been postponed in consequence of the enquiries depending in Parliament, connected with Asiatic commerce.

The correspondence, which has taken place upon this subject, between the Board of Trade and Board of Control, is contained in the Appendix.





MINUTES OF EVIDENCE,  
Taken in Session 1820.

---

*Die Jovis, 1<sup>o</sup> Junii, 1820.*

The MARQUESS OF LANSDOWNE in the Chair.

---

*James Goddard, Esquire,*

Is called in; and Examined as follows:

**H**AVE you been in the service of the East India company?—I have.  
For how many years?—For six years.

*James Goddard,  
Esq.*

Where were you principally employed during that period?—I have been to all the presidencies of the Indian government, but principally to China.

(1 June 1820.)

During the period that you were employed in China, did any considerable alteration take place in the trade at Canton, either as respecting the Company's trade, or that of other European nations?—I do not think any alteration has taken place in the Company's trade, but considerable fluctuations have taken place with regard to the American trade.

Did the trade of the United States, or of other European powers, increase upon the whole, during that period?—The earliest accounts that I have been able to gain on the American trade, have been as early as 1804; from that time to 1812, it increased very considerably; at the breaking out of the war, for about two years, the trade fell off almost entirely, it was confined to a small proportion of tonnage; but on the renewal of peace it again commenced, and the trade has increased rapidly to the present time.

What is the latest period of which you have any knowledge of the trade at Canton?—I left Canton about twelve months ago.

To what circumstances was the increase which you have described owing, in your opinion?—I consider it to arise from the free nature of the American trade, in the first place, with the ample means they had of being the carriers of Europe; in the second, no restrictions being on the American trade, they became not only the carriers of Europe, but of all parts of the world.

Do you conceive the American trade to be greater now, than it was at the breaking out of the war?—Yes, considerably greater.

What size and description were the vessels chiefly employed in the American trade, during the time that you had any opportunity of observing them?—They were principally small ships, some as large as 500 tons, but the generality of them smaller; I have seen vessels in Canton as small, I think, as 100 tons burthen.

Were you ever aware of any inconvenience arising, either to the particular owner or to the trade in general, from the small tonnage of the ships employed in that trade?—No; I conceive the insurance is as easily effected on the small vessels as upon the large, and at the same rate.

During the period of your residence at Canton, were there any disputes or other circumstances calculated to impede the American trade, arising out of the circumstance of its being a free trade?—I do not recollect any.

Can you give the Committee any information, generally, as to the peculiar manner of the American trade, as compared with the trade of the East India company?—The information I have been able to gain, has had the effect of informing me, that the American trade for the last year or two at Canton, has exceeded the trade of the East India company in value.

What do you mean by value?—The value of goods exported.

You mean the magnitude of the trade in general?—Yes.

Can you state whether the exports and imports at Canton, in American vessels, were in general of the same description with those in the vessels of the East India company,

James Goddard,  
Esq.

(1 June 1820.)

or in what respect they differed?—The proportion of teas exported by the Americans, is not so great as that exported by the English company, but there is a greater portion of valuable goods occupying smaller tonnage which is exported by them; in consequence, though the value of the exports is greater, the tonnage is not so great as that employed by the East India company.

Will you specify those articles?—Nankeens, raw silk, manufactured silk, cassia, China root, camphor, tortoise shell, mother-o'pearl shell, rhubarb, coarse China ware, and other articles, more of which I cannot enumerate.

Can you state whether there is any difference with respect to the imports between the vessels of the East India company, and those in the American trade?—The balance is rather in favour of the exports, but not very considerably; the principal article of import has been dollars, but there is a large quantity of skins and furs of various descriptions which are extremely valuable; they also bring in large quantities of the natural produce of the Eastern isles, which they gather in their route from America to China, such as betel-nut, pepper, tin, rattans, birds-nests, and iron, copper, cochineal, wax, sandal wood, &c.

Will you inform the Committee what the Americans give in exchange, in the Eastern isles, for those various commodities?—They have greater facility in purchasing with dollars, than with any thing else, the produce of the isles; but manufactured goods of all descriptions are very readily bartered.

Is there not greater facility in conducting commerce in those Eastern isles, from the Americans sailing in smaller vessels?—It is of much importance to the Americans, or to any persons trading, to be able to adapt the size of their vessels to the means they have of carrying on their trade; the Americans must have great advantages in being able to navigate the Eastern seas in any vessel which they find convenient.

Do you know whether the Americans are not in the practice of collecting their dollars from South America, on their voyage outward?—I have understood they collect their dollars from South America, but I have no particular information on the subject.

Can you state what proportion of the American trade proceeds direct from the shores of the Pacific, and what from Europe?—Very considerable exportations of specie take place from this country for the use of the Americans; from Europe they take the articles of Dutch camblets, smalts, iron, woollen cloths, &c.

What proportion of the American trade proceeds directly from the United States, or from any other part of the continent of America to China, and what part touches in the first instance at any European port?—I am not aware that the Americans have any particular exports from the United States excepting dollars; they have been in the habit of carrying on very extensive trade in the article of furs, from the north-west coast of America to Canton; this trade has been almost entirely in their hands, has been extremely lucrative, and to an extent exceeding some millions of dollars within these last few years.

Are the ports on the north-west part of America, and the Eastern islands, better adapted to the entrance of small vessels than large ones?—The ports of north-west America I am not all acquainted with; it is a question I cannot answer: the greater part of the eastern seas have been navigated by large vessels, but smaller vessels of course have a greater facility in navigation than larger ones. I would beg to add to the answer preceding that which I have now stated, that the produce of the skins imported by the Americans into China, has been realized in silks and goods of various descriptions; and in their progress to the north-west coast, they have carried on a considerable trade with the west coast of South America, from Chili northward.

What proportion of American vessels arriving at Canton have touched at Europe?—I cannot immediately say, but I can speak more expressly with regard to those which have left Canton, and proceeded to Europe and the United States.

Will you state the proportion?—The whole of the American exportations of tea from Canton in 1818, amount to about ten million pounds to different parts; about seven million of that quantity I suppose to have gone to the United States, and about three million direct to Europe; I take the proportion is about the number of ships that went to the respective places; the whole of the American ships arriving at the port of Canton that season, from the best information I have been able to gain, amounted to about forty-five, and as the lading of tea is generally the same in all their vessels, I consider the same proportion to exist with regard to their destination, about one-third to Europe, and two-thirds to America. I have no specific information with respect to the destination of the ships, but I judge from the lading of the teas.

From

From a return of the treasury report to the president of the United States, I observe, that the duties paid upon the tea actually consumed for that period, have amounted to more than 4,800,000 lbs.; and as the Americans are constantly bringing tea from the United States to Europe, I consider the retreating balance to be brought from the United States to the different ports of Holland.

Then it appears that there were brought direct to Europe three millions, and the rest circuitously, having called first at the United States?—Yes, exactly so.

Have you any statement in writing of the amount of the particulars of the American trade for each year, for any number of years?—Yes, I have.

Have you it with you?—No; the information which I have now given the Committee is in consequence of those papers.

Could you furnish the Committee with such a statement in writing?—I think I could, but it would take me some time. See Appendix (V.)

You have mentioned, that the Americans take up great produce from Canton, teas and a variety of other articles; you have not mentioned how they disposed of them; have they not been in the habit of exporting those different goods which you have enumerated, to Europe; have they not been the carriers of them to Europe?—Certainly, that is the idea I meant to convey; they were and are in the practice of importing into Europe large quantities of the most valuable articles, such as nankeens, raw silk, manufactured silks, cassia, China root, vermilion, rhubarb and tortoise shell; they have either come direct to Europe, or circuitously by America.

But in American vessels?—Yes, in American vessels.

Do you conceive that the smallness of the tonnage of the vessel can furnish any impediment to their trade?—No; I consider it as one of their great advantages.

You have answered, first as to the trade at Canton, but the Committee mean the carrying trade which they have exercised between Canton and Europe; whether the smallness of the vessels has been any inconvenience to them?—No; I consider they have been of advantage.

Does there appear to you any reason, from your acquaintance with that trade, why the Americans should exclusively carry on that trade; or is there any facility they have for carrying on that trade, which British vessels of the same size would not have; do you not consider that the same trade would be equally open to the same size of vessels if they were British?—I consider it would be rather in favour of British ships of the same size, in consequence of their being able to be sailed at a more moderate rate than the American ones; it has been greatly in favour of the Americans, in consequence of their being able to navigate much cheaper than any other nation in Europe.

Are you acquainted with a house at Canton of the name of Perkins?—Yes.

Do you know a merchant of the name of Howqua?—Yes, he is a merchant of the Chinese Hong.

That is a trading company under the authority of the Chinese government, is it not?—Yes, it is a trading company under the Chinese government, authorized to trade exclusively with all foreign merchants; he is at the head of that company; they have all successive ranks; I think there are ten of them.

Do you know of any agreement entered into between those persons and the house of Perkins and Co. with this country, for the export of a large quantity of manufactured goods from hence?—I am not particularly acquainted with it; I have heard of such a thing existing, but the particulars have not come to my knowledge.

Would you be surprized at hearing that an agreement has been entered into by the house of Perkins and Co. in conjunction with Howqua the Hong merchant, to be supplied with goods of British manufacture, to the amount of nearly a million sterling, within one year, and through the Americans?—Certainly not; because I know the Americans have for several years past been in the habit of supplying themselves with the goods of the English market, of English manufactures, for the China seas and Canton.

On English account?—No, I do not mean on English account, because it would be very difficult to say that.

And certainly no part of this great cargo to be shipped in British vessels?—No part could be shipped in British vessels.

It being impossible, from the present state of the laws, that British ships can partake of this?—I consider it utterly impossible, from the existing state of the laws.

You cannot tell what the value of either the American imports or exports were in any one year; suppose for instance, in the last year 1819, what do you conceive, or

*James Goddard,*  
*Esq.*

(1 June 1820.)

can you form any correct estimate, at this moment, of what the amount of the imports might be?—I conceive them to be upwards of 7,000,000 of dollars.

Should you be astonished, if you were to hear that they were ten; have you any reason to think that they may not be ten?—I should be surprised to hear they were ten, in consequence of having made a point of getting the best information I could, with regard to the American trade; and those means of information do not give me an authority to form an opinion, that the imports would be as high as ten millions.

What is the average value of a pound of tea at Canton?—It would be very difficult to fix an average; it depends on the quality.

Can you give to the Committee any information respecting the goods that the Americans export from China, and also the nature of the goods which the Americans pick up from the Eastern islands on their voyage to China; the Committee wish to know whether you can give them any information of what commodities the eastern isles furnish for the European and American markets, and what the value of those commodities is?—Yes; large quantities of coffee, rice, pepper, various spices, sugar, tortoise shell, mother-of-pearl shells, various gums, ivory, camphor, cassia, cinnamon, musk, &c.

Is there any gold or silver found in those countries?—There is; gold is found, but not in very large quantities.

Do you know whether in the eastern islands there is any market for English manufactures?—There is a very extensive market for English manufactures in all the eastern islands, and vast quantities are exported to Batavia. I do not think that they could go to any part of the eastern islands without finding a ready market for articles of British manufacture, if adapted to the particular taste of the inhabitants; but they are very particular with regard to it, and they require to have it accurately attended to.

How are they at present supplied with the British manufactures which they consume?—They are supplied in a great degree by American ships, sometimes by the English company's ships; but at present Batavia is the great resort of those islands, for the purpose of being supplied with English manufactures.

If British ships were allowed of any size to trade with those islands, do you not think that they could undersell American ships, and that that measure would ultimately be the means of extending the sale of our manufactures?—I consider it would very extensively. First, by being in small vessels, they would have a facility of trading about the islands, which they could not have with a large vessel, and that a small vessel might be in the capacity of many to enter into the trade, when it would be in the capacity of only few to do the same with a large vessel. I consider the trade with the eastern islands, though taking off a large quantity of manufactured goods of England, is yet very much in its infancy, and the navigation of small vessels in those seas would find the market very greatly extended; and the trade would be very much benefited, if, after taking the benefit of trading in those islands, and exchanging their manufactured goods for their produce, they were permitted to go to Canton to dispose of the rest of their English manufactures, and the produce that they bartered, suitable to the market of China.

Have you any knowledge of the extent of the population of the different islands in those seas, who would have a demand for British manufactures?—That is a question which I cannot relate; as to its population, it is certainly considered as very numerous, and the country of Cochin China is considered as nearly as populous in proportion to its extent as China; they have the same habits, the same wants. The trade with this country is very little known, nor is it likely to be better known, until small vessels are allowed to navigate those seas, and to draw the natives into a commerce, the same as it has been with the China seas; small vessels with great facility might approach the coast, and negotiate with the natives; whereas in large vessels they would be exposed to so great a danger, as would deter almost any one from attempting it.

What is the immediate danger to large vessels to which you allude, in those seas?—I only speak of the dangers incident to a large ship on any coast, the danger of navigation.

You have stated, that you conceive that a beneficial traffic might be carried on with the eastern islands, by means of permitting British ships of small burthen to trade with those islands; is there any other description of merchandize that could be furnished by the eastern islands, excepting such as you have enumerated, in exchange for British commodities?—I am not prepared, by my present recollection,

James Goddard,  
Esq.

(1 June 1820.)

to make any addition to those which I have already stated, but there are many which may be added to them, but I cannot immediately call them to my recollection.

Is there any tobacco?—Yes, there is.

Is not the advantage possessed by small vessels over large ones, in consequence of the nature of the coast in navigating those seas, counterbalanced, in a greater degree, by their increased danger from pirates?—When I mentioned small vessels, I meant vessels from 150 to 200 tons; certainly the security of a large vessel is much greater on that score than smaller, but I consider the safety of either the large or small, to depend more upon the discretion of the captain and the officers, than upon the size of the vessel.

What species of British manufactures find the readiest market in those islands?—The goods that have been generally sold in those seas, were formerly coarse low goods, but latterly they have acquired a taste for goods of a better quality; the general description of goods in demand is generally of a low sort.

Do you mean cotton goods, or what description of goods?—Cotton goods; also hardware, such as knives, scythes, swords, and a number of articles adapted for the Indian seas, which are well known in this country, and made according to the fashion of the people.

Do you believe that there is any article of our manufactures, that with a knowledge of the taste of the inhabitants, would not find a sale in the eastern seas?—There are already many articles manufactured in this country, known by the name of Malay articles, which have been occasionally taken out by the commanders of the Company's ships, and by the Americans, which have always found a ready sale, as far as they have had the means of disposing of them.

Is there an American factory at Canton?—Yes, there is an American consul.

Are the captains of the American ships under any regulations with respect to that factory?—They are under no regulations in any other respect than the captains of all nations who are put under the control of their consul.

Can you inform the Committee whether the captains of the China ships are ever involved in any disputes with the Chinese government?—I do not recollect any instance of their having a dispute with the Chinese.

Do you recollect any instance of the English captain of the company's ships, or members of the factory, having any dispute with the Chinese government?—I do not recollect any.

What is the general tonnage of the ships employed by the East India company?—From 1,000 to 1,400 tons.

Is a thousand the smallest?—A thousand is the smallest; I believe there have been smaller ships employed by the Company. The Company one season employed vessels of a small size, but regularly they have not done it.

Can you state the number of men employed compared to the tonnage?—A vessel of 1,200 tons has about one hundred and thirty-four men, captain and officers.

Can you state, generally speaking, what number of men the Americans employ in proportion to their tonnage?—No, I cannot.

What number of men usually navigates an American ship of 150 tons?—I should think eight or ten men; but it is a question that I am not prepared to answer, I have no accurate information upon the subject.

Have you any reason to believe that any considerable quantity of tea, imported into the United States, evades the payment of the duty to that country?—I am not aware of any evasion of the duties; not having been in America, I am not able to answer the question.

What is the government of Cochin China?—It is an arbitrary government, as far as I know.

Do you conceive there is less aversion to foreign trade in Cochin China than prevails in China; or is any port open to European commerce?—I have heard of some transactions in trade on the coast of Cochin China, but the particular spot I cannot name.

Have you heard of any attempt, on the part of the general government, to renew the intercourse which formerly existed between France and Cochin China?—I do not know.

Can you state to the Committee any information respecting the diminution or increase of the East India trade, commonly called the country trade, with Canton, during the period you were employed in the Company's service?—No, I have not any information upon that subject, with regard to its increase or diminution; but

James Goddard,  
Esq.

(1 June 1820.)

I endeavoured to ascertain, in the years 1818 and 1819, the extent of the country trade to the port of Canton; but as to the increase or diminution, with respect to former years, I cannot give the Committee any information.

Can you state to the Committee the result of your inquiries, as to the state of the country trade at that particular time?—Its imports in 1818 were calculated to be about sixteen millions of dollars, exceeding both the American and English companies exports, both together.

Can you state of what those imports consisted?—They consisted principally of cotton imported by the Company's ships, and by the country traders. A very large quantity of opium was also imported, to which may be added pepper, betel-nut, tin, &c.

Do you conceive, if a free British trade was permitted with Canton, that it would materially affect the country trade, as now carried on?—I do not consider that it would affect the country trade in any way, except the interruption of that trade which they carry on of British manufactures, through the ports of Bombay and Calcutta; I mean of the English manufactured goods which cannot find their way, in consequence of existing restrictions, direct to Canton.

Do the assorted cargoes of country ships consist partly of British manufactures, of opium, and other things?—The greater part of the cargo in the country trade consists of cotton, or of spices, or pepper, betel-nut, and those things, picked up in their way to Canton; but the British manufactures sent from British ports to Canton have not been very extensive, they have merely been occasioned by a quantity being imported into India beyond the immediate demand; they have by that means found their way to China, and been purchased by the Chinese. The article of manufactured goods, and I speak particularly now of cotton goods, has not been much known in China, but the quantities that have been taken there have been very readily bought, and have paid a very considerable profit, a profit of importance.

Has this taken place since the time of the trade being open between this country and India?—I consider the knowledge of British manufactures to arise, first, from the circumstance that I have just stated, by accident; and also from the surplus quantity of these kind of goods taken to the China seas by American and other ships, which they have not been able to dispose of, and have taken them to Canton; and these two circumstances have introduced a taste for British manufactures, which seems to be very considerably increasing.

Do you not imagine that that circumstance, of the knowledge of British manufactures in India, was in a great measure occasioned by the trade having been opened?—I consider the knowledge of British manufactures in India, to have arisen almost entirely from the opening of the British trade. I am not aware, and I believe I am correct, that any importation of British manufactures existed previous to the opening of the trade, or if there were any, they were I believe very inconsiderable, compared to the present.

Was there any knowledge of British manufactures in China during the time that the Company had an exclusive trade, and before country ships or Americans resorted to China?—The two last answers I gave were intended to convey the idea, that any considerable trade did not exist in India previous to the opening of the free trade, and also, that in consequence of the free trade, the British manufactures, I mean cotton manufactures, have found their way to China, as well as by American ships trading through the eastern seas.

Then you meant in your two last answers to include China as well as India?—Yes, I did.

Do you mean to say, that till the free trade, there was no knowledge of British manufactures either in China or India?—I mean to say it was very trifling.

Do you mean to say, there were none imported by the British East India company?—None, that I know of.

Did the Americans carry on the trade to China previous to the war, by means of the exports of British manufactures?—I believe not; I consider the knowledge of British cotton manufactures in Canton to have commenced within the last three or four years.

Did the Company, previous to the free trade, ever export to India or China, British manufactures on their own account?—I believe not, if cotton goods are meant.

Did the Company ever export woollen goods to a greater quantity than what they were compelled to do by their charter?—It is a question which I cannot answer, not knowing the amount of the Company's exports annually.

Can

Can you inform the Committee, whether the private adventures of the officers of the Company's ships were not more in commodities for the supply of the Company's servants, than with a view to supply the natives with any British manufactures?—The captain and officers trade to the ports of India, principally consisted of articles to supply the demand of the Company's servants in India; but with regard to the trade to Canton, it always has consisted of articles intended to supply the natives of the country.

*James Goddard,  
Esq.*  
(1 June 1820.)

Were not those, generally speaking, clock-work, and high-priced articles, for the supply of the superior ranks in China?—Very extensive supplies of clock-work and watches have been taken out to China, for the supply of the natives.

In a former part of your evidence, you stated, that out of seven million pounds of tea which were sent to the United States of America, only 4,800,000 lbs. paid any duty there; and that therefore, the remainder you conceive was exported from America to Europe, and was carried to the ports of Holland; do you conceive that there are any other ports in Europe, except those in Holland, to which they were taken?—To Hamburgh, Altona, and Bremen.

Any to the Mediterranean?—A very small quantity; nothing worth naming, I should think.

The Committee wish to know, whether the teas exported from China, by America, are of an inferior quality to those exported by the East India company to Europe?—The East India company, from the stability of their trade, and their regular demand, always command the choicest teas which the market produces; and it is generally considered, that the teas the Americans get, are chosen after the Company have had their selection.

Can you state any opinion to the Committee, respecting the future state or possible increase of demand for English manufactures in the Chinese empire?—I consider the Chinese nation to approximate nearer to European wants than any nation in the East; their clothing, their habits, and their wants altogether, are very different from the Indians; very different; the demand for woollen goods is very extensive, as may be seen by a reference to the Company's imports; and it is probable, from the avidity with which they have bought and purchased European cotton goods, a demand at least equal to woollen goods may be produced; and I should consider, that in the course of a few years, the demand would be much greater, in consequence of the strong disposition they have shown, from the small knowledge they have had of British manufactured goods, to purchase, and very considerable commissions have been given for the supply of these goods, being articles, till within these last three or four years, of which they have been entirely ignorant.

Do not these observations equally apply to the other countries in the Chinese seas, as well as to China?—They apply to the Chinese seas, certainly, in a very great degree, but I think not so strongly as to China itself, as the Chinese require the finer and the more valuable articles of this country.

The witness is directed to withdraw.

Ordered, That this Committee be adjourned to Saturday next, twelve o'clock.

*Die Martis, 13<sup>o</sup> Junii, 1820.*

The MARQUESS OF LANSDOWNE in the Chair.

*John Crawford, Esquire,*

Is called in; and Examined as follows:

IN what parts of the East have you been resident, and during what periods?—I resided fourteen years in India altogether; five years in Upper Hindostan, and about nine years in the Indian islands; near six years of which I passed in Java.

*J. Crawford,  
Esq.*  
(13 June 1820.)

Have you ever been in China?—Never. Though I have never been in China, I have had a great deal of intercourse with the Chinese. There are a vast number of Chinese settlers in the Indian islands. In the island of Java alone, there are about forty thousand. These Chinese are from all the different maritime provinces of China.

J. Crawford,  
Esq.

(13 June 1820.)

Will you state to the Committee, what, during your residence in those islands, and since the last renewal of the charter of the East India company, has been the state and progress of trade and navigation in those islands, whether with respect to the trade with Europe, or to the country trade?—I can generally state, in reply to that question, that the opening of the trade between this country and India has produced a very extraordinary revolution in the commerce of that country, greatly increasing both the exports and imports.

Are you of opinion, that the commerce of those countries can be only carried on with safety and convenience, in ships of considerable burthen, or that ships of a smaller tonnage than that which is now permitted under the Act for renewing the charter of the East India company, might be employed with advantage in it?—I am clearly of opinion, that ships of any size whatever, may trade with safety to that country; and that it would be matter of justice and policy, to leave the trade, in that respect, perfectly open.

Are there in those islands, and the adjacent coasts of the Continent, many harbours and rivers in which it is not safe or practicable for vessels of a large burthen to enter, but which, in other respects, might be frequented with advantage?—Yes, I think there are.

Will you state, in what you consider that the other advantages attendant upon a free intercourse, without restriction, as to the use of ships engaged in it, would be?—It would produce the general advantages of freedom in commercial intercourse, and tend to extend the competition. Many persons of small capital, might find it convenient to trade in small ships, but not in ships of large dimensions.

Are the commodities imported from or exported to those islands, frequently of a description, that though considerable in value, the amount of tonnage required to carry them, would be small?—Yes, they are. This particularly applies to the export trade of this country, which naturally consists of manufactured goods, for which it might be convenient to bring back bullion, gold or silver. In some respects, also, it applies to the commodities of those countries. I shall enumerate a few of them. Gold, diamonds, pearls and pearl oysters, cloves and nutmegs, for the European market; edible birds-nests, and tin for the market of China.

Would it materially assist the commerce of those islands with this country and Europe, if the ships carrying it on were permitted to touch at and trade with the port of Canton?—Most materially.

Can you state in what that advantage would consist?—It would enable us, in the first instance, to compete with the Americans, and prevent that people from occupying, as they are now in the progress of doing, the principal part of the commerce of the Indies. The commerce of all parts of the Indies is intimately connected, and I consider a perfect freedom of visiting every port without restriction, as necessary to the merchants of this country, to enable them to conduct it to the greatest advantage.

Are there not many articles calculated for European consumption, besides tea, exported or exportable from the Chinese empire?—Yes.

Would not many of those articles go towards making up the cargo of a ship engaged in trade with the islands you have been describing, if ships were permitted to go to the Chinese coast to take them in?—There are not many of the commodities of China fit for the consumption of the Indian islands, because they are manufactures that are principally exported; and in a free trade, the manufactures of this country, being cheaper and better than those of China, would supersede them in the markets of the Indian islands. A few articles of Chinese manufacture, however, are necessary for the consumption of the Chinese colonists, who could not be supplied with them from Europe. For the consumption of Europe intermediately by the Indian islands, many articles of Chinese produce, besides tea, might be imported, as for instance, gold, silver, toutanegg (a mixed metal consisting principally of zinc), and raw silk.

What, during the period of your observation, has been the state and progress of the trade of the United States with the islands you have been describing?—The principal trade of the Americans with those islands is with the port of Batavia. American ships began to come out in great numbers after the peace between this country and the United States. They now conduct the principal trade; and I am informed by a gentleman, who is just returned from that country, that, from December 1818 to December 1819, 77 ships, averaging 300 tons each, cleared out with cargoes from the port of Batavia. The Americans carry on a considerable trade with all the independent



independent states of the Archipelago; sometimes conveying their return cargoes to China, sometimes direct to the United States, and sometimes direct to Europe.

In vessels of what burthen is the trade of the United States to those countries principally carried on?—I believe in vessels of every size, from 100 to 600 tons, without any limitation or restriction. The vessels in what is called the Malay trade is conducted, are often of very small size. The Malay trade is a popular name for the whole of the trade of the Indian islands. The direct intercourse between the United States and China is generally conducted in vessels of from 300 to 400 tons.

What is the smallest American vessel you ever saw in the Malay trade?—I have been told that schooners of 80 and 100 tons have been employed in every branch of the Indian trade with America, and have even gone to China; but I have never seen any vessel so small myself in that trade.

Can you state whether the Americans have of late imported a considerable quantity of skins into China?—They have constantly been in the habit of importing furs into the Chinese empire, from the earliest period of their trade, and have continued the same practice down to the present time.

Do they import any into the Indian islands?—None whatever.

Do they import into the Indian islands any articles the produce of the North American continent?—A few very trifling articles, for the consumption of the European colonists; such as flour, biscuit, salt fish, and a few naval stores.

Do they import into those islands many articles of British manufacture?—They do import some, but not many; they cannot compete with us in that trade.

What then do they chiefly import?—Silver bullion (Spanish dollars); these Spanish dollars are generally obtained with British manufactures on the west coast of America, and even in the ports of London and Liverpool.

Is there any reason, besides the restrictions which apply to the British free trade, why that trade should not compete upon an equal footing, or with advantage similar to that of the United States?—I conceive, that, if the capital of this country had free scope, that our merchants would have great advantages over the Americans.

Have you observed, during your residence in the islands, a considerable taste to prevail for British manufactures?—A decided taste; as a proof of it, the consumption is yearly increasing. When I first knew those islands, the consumption was a mere trifle; at present it may be considered as comparatively very large.

Has the increase of that taste, in your opinion, contributed to excite the industry of the inhabitants?—It would be difficult in so short a time to give any distinct proof, if it had done so; but the increase of commerce must inevitably produce its natural effects, in civilizing the inhabitants, and furthering the progress of industry.

Has there been, during the period of your observation, any sensible improvement in the habits and industry of the natives of those islands?—My most intimate knowledge of the natives of those islands refers to Java. Increased trade, as well as material improvements in the general government of the great population of that island, within the last few years, have certainly contributed to ameliorate the condition of the inhabitants.

Can you state any circumstances or arrangements which might contribute to promote the trade between China and those islands, by means of European vessels?—I conceive, that unrestricted intercourse between this country and China, would be followed by great commercial benefits to both countries, and that the commerce has scarcely any need of peculiar regulations. The formation of European stations or colonies, or emporia, in those islands, would materially contribute to increase the commercial intercourse between those islands, and China, and other neighbouring countries, and Europe.

What, during the period of your observation, has been the state of the trade between those islands and the British continental dominions of the East India Company, commonly called the country trade?—This branch of the country trade is called the Malay or eastern trade, to distinguish it from the country trade in general. It has declined since the free traders of this country have begun to frequent the Indian islands. Those free traders now supply the Indian islands with many of the commodities which they used to receive from Bengal and Madras, such as chintzes and other cotton fabrics. The most important article of the imports from Bengal was opium; but a considerable portion of the supply of the Indian islands in that drug, is now imported by the British free traders and Americans directly or indirectly from Turkey and from the Levant.

You speak of the American trade; have the Dutch any large portion of the trade

J. Crawford,  
Esq.

(13 June 1820.)

in the East Indian Archipelago?—They ought to have the largest portion of the trade, because they are the paramount sovereigns of the principal part of the Archipelago; but they have as yet neither the skill, capital nor enterprize of the Americans; and although they conduct some portion of the direct trade between the Indian islands and Europe, it bears no proportion either to the American or British trade.

Do you know, whether the Dutch trade in those seas is a free trade, or is it restricted to a trading company?—It is a free trade, and conducted upon principles of much liberality; the only exception to its being a free trade, is in the particular of the fine spices, the production of the Moluccas.

Do the Dutch regulations allow a free commercial intercourse to other countries with Batavia and their other settlements in those seas?—Free trade is permitted between Batavia and all other countries whatever, but this intimacy does not extend to any other port; licences are sometimes granted to frequent other ports besides Batavia.

Have the Dutch any other ports of any consequence in those islands?—In the island of Java there are two valuable ports, Samarang and Surabaja; I was chief of those two a year.

Do you know, whether much trade is now carried on between European nations and the island of Borneo?—During the war a very considerable trade was carried on by country ships between various parts of Borneo and Bengal, but I think the Dutch have lately claimed the sovereignty of Borneo, and are anxious to exclude other nations from visiting it, except with their license or permission.

Have they been enabled to effect that exclusion?—I am told they have; but I cannot speak distinctly to that point.

Do you know, whether the Dutch have military possession in any of the principal ports of Borneo?—I think they have small garrisons or military establishments at two ports of the north coast of Borneo, Pontean and Bangarmassin; but any effectual military possession of those vast regions is quite impracticable.

Are there any ports advantageously situated for trade in the island of Borneo, which are not in the occupation of the Dutch?—It is difficult to answer that question.

Is the authority of the Dutch recognized by any of the native states?—It would be difficult to say it was virtually recognized; they are obliged to yield; they are, in fact, overawed.

Is the Turkish opium considered as good as the Bengal?—The Turkish opium within the last five years was first introduced, and the natives would hardly buy a pound of it. The difference of price was then, I think, generally, as six is to thirteen. The Turkey opium has been gradually improving in their opinion ever since. At present, a large quantity of it is consumed; and perhaps the Bengal opium is not intrinsically worth beyond 10 per cent more than it. It is gaining upon the Bengal opium in a surprizing degree, and particularly within the last two years.

Are there amongst the Chinese, or the inhabitants of the eastern islands, any prejudices which would lead them not to use the manufactures of this country?—No, very far from it.

What are the commodities that we manufacture, that you think there would be chiefly a demand for in those countries?—Almost every article of the staple manufacture of Great Britain; I will enumerate a few; light woollen cotton goods of various descriptions, iron, raw and wrought, chiefly the former, as there is no iron, or hardly any in the Indian islands; glass ware, chrystal and carriages. A great number of other articles may be added to this list.

From your knowledge of those countries, do you not believe, that under the circumstances of a free trade, there would exist a great and growing demand for those articles?—I am clearly of that opinion. The wonderful progress that the manufactures of this country have made within the last five years, fully justifies me in making that observation.

Do you know whether, pending the Company's possessing the exclusive trade to India, there was any exportation of British manufactures to the Chinese market?—It has been generally considered, that the East India company was in the habit of exporting one million sterling of the manufactures of this country to China. The commodities were chiefly woollen and tin.

Do you know, whether the Company's officers, in their private adventures, were in the habit of exporting cotton goods and hardware, to China?—I am not intimately acquainted with the details of that trade; but I should conceive, nothing but what was very trifling.

*J. Crawford,  
Esq.*

(13 June 1820.)

Do you not believe, that the extension of the trade to the eastern seas, depends greatly upon studying the peculiar taste of the inhabitants?—Without doubt, it is indispensably necessary. No merchant will succeed at present without being peculiarly well acquainted with the habits and taste of the people, because the markets are well stocked with ordinary goods; but a thorough knowledge of those tastes and habits, will always, under judicious management, enable a merchant to make a successful speculation.

Do not you think, that the perfect freedom of communication, direct from this country to that, is the best security that the tastes of the inhabitants will be studied?—I conceive it not only to be the best, but the only security.

Can you judge from the present state of the indirect trade carried on through Americans or their ships from our Indian colonies to those islands, what extent of trade might be carried on, if there was a direct communication?—I cannot form any precise estimate of the extent to which it might be carried, but I have no doubt it would be much greater. I would observe, that the Hindoos and other inhabitants of Hindostan were represented to have such inflexible habits and prejudices, that it was apprehended, the British manufactures never would be consumed among them; they have notwithstanding this been consumed in great quantities. The inhabitants of the Indian islands, of China, and of all the countries lying between China and Hindostan, it has never been pretended, had such obdurate habits as the Hindos. This fact naturally leaves us room to believe, that European manufactures will be consumed in a still greater ratio among them.

Has not that consumption of British manufactures amongst the Hindoos originated since the renewal of the charter, and the extension of the freedom of trade?—I believe entirely. The progress of the free trade has astonished those who considered themselves the best acquainted with the subject.

From your knowledge of the East India islands, do you believe that there would be any limitation to the trade, from the circumstance of the inhabitants of those countries not being able to make a return in value, for the commodities for which they have a demand?—No limitation whatever. Those islands produce a prodigious variety of natural productions in demand in the markets of this country, more I believe than any other country in the world. I will enumerate a few of them; pepper, cloves, nutmegs, coffee, sugar, tortoise-shells, useful and dying woods, gold and many other minor articles hardly necessary to repeat.

Have you any reason to think that the American trade with China and the Indian islands has declined at all during the last two years?—Oh the contrary; I have reason to believe it has been constantly increasing within these two years.

Do you conceive then that it has been progressively increasing since the peace?—It has.

Do you know any instances in which the feelings or the prejudices of the inhabitants of those islands have been outraged by the Americans; so as to injure or affect their trade at all?—I never heard of any instances of the kind. I believe the trading character of the Americans is perfectly good, and better than any European traders in those islands. There is one good reason, because they have never formed commercial monopolies, nor attempted conquests, or to form any military establishment in the country.

Has this character any commercial interest in the inhabitants of the states of those seas?—I conceive it has a very great interest. I conceive that the interests of commerce are promoted by leaving the people entirely by themselves, wherever it is not possible to establish an European government.

In the early part of your evidence, you stated, that you considered our commerce with the East India islands might be considerably extended by means of colonies and establishments, and you have just stated, that the success of the Americans had, in a considerable degree, resulted from their having abstained from making conquests and forming military establishments; how do you reconcile these statements?—All the conquests and establishments formed hitherto in the Indian islands, have been formed for the purpose of subjecting the commerce and industry of the natives to the supposed interests of monopolists, and, in my opinion have not been attended with any of the legitimate advantages of European government. They have always been hostile to the feelings of the natives of the country. Colonies formed in the manner to which I have alluded, ought to be established upon the liberal principles of free trade; and for the mutual advantage of the natives of the country and those who establish them.

*J. Crawford,*  
*Esq.*

(13 June 1820.)

Are we at present in possession of any such stations or emporia as you have alluded to in a former answer, or are there any others calculated for that purpose?—We are in possession of two—Prince of Wales island and Sincapoor. They are both of them conveniently situated as emporia for the trade of the East India islands, and although they have had few of the benefits of a free trade, yet they have been attended with very rapid prosperity. There are many other stations that might be fixed upon, but no benefit could be expected from such establishments, as long as a restricted system of commerce is pursued by any one, or the whole of European nations within the Archipelago. A station, for example, might be pointed out in the Molucca islands; but as long as a monopoly of spices, in culture and traffic, is persisted in by the Dutch, it could be of no value.

Can you give an account of the population of the islands in the eastern seas?—The population of the Indian Archipelago throughout, without including the Philippine islands, which are really a portion of the Archipelago, has been usually estimated at 10,000,000; but I conceive it to be much greater, because the population of Java is now ascertained to amount to between 5 or 6,000,000 alone, and the Spanish portion of the Philippines is known to contain 1,500,000 of subjects.

Is there any account of the population of Cochin China?—I have heard it stated lately, that 20,000,000 is the population of the whole empire.

Do any of the observations you have made, respecting the improvement of the trade in the eastern seas, extend to Cochin China, Siam, and Pigou?—Yes; still more forcibly I conceive, because those people are more civilized.

Do they now take any of our manufactures?—Yes; they are indirectly supplied with some of our manufactures by the Portuguese, Americans, and Chinese.

Is there any impediment in the way of direct trade with any of these people, arising out of national jealousy or prejudice?—None out of prejudice, but political jealousy a good deal.

To which of those countries does that last observation apply; and what is the cause of that political jealousy?—It applies generally to all the natives of the Chinese stamp of civilization. They have the intelligence to observe, that we are conquerors, and very near them, and very dangerous; moreover, all the European nations behaved extremely ill early in their commercial intercourse with them.

This nation too?—European nations generally; all of them, without exception. The French, the Dutch, and the English, I allude to more particularly.

Does the jealousy apply equally to other European nations as to us?—It applies to all European nations, but perhaps more to us than to any other.

Does it apply to the Americans in the same measure?—I should think it does.

Could you suggest any practicable mode of establishing a regular mode of intercourse with those people?—I should think that perfect freedom of trade with those countries, and an intercourse with peaceable merchants, and the benefits that they would experience from such an intercourse, would be the best means of gaining their confidence. I have no doubt that judicious diplomatic arrangements would tend to facilitate the way to it.

The witness is directed to withdraw.

Ordered, That this Committee be adjourned to Friday next, three o'clock.

*Die Veneris, 16 Junii, 1820.*

The MARQUESS OF LANSDOWNE in the Chair.

*John Crawford, Esquire,*

Is again called in; and further Examined, as follows:

*J. Crawford,*  
*Esq.*

(16 June 1820.)

CAN you give any information to the Committee, respecting the present state of Japan, and the possibility of extending British commerce with its inhabitants?—I have attended to the subject, but I have never visited Japan.

Can you state any opinion, formed in consequence of the attention you have given to that subject, and the grounds of it?—Yes; no foreign nations are at present allowed to conduct a trade with Japan, except the Dutch and Chinese. As long as the present policy of the Japanese government continues the same as it is, and as it has

J. Crawford,  
Esq.

(16 June 1820)

has been for upwards of two centuries back, I consider it impossible for any European people to find access to their ports for commercial purposes. The trade conducted by the Dutch is extremely trifling, utterly unworthy of attention as a national object, and not a matter of credit to those who conduct it. The trade of the Chinese is much more considerable; but like that of the Dutch, under severe restrictions. By this last channel a considerable quantity of British manufactures find their way into Japan, and there is no doubt but they are in great repute; for the climate, the habits of the people, and their wealth, contribute to give them a taste for them. I can conceive no means by which the trade of Japan could be opened to the rest of the world, unless by the removal of the Dutch establishment at that place, and leaving the trade open to private adventurers of all nations. The safety, agreeableness, and advantages of the commerce, which would be conducted by private traders might, I conceive, reconcile the Japanese in time to a free connection with strangers.

Can you state to the Committee, what would be the freight of tea carried to Europe from Canton in British ships, supposing that trade to be open, as compared with the freight of American ships?—Perhaps as ten to twelve; the following circumstances lead me to believe that the difference would not be less: the Americans trade upon a capital borrowed at six per cent; we trade upon a capital borrowed at five per cent, or less; we have manufactures to export, and therefore can carry an outward cargo as well as an homeward cargo; the Americans can carry out nothing but specie, unless they carried our manufactures, which of course they cannot to the same advantage as ourselves. In a free intercourse between all parts of India, our ships would have the advantage of engaging, when they might find it convenient or profitable, in the colonial trade of India, the trade from port to port, from which the Americans are excluded.

Are the manufactures of this country, in your opinion, imported to any considerable extent into the islands of the Indian Archipelago, by means of the country ships carrying them out from the Indian continent?—I believe a very small portion of our manufactures find their way into the Indian continent by that channel. I have understood, that upon a few occasions, when the markets of Calcutta have been overstocked with British manufactures, the country traders have brought a few of them to the Indian islands. The country traders cannot navigate their ships so economically or cheaply as the free traders of this country; for they trade upon a capital of twelve per cent instead of five, and with an unskilful, numerous and expensive crew of lascars, instead of British seamen.

Do you mean, then, by the latter part of your answer, to infer that manufactures cannot be introduced into the Indian islands, through the channel of the India country ships, without such material addition to their cost, as must tend to diminish the consumption?—I am clearly of that opinion. Previous to the free trade, British manufactures, especially cotton goods, were hardly known to the Indian islands; since that period the quantity has been yearly increasing; and I can answer, as far as the population of Java is concerned, that it is rare now to see a native of the country, above the rank of a mere peasant, or a Chinese of any description, who has not some portion of his dress of British cotton manufacture; and very often he has a considerable portion of his dress of the woollen fabrics of this country.

Independently of the advantage which you have already stated, in your opinion, would arise from the British ships engaged in free trade with the Indian islands being permitted to touch at the port of Canton, would it be an additional advantage to them to be enabled to touch at any South American or other port in their outward-bound voyage, from which they are now by law prohibited?—Yes, most certainly; they can bring from South and North America, commodities peculiarly suited to the market of China, such as specie, copper, and furs. In such a trade as this there is all the advantage and economy of a double voyage.

State what would be the comparative freight of the Americans, as compared with the ships of the East India company?—The freights of the East India company are somewhat more than double those of the Americans.

Have you reason to think that our trade with Japan would have increased, if we had retained possession of the island of Java?—Could we have removed the Dutch factory at Nangasaki, and thrown the trade open to individual adventurers, I have no doubt that the discretion and intelligence of our merchants, would in time have succeeded in establishing a commerce with that empire.

Amongst the many advantages likely to arise from our possessing a station in the Indian Archipelago, do you anticipate that one will be the establishment of an inter-

J. Crawford,  
Esq.

(16 June 1820.)

course with Japan?—Provided the Dutch, as far as the intercourse with Japan is concerned, reverted to the principles of free trade, or supposing the possibility of a revolution in the policy of the Japanese government, I think our possession of a station so near to the Japanese islands, as the Indian Archipelago, would certainly facilitate the way to such an intercourse; but without those two concomitants, I see no prospect of it.

What are or might be the principal articles of export from Japan; and to what markets would they be suited?—In the event of an intercourse with the numerous, spirited and wealthy population of Japan, I consider that we never could want returns for the investments sent to that country. The principle articles would be copper, (which is of the finest quality of any in the world), tutenague, gold, silver, and camphor; almost all the camphor in the world is brought from Japan.

Although the East India company have the monopoly of the whole China trade, you have mentioned that there are only two articles which we import from thence, viz. tea and silk, and only two principal articles of export from hence to them, viz. tin and woollens?—Tea, silk, and nankeens, are the principle articles of import into this country, and as far as I remember, the only staple articles of export are woollens and tin.

Do you conceive that the articles of tin and woollens are both advantageous articles of commerce to the East India company?—I am told there is a profit made upon the woollens, but it is difficult to say, as they are bartered for black tea; as for tin, there must be a great loss upon this article, because tin is dearer in the market of London by much than in the market of Canton; and because the cost of producing Cornish tin, is two-thirds greater than that of the tin of Banca, and the other ports of the Indian islands, which go to Canton, while the metal is of inferior value, always bringing a lower price in the Chinese market.

Can you say what is the inducement then of the Company to deal in such an article of traffic as that?—The East India company were bound by law, in their former charter, to export a certain quantity of tin; they still send tin to China, although I am not sure whether, by the existing charter, they are bound to do so.

Then you conceive that this export of tin, is not a voluntary export on the part of the East India company, as a beneficial article of trade?—Certainly I am of that opinion; neither the East India company, nor any merchant, could be supposed capable of such a thing as exporting tin from a country where it is dearer than in the market to which he is sending it.

Then the whole of our export trade, as at present carried on by the Company to Canton, consisting of two articles only; one is a very losing article of trade to that Company, but they are forced to deal in it?—I believe so; though I am not certain, as I have already stated, whether the exportation, by the existing charter, be compulsory or otherwise.

You have however stated in your evidence, that there are a variety of other articles that might be beneficially exported to Canton, and to its dependencies, from this country, and which they at present get by means of the Americans?—I am of that opinion. China is the greatest, the richest, and the most populous nation of Asia; its inhabitants fond of commerce, and known to be without prejudice respecting the use of foreign commodities. It cannot be, therefore, but that there must be a great consumption of the staple manufactures of this country in China, if a free trade existed with that country.

Is there not such a consumption now, though going to them circuitously?—I am told, but cannot speak from my own knowledge, that the Americans are at present exporting large quantities of British manufactures to China.

Do not you conceive it to be a notorious commercial fact, although you cannot speak from your own knowledge, that those articles of manufacture here are exported by means of the Americans?—I believe it is perfectly well understood by many merchants in the city, that many valuable cargoes of British manufactures have been exported from this country for China, in American bottoms, within these last few months.

Do not you believe that there is a very extensive contract at this moment executing in this country for China, through the intervention of the Americans?—I have been told so, and believe it.

Do you know any cause why this trade, which is carried on by other nations, could not be equally carried on by our East India company?—I know no reason but the  
general

J. Crawford,  
Esq.

(16 June 1820.)

general one, that a joint stock company wants all the intelligence, activity, and economy which belongs to a private merchant.

Then the Company, by their present charter, keep the private merchants of this country out of a beneficial trade, which they do not enjoy themselves?—They keep the private merchant out of a great deal of the field which they cannot themselves occupy; their own trade, like all monopoly trades, is of course a heavy tax upon the consumer.

Have not the industry of our manufacturers, and the energy of our merchants, been too strong for this monopoly; and have not our manufacturers forced their way to Canton, in spite of this monopoly, through other bottoms?—Our merchants are completely cut out, because the monopoly is a very close one; but through the skill of our manufacturers, our manufactured wares are so cheap that they find their way to Canton by the indirect channel of the Americans and others, but of course in much smaller quantity than could be exported in a free and fair trade directly from this country.

Then, so far as our manufactures have found their way, their monopoly has deprived us of the carrying trade?—Certainly.

Would not you then consider, as far as the question of the extension of this trade to general merchants would go, that it is a question not between the general merchant and the East-India company only, but a question between our own general merchants and the Americans?—Yes.

When you talked of the trade carried on in our manufactures in American bottoms, did you mean to say that they take our manufactures direct to Canton and to those islands, or that there was any intermediate place at which they called?—I have no precise information to offer with respect to that question. I have understood they have cleared out for Gibraltar or Malta, and sailed eventually for China. By the lists of the cargoes which I have seen, I could have no doubt, from the nature of the articles, that they were intended for the peculiar market of China.

You mean to say that our manufactures went direct from hence to the Chinese market in American vessels, under colour of a clearance for another port?—I believe so.

Do you think there is any thing in the law to prevent an American, if he pleased it, clearing out *bonâ fide* and direct from hence for Canton, with any cargo whatever?—I am not competent to speak to that.

Do you not conceive that the large quantity of disposable shipping which the Americans possessed after they ceased to be the carriers of the world, must have afforded peculiar facilities and inducements to them in opening a trade with China?—No doubt it did; but had we been placed upon the same terms with the Americans, as we shared the commerce of the world between us, we should have had the same advantages.

Do not you think that the great command of unemployed shipping that they at that time had, must have afforded an extraordinary impulse to that trade?—Yes, I have no doubt of it; yet that trade was extensive during the war, when they had the principal carrying trade of the world.

Do you conceive that that impulse has been since at all diminished by the decay of the shipping that they had at the commencement of the increased trade to which you have referred in a former part of your evidence?—I have seen written documents said to have been framed by the American consul at Canton, Mr. Wilcox, which will give a clear answer to this question; as far as I can charge my memory with figures, in the year 1817-18 the American imports are made by that document to appear about seven millions of Spanish dollars; in the last year, 1818-19, they are stated at 10,250,000 dollars. I have seen the accounts of the American trade at Canton, for a long series of years, and with the exception of the period of the war with Great Britain, there appears from them a constant increase of the trade.

The witness is directed to withdraw.

Ordered, That this Committee be adjourned till to-morrow, twelve o'clock.

*Die Martis, 20<sup>o</sup> Junii, 1820.*

## The MARQUESS OF LANSDOWNE in the Chair.

*Robert Morris, Esquire,*

Is called in; and Examined, as follows :

*Robert Morris,  
Esq.*

(20 June 1820.)

WHAT has been your occupation and profession?—My profession is that of a merchant of Batavia.

Have you, in the exercise of that profession, resided during any considerable period of time in the East?—I have, perhaps not for a considerable period, but for two years and a half on the island of Java.

Have you resided in any other eastern countries?—No.

During what period did the residence you describe in the island of Java take place?—During the British administration in the years 1814 and 1815, also during the Dutch administration of 1818 and 1819.

During that period was there any considerable demand for British manufactures in the island of Java, or in other parts of the East connected with it?—A very considerable demand; and, of late, an increasing demand.

Are you of opinion, that, under favourable circumstances, that demand would still further increase?—I think it would.

State to the Committee what, in your judgment, are the impediments, if there are any impediments, to that further increase?—I am not aware that any impediment exists, which it is in the power of the British legislature or the British government to remove; the existing duties on British manufactures are heavy, and act rather as a drawback on their general consumption, but British manufactures are making their way, and their consumption certainly is on the increase.

By existing duties, you mean duties imposed by the Dutch government of Java?—I do.

Do you conceive that the removal of the restrictions still existing upon the British free trade in the East would tend to increase the demand for such commodities?—In those particular regions, the trade of which I have become acquainted with, I am not aware of any impediments existing to the free trade amongst the islands of the Eastern Archipelago.

Are you not aware that vessels of a particular size and description only can trade within those geographical limits?—From Britain I am perfectly aware that the limit is 350 tons.

Do you conceive, then, that no facility would be afforded to British free trade, with the countries to which you have alluded, were vessels of a smaller burthen allowed freely to navigate in those seas?—With deference to your Lordships, from my little experience of the sea and those regions, I conceive that a vessel under that limit, is not so well calculated for the Eastern trade, generally, or the passage round the Cape of Good Hope.

Do not the subjects of the United States, carry on a considerable trade in those seas, and frequently in vessels under that size?—They do.

Do you not then conceive their trade to be an advantageous one, with the benefit of that freedom?—The American trade, of late, has been very extensive; but, I conceive, not advantageous to the nation; and I will state the grounds why I conceive it is not. I have a statement of the number of American ships entering the port of Batavia, also of the number of British ships, the general result of which, I would beg to state to your Lordships. On a comparative view for six months, commencing from the month of March, to the month of August inclusive, of the past year, 1819, the number of British ships of all descriptions (square-rigged vessels) which entered the port of Batavia, was thirty-four, the aggregate of their tonnage was 10,211; for the same period, the number of American ships entering the port of Batavia, was fifty sail of square-rigged vessels, the aggregate of whose tonnage was 14,952. From the month of March to the month of August, is the most active season for commerce in those regions, according to the monsoons. The Americans bring bullion, generally sailing without any outward investment; they generally carry dollars; they have lately, by the general competition of other nations, been compelled to pay very high prices for produce;



Robert Morris,  
Esq.

(20 June 1820.)

produce; and I believe, generally speaking, have made very bad voyages; the British, on the other hand, importing manufactured goods, which have generally sold at a profit, enter the market, I conceive, with greater advantages; therefore, I think that the Americans cannot be said to have carried on an advantageous, though, certainly, a very extensive trade. I have a continuation for three months longer; for September, October and November; but having quitted Batavia early in December, I could not bring it down later; the total for the nine months, shews fifty sail of English vessels and sixty sail of American vessels, the tonnage of the former being 15,539, the tonnage of the latter 18,295. I should observe, the description of British ships includes, also, vessels from Bengal, usually employed in what is called the country trade, which is extensive; the average burthen of each British ship for that period, is 310 tons; the average size of the American vessels for the same period, is 304 tons.

How do you account for the American trade continuing to the extent you have described, if it is carried on without profit?—In the expectation of its becoming more advantageous, of Java produce becoming lower. Very considerable fortunes were made by American traders in the preceding years of 1816 and 1817, which gave the spur, I conceive, to the two succeeding years.

The observations you have made respecting the state of the American trade, as to profits, apply exclusively to the American trade with the island of Java?—Certainly; my experience does not extend beyond the island of Java, and is mostly confined to Batavia.

Can you give the Committee any information respecting the trade of Canton?—Not from local knowledge; we have made an experiment of the trade from Java to Canton, having sent one ship to Canton loaded with Java produce, or what is called Malay produce; the result of the voyage has not, perhaps, answered our expectations entirely; but it shews, that properly managed, an advantageous trade might be carried on between Java and China by Europeans, which has hitherto been carried on by the Chinese.

Do you not conceive, that it would afford facility to the British trade with Java, if ships carrying it on, were permitted to touch at the port of Canton, for the purpose of freighting their ships?—Certainly; upon the general principle, that the more liberty the British trade has, the more markets are afforded, and the better chance of a favourable one.

Are not the commodities imported or importable from Java, and other parts of the East, into this country, of a nature and a bulk, such as frequently to require a great variety to make up a cargo?—They are; but the produce of Java is more particularly adapted to the continental consumers, than to the wants of this country.

You mean by continental consumers, European continental consumers?—Yes; coffee, sugar, &c. which generally find their way to the continent; if they came to this country, it would be only for the purpose of exportation.

Would it not, therefore, be a great facility to ships engaged in the supply of the continent of Europe with articles the produce of Java, if they were enabled at the same time to supply it with tea and other articles, the produce of China?—I think it would, certainly.

Can you state the average tonnage of the American vessels at Batavia; can you state the highest and the lowest?—The largest American ship which I have seen in the roads of Batavia, was 619 tons; the smallest vessel was 187.

Do you conceive there is any artificial cause, besides the expectation of profit, that first induced the Americans to form such extensive commercial relations with China?—I am not perfectly acquainted with the trade from America to China; it has not come within my observation, and therefore I regret not being able to answer that question.

Have you any paper respecting the duties imposed on British manufactures by the Dutch?—I can lay before the Committee an English translation of the general regulations of the Netherlands government, for the trade of Java, and of the neighbouring islands.

You have no doubt of their being correct?—I believe they are perfectly correct.

[The witness delivers in the same.]

#### ALIEN LAW :

WHEREAS experience having taught, that the rules and regulations, with regard to the arrival at, the stay on, and the departure from this island, are in part incomplete

*Robert Morris,*  
*Esq.*

(20 June 1820.)

and insufficient, and in part become useless; and wishing to promote the public good and the welfare of the citizens of these possessions, so we have seen fit to decree, as we decree by these:—

Art. 1. The commanders, whether of Netherlands or other vessels, coming from Europe, America, or any of the possessions of European powers in Asia or Africa, are bound, immediately on their arrival in the roads, to fill up a blank form given them by the harbour-master, to contain the name, age, profession, country, and last place of residence of each passenger on board.

Art. 2. The harbour-master shall send this form, so filled up, to the bailieu.

Art. 3. No passenger may debark or come on shore before the above-mentioned blank is filled up.

Art. 4. The passengers on the day of their coming on shore shall attend at the office of the bailiff, and deliver their passports or any papers of that nature which they may possess.

Art. 5. No persons whatever, tavern-keepers or private individuals, are at liberty to receive in their houses, or to entertain persons thus arriving, without reporting thereof to the bailiff, upon pain of the forfeiture of 300 guilders.

Art. 6. The bailiff shall place such persons as are not provided with passports or papers of that nature under the necessary charge of the police.

Art. 7. The bailiff shall report such persons to the governor general, and attend his orders.

Art. 8. Whenever the governor general shall see fit to permit such persons to remain in or about Batavia, the bailiff shall give them a written permission to remain there during the time fixed by the governor general, at the termination of which, further petition for a longer stay must be made.

Art. 9. Whenever the governor general considers that permission to remain ought not to be granted to persons arriving here, he shall give such orders as shall be deemed serviceable, and the commander of the ship in which the person came, is bound, on his departure, to take him with him.

Art. 10. No persons above referred to are permitted to go beyond the environs of Batavia, much less to travel from one place to another through the island, without previously having requested and obtained permission from the governor general, whilst by this, all post-masters, livery-stablemen, tavern-keepers, and other persons, are expressly forbidden conveying or entertaining strangers who are not provided with such permission, on pain of a penalty of 300 guilders.

Art. 11. The tavern-keepers, or other persons, who receive travellers, must make known their arrival to the local authority, whether they be provided with passports or not, and in the first case present the passports for countersigning.

Art. 12. The above-mentioned persons shall visit no other place or places than such as are mentioned in the passport; nor is any resident or other civil servant permitted to grant another, or to make any alteration in the one granted, upon pain of the forfeiture of their place.

Art. 13. No one may establish himself on Java, without the express permission of the governor general.

Art. 14. To obtain permission for establishment on Java, a petition must be presented to the governor general, with a relation of all the circumstances, delivery of the passports and other papers, and the developement of the petitioners definite plans.

Art. 15. Whenever the petitioner shall be permitted to establish himself on Java, a suitable act must be issued to him.

Art. 16. This act must be registered at the bureau of the place where the new inhabitant wishes to fix himself, he being bound to give in to the local authority or magistrate the oath of allegiance to his majesty, to the governor general, and of obedience to the laws and regulations; of which oath mention shall be made upon said act.

Art. 17. The established citizens of Java are at liberty to travel through the island, and wishing so to do, shall call on the resident or magistrate for a travelling pass, which he may not refuse to grant.

Art. 18. Citizens travelling shall be bound to exhibit their passports to the residents of the places through which they pass.

Art. 19. Citizens established on Java, wishing to leave it, shall be bound publicly to make known their intention by advertisement in the Batavia Gazette, at least six weeks before their departure, to the end that each one may govern himself accordingly relative to unsettled concerns.

Art. 20.

Art. 20. The established citizens who wish to leave Java, and give evidence of having fulfilled the requisitions of the last article, as well as each one who may wish to absent himself for a certain length of time, shall be provided by the magistrate or resident of the places of their residences with passports, which they must exhibit to the magistrate or resident of the place of their embarkation, and there have registered.

*Robert Morris,*  
*Esq.*

(20 June 1820.)

Art. 21. All commanders of vessels are forbidden to convey any persons from this island who are not provided with suitable passports, on penalty of a fine of 1,000 guilders, for the payment of which the vessel and cargo are declared bound:

Art. 22. In every instance, when the resident or magistrate grants a passport for leaving this island, he shall acquaint the governor general thereof.

Batavia, 28th August, 1818.

Commissioners' General for Netherlands, India.

Per Order,

The Secretary General,

(Signed) R. D'OZY.

REGULATION for levying the Import and Export Duties in Java and Madura, to take effect from and after the 1st November, 1818.

Harbours open for Vessels.

Art. 1. Vessels coming from Europe, America, or any of the possessions of European powers in Asia or Africa, may enter no other harbour than that of Batavia. These vessels must also enter and discharge their cargoes at Batavia, unless, for particular reasons, permission is given by the supreme government to enter and discharge at Samarang or Sourabaya.

Art. 2. Vessels departing for places mentioned above, may clear out at Batavia, Samarang or Sourabaya, as they choose, provided they have taken in all their cargo at the place where they clear out,

Art. 3. None of the vessels referred to above, may touch at any other harbour or place on Java or Madura, much less discharge or take in goods there, except by express permission from the supreme government.

Art. 4. The Chinese jonks shall be admitted at Batavia only.

Art. 5. Vessels belonging to the inhabitants of Java and Madura, or of any other places situated in the eastern seas, and under Netherlands jurisdiction, as well as all vessels belonging to Indian princes and nations, with whom the Netherlands government is in amity, may enter and leave the harbours of Java and Madura, submitting themselves to existing rules and regulations. These vessels sailing to Europe, America, or the possessions of European powers in Asia and Africa, are subject as other ships, to the requisitions of Art. 1, 2 and 3.

The Payment of and Freedom from Duties on Imports and Exports in general.

Art. 6. The import and export duties must be paid on all goods brought to or taken from Java and Madura, with the exception only of such as are by this regulation expressly declared free, and according to rules and regulations further to be made.

Art. 7. The duties must be paid so often as the goods go from or come to Java and Madura, to or from places situated out of these islands.

Art. 8. Goods taken from one place to another on Java and Madura, are not subject to the import and export duties, keeping in view, however, the regulations for the coasting trade made or to be made. The commanders of such vessels shall, however, be bound to deposit the export duties, or produce satisfactory security for their payment, before they can legally discharge at the place on Java or Madura, to which they are bound.

Art. 9. Ships putting in, in distress, or those bound to places situated out of Java and Madura, and anchoring in the roads, pay no import duties, except on such goods as they may be obliged to discharge or sell. These discharges, however, may not take place, except by express permission from the supreme government or local magistrates, and under the necessary inspection.

Art. 10. Goods shipped from one vessel on board another lying in the roads, are subject to the same import and export duties as other goods; moreover, such transfer may not take place without permission, as before, and under the needful inspection.

Robert Morris,  
Esq.

(20 June 1820.)

Art. 11. No duties are levied on goods imported for exportation, provided such intention is made known before their discharge; the goods themselves sent to the public stores at Batavia, a payment of 2 per cent on their estimated value, and of a reasonable store-rent. The goods may remain there one year, at the termination of which time the usual import duties must be paid.

Art. 12. The following articles are declared free of import duties:—

Coined gold and silver.

Manufactured gold and silver bars, &c.

Horses, cattle, sheep, goats.

Jewels and precious stones.

Baggage of the military.

Baggage of seafaring persons and passengers, with the understanding that the articles cannot be considered objects of trade.

Art. 13. The following articles are declared free of export duties:—

Coined gold and silver.

Salt.

Jewels and precious stones.

Baggage of seafaring persons, military and passengers, under the regulation of the foregoing article.

Rations and provisions for the support of the land forces, and for the use of the ship's equipages, on board the royal Netherlands or Indian ships of war.

Art. 14. The import and export duties must be paid in silver coin, declared current by the supreme government of Netherlands India, and at the value fixed by them.

#### The Amount of Import and Export Duties, and contraband Trade.

Art. 15. The amount of the import and export duties shall be determined (so soon as that can be done with exactness,) by a prepared Schedule of all such goods as are subject to such duties.

Art. 16. For so long as this Schedule shall not be formed and published, the money value of the goods, as expressed in the invoice of shipment, shall be the basis on which the import duties are to be levied.

Of this value increased by the addition of 30 per cent must be paid:—

By Netherlands vessels, 6 per cent.

By foreign vessels cleared out in the Netherlands, 9 per cent.

By foreign vessels coming from foreign ports, 12 per cent.

All with regard to foreign vessels, for so far as no different arrangements shall have been entered into by His Majesty and any of the foreign powers.

Art. 17. Whenever the prices of the goods, according to the invoice, are entered too low in comparison with other goods arrived with prices current, or with other known criterions, the person entering them is at liberty to hand in an improved and more correct statement. The collector is in duty bound to consider and take the opinion of the water fiscal upon this statement.

Art. 18. When the person interested refuses to give in such corrected statement, or in case he declares that he possesses no invoice, the import and export duties must be calculated and paid according to the market prices of the day, upon which, according to law, the statement must be presented.

Art. 19. Indian goods brought by vessels of the natives, shall pay the import duties on the amount at which they are valued.

Art. 20. Goods brought by Chinese jonks are not included in the foregoing regulations, but must pay the import duties according to the following standard:

|                          |            |          |
|--------------------------|------------|----------|
| A large jonk from Nympho | - - - -    | f. 6,000 |
| A small d°               | d° - - - - | 4,000    |
| A large jonk from Canton | - - - -    | 5,000    |
| A small d°               | d° - - - - | 3,000    |
| A large jonk from Eymuy  | - - - -    | 4,000    |
| A small d°               | d° - - - - | 2,000    |

upon the payment of which, the whole cargo brought by those jonks may be freely landed, with this understanding, however, that in this cargo there are not included European goods or productions, nor goods originally from the west of India, which, however, they are permitted to bring, but the import duties on which must be paid according to the foregoing regulations.

Art. 21.



Robert Morris,  
Esq.

(26. June 1820.)

we have not brought within the jurisdiction of Java, any other or more goods, wares and merchandize, than are found expressed in the following general statement; that no deception, with our knowledge, is practised, no goods concealed, nor any plans formed, or exertions made, to defraud or evade the public dues. Goods on board are the following: N. N.  
N. N."

Art. 30. The above-mentioned persons must produce at the Custom House, the original ship's papers, viz. the register, the sea letter, the commission, the manifest, the clearance, the invoice or invoices.

Art. 31. No one may discharge imported goods, nor take in any intended for exportation, nor transport them in any vessels before they are entered at the Custom House, and a permit is received.

Art. 32. The regulation of the last article, has reference also to such goods as pay no duties, for the transportation of which, a consent billet shall be obtained.

Art. 33. The entry must be made in writing, signed by the captain, supercargo or merchant, or their agents, for which act, however, the principal remains answerable.

Art. 34. The entry and the request to discharge or load, must contain an exact statement of the goods which are wished to be loaded or discharged, with their proper names, and expressing the sort, quality, quantity, weight, or measure of the same, as also the marks and numbers of each package.

Further, the name of the ship and captain, wherewith as well as the place wherefrom, or to which the goods came or are to be sent; and finally, of the merchant to whom they are consigned, or by whom they are sent.

Art. 35. The payment of the duties must be made to the collector immediately on their being regulated according to the entry, unless he sees fit at his own risk to accept security, while at all events the payment must be made within a month after the discharge.

Art. 36. After the payment is made, or security given, there shall be granted to the person entering, a loading or discharge permit, either for the whole cargo or for separate quantity, and upon which permit the time shall be expressed within which the goods must be loaded or discharged.

Art. 37. For goods not subject to duties a consent billet will be granted.

Art. 38. There may be no loading or discharging on Sundays and holydays, except by express permission of the water fiscal. Before sunrise and after sunset, all loading and discharging is forbidden.

Art. 39. No one may transport any goods to load or discharge on other than the usual waters. The masters, &c. of prauws, chaimpangs, tjuniars, and other vessels, are particularly forbidden to transport in or out of any rivers, creeks or other streams; goods which they take or bring from on board any ships, or even to take in or unload such on the beach.

Art. 40. No goods may be discharged, loaded or transported, unless accompanied by the permits or consent billets.

Art. 41. In case a permit to load or discharge is given for a whole cargo, the same, in case of transportation, must be accompanied by a separate statement, signed by the captain or other person, who is charged with taking in or unloading, containing the exact account of the goods sent by each prauw or vessel, with the marks and numbers of each package.

Art. 42. These permits, and before referred to statements, shall be given in at the Custom House, and countersigned by the collector.

Art. 43. The Custom House officers are obliged to visit the transported goods, and to compare them with their accompanying papers, and in case of the breach of laws, to seize them.

They are also authorized to be present at the loading or discharging of cargoes, and to make such examinations on board the ships, as may be necessary for securing the public rights.

They are, however, most rigidly forbidden to vex, annoy or oppress the merchants, captains or seamen; but on the contrary, are admonished and bound to render prompt assistance to each, to give every useful information, and to do all in their power for the promotion of honourable trade.

Art. 44. With a view to rendering every possible assistance to commerce and commercial men, it is permitted that these may amend or correct abuses they may have experienced, so long as the permits are not given up, or any seizure of goods been made.

Art. 45.

Art. 45. They are further at liberty (to the end of preventing abuses) to require, that the goods entered by them be counted, measured or weighed, by thereto sworn individuals, while themselves sustain the costs.

*Robert Morris,  
Esq.*

Art. 46. The captain or merchant, after having regularly entered goods for exportation or importation, may leave the calculation of the duties to the public officers, and it shall suffice him if he pay accordingly, unless they have combined together to defraud the public, and in all cases, the accountability of the public officers is maintained.

(20 June 1829.)

Art. 47. Duties on goods damaged on the voyage of importation, shall be paid on a value, to be estimated by capable judges.

The Departure of Vessels for Sea.

Art. 48. A captain, wishing to put to sea, shall make it known at the Custom House, and give over in duplicate, the manifest of his cargo, and with all the permits received by him.

Art. 49. The collector is bound as speedily as possible to compare this manifest, and the loading permits thereof, with his books, and finding all to agree, he shall affix to the manifest a certificate that all public dues are paid, and further, that all is performed required by the laws.

Art. 50. The collector is further bound, in case the captain had arrived here before with a cargo, to give him a certificate of his having also paid the import duties on the same, and performed all requisitions relative thereto.

The collector shall give for ships clearing out for the Netherlands, a certificate that to the fulfilment of the requisitions of article 22 of this regulation, there has been deposited at his office the surplus duties which a foreign ship, bound elsewhere, would have to pay.

Art. 51. To commanders bound to the Netherlands shall be given certificates of their having paid the export duties on those particular goods which are noted in the manifest, to the end that these may be entitled to the advantages of the goods free of duties in the Netherlands.

Art. 52. The commander is bound to lay these papers before the water fiscal, who will act upon them according to his instructions, and sign, as having seen them.

Art. 53. After these papers shall have been returned to the captain, he and the chief officer, with the supercargo (if there be one), shall give in to the magistrate or resident, under oath, the following affidavit :

“ WE, the undersigned departing for  
with the  
 ship certify under oath, that to the best of our know-  
 ledge, no other or more goods, wares or merchandize, have been shipped  
 on board the vessel under our charge, than are contained in the manifest  
 made up by us, and examined by the collector and water fiscal ; and that,  
 so far as we know, no fraud has been practised, no goods on board concealed,  
 nor any plans formed or exertions made to defraud or evade the public  
 dues ; further promising solemnly and sincerely that we will take no other  
 or more goods on board our above-mentioned ship, without giving the requisite  
 account thereof at the Custom House, and which shall appear by the permits  
 to be received for such after-shipment, and to the best of our knowledge,  
 without thereby diminishing the public dues.

N. N.  
 N. N.  
 N. N.”

Art. 54. After this certificate is given in and sworn to, the magistrate or resident shall grant the captain a regular passport, after which he is at liberty to proceed to sea, previously however attending at the office of the harbour-master, to fulfil there the existing rules and regulations.

Art. 55. A certificate shall be granted by the proper officers to all vessels bound from one place to another on Java or Madura (whose cargoes, according to Article 8 of this regulation, are free of duties,) of the export duties having been duly deposited or secured.

This certificate, after the discharge at the place of destination, shall be countersigned, and the amount which was deposited by the captain refunded, or in case of his having given security, the bond cancelled.

## 32 MINUTES OF EVIDENCE (*before Committee of Lords*) RELATIVE

### Forfeitures, Penalties, and Punishments.

Robert Morris,  
Esq.

(20 June 1820.)

Art. 56. The goods of which the importation, exportation or transportation, is forbidden by this regulation, being notwithstanding imported, exported or transported, shall be declared forfeited.

In case the same are entered under false names, or packed with other goods, besides the forfeiture of the whole, the person entering them shall incur the penalty of 1,000 guilders.

Art. 57. All goods imported or exported, which according to this regulation must be entered at the Custom House, and which notwithstanding are not, or of which entries have been made under false titles, with a view to evade the payment of a higher duty, or such as shall be discharged, taken in, or transported without permits, shall be declared forfeited.

Art. 58. Goods conveyed upon forbidden waters, or landed, discharged, or put on shore at forbidden places, shall be declared forfeited.

Art. 59. The commander, officer, or supercargo, who neglects giving in the certificate required by article 22 of this regulation, within twice 24 hours, shall forfeit a penalty of 200 guilders.

Art. 60. The captain or owner, who causes entered goods to be transported, in loading or discharging, without their being accompanied with permits and other necessary papers, shall forfeit the penalty of 500 guilders.

Art. 61. The captains who transfer goods from one ship to another lying in the roads, without having express permission, shall forfeit the sum of 500 guilders.

Art. 62. Those who discharge or load at forbidden times, forfeit 300 guilders.

Art. 63. The declaration of forfeiture will not be the consequence of errors in delivering wrong packs, marks, numbers or initials, while there is no deception attempted, and the goods are really the same for which they were entered. The expenses incurred by the seizure of such goods, however, must be sustained by the captain or owner.

Art. 64. The vessels from which the goods are discharged, or on board which they are shipped or transported, are held bound for incurred forfeitures.

Art. 65. Those who wilfully oppose or annoy custom house officers in the performance of their duties, shall be punished according to circumstances, with scourging, banishment, or a forfeiture in money not exceeding 1,000 guilders.

### The Management and Superintendence of the Import and Export Duties.

Art. 66. The collection of the customs is confided at Batavia, Samarang and Sourabaya, to distinct and suitable officers, with the title of receiver of the import and export duties. In the other residences at which the native and coasting vessels only are admitted, the collection is confided to the harbour masters or other officers there, but never to the resident.

Art. 67. The charge of observing that the laws are duly complied with, and of conducting the legal prosecutions relative to their violation, is confined to officers under the titles of water fiscals, who must reside at Batavia, Samarang and Sourabaya.

Art. 68. In the other residences at which the before-mentioned vessels alone are admitted, the charge of observing that the laws are complied with, is confined to hoofd kommissen or head clerks, or in case of indisposition, to the receivers themselves.

Art. 69. The head and other clerks, who are associated with the water fiscals as assistants, are subordinate to these, and must make reports of their transactions to the water fiscals of their respective districts.

Art. 70. The water fiscals are subordinate to the fiscal general at Batavia, which office is provisionally conferred on the attorney general of the supreme court.

Art. 71. The more exact regulations regarding the rights and duties of these offices, shall be determined by separate instructions.

### Seizures, legal Proceedings, and Compromises.

Art. 72. All custom house officers are authorized, even out of the place to which they belong, to inform of the breach of laws in the seizure of goods, relative to which this regulation treats.

Art. 73. The officers seizing goods, shall deliver them into the public store, for the purpose of being opened and examined by a committee from the court of justice, under



under whose jurisdiction they are seized. In case the owner or his agent choose that the goods be opened at the place where they were seized, it must be done, and they examined under the superintendence of the resident or assistant resident.

R. Morris,  
Esq.

(20 June 1820)

Art. 74. After this examination, only the goods relative to which the breach of the laws was made, shall be retained, and the remaining goods shall be immediately restored, provided the forfeiture be duly deposited.

Art. 75. The same course shall be pursued with regard to ships departing, whether Netherlands or foreign; the concealed goods to be taken out, and the captain left at liberty to depart immediately, on depositing the penalty.

Art. 76. The custom-house officers shall immediately make the water fiscal acquainted with all seizures they make.

Art. 77. All legal proceedings relative to the breach of laws regulating customs, shall be brought by the water fiscals of the first instance at Batavia, before the magistrate, or such other court as may be there in future established, and at Samarang and Sourabaya, before the courts of justice, for so far as their respective jurisdictions extend.

Art. 78. The cases shall be treated according to the proceedings usual with the counsellors of justice.

Art. 79. Appeal can be made from the decisions of the above-mentioned court and council of the first instance, in concerns of 500 guilders and upwards, to the supreme court at Batavia.

Art. 80. There can be no compromise or agreement made relative to the breach of the regulations for the import and export duties, except under the superintendence or with the sanction of the judge, and after the opinion of the fiscal general shall have been taken.

In violations by native commanders of native or coasting vessels, this sanction shall not be necessary, and the settlement can be made under the superintendence of the resident or assistant resident.

Art. 81. A settlement otherwise agreed upon than determined by the above article, shall be attended with no consequences to the violator, though notwithstanding he shall be obliged to pay the forfeiture, while the officers who have settled the matter in an illegal manner, shall be punished as circumstances may require.

Art. 82. The net proceeds of goods declared forfeited or of collected forfeitures, shall for one third result to the benefit of the public treasury, while the other two thirds shall be equally divided between the fiscal general, the water fiscal of the district where the seizure is made, and the informer.

Batavia, 28th August 1818.

Commissioners general for Netherlands India.

By order of the same,

The secretary general,  
(Signed)

R. D'OZY.

#### SHIPS Certificates and Passports.

WHEREAS, having taken into consideration that it is requisite some fixed and just regulations were made, relative to granting ships certificates and passports to vessels owned in India, and sailing under the Netherlands flag;

Therefore is it, that we have seen fit, with the cancelling of all previously existing laws and regulations, lawful or unlawful, expressed or implied usages or customs, to determine as is determined by these, the following

#### Regulations regarding Ships Certificates and Passports.

Art. 1. It is forbidden for all ships and vessels, owned by citizens of Netherlands India, to bear any other than the Netherlands flag.

Art. 2. No vessels, owned by citizens of Netherlands India, newly built, or going to sea for the first time, for account of such citizens, can be made use of, unless an application has been made and granted for a certificate thereof, upon penalty of 2*f.* for each last the ship measures.

Art. 3. The certificate shall be granted by the governor general in the name of his majesty, according to the form placed at the end of this regulation.

Art. 4. The application for a certificate must be accompanied with,

- 1st. An affidavit (sworn to before the proper authorities of the place) of the applicant or applicants being a citizen or citizens of Netherlands India, and the owner or owners of the vessel,

R. Morris,  
Esq.

(20 June 1820.)

2d. An affidavit of the ship's carpenter, if built in India, otherwise the last bill of sale.

3d. The ship's name.

4th. The name of the captain or commander.

Art. 5. The certificate so obtained shall be registered at the bureau of the place where the ship belongs.

Art. 6. The certificate shall be of effect so long as the ship's name is not altered, or she does not change owners.

Art. 7. With the alteration of the name or the change of owners, either wholly or in part, the certificate becomes void and of no effect; in which case, the same must be reported at the bureau of the place where the ship belongs, at farthest within eight days, upon pain of forfeiture of 1,000 guilders.

In the same penalty, no ship may be demolished before the certificate is returned.

Art. 8. Each commander of a vessel is obliged always to have its certificate on board with him, and, on his arrival at any place under Netherlands jurisdiction, to exhibit the same to the commandant, or other person thereto appointed, upon pain of forfeiture of 2*f.* for each last the ship measures.

Art. 9. All changes of ownership of the vessel, either wholly or in part, whether by sale, death, change in partnership, or whatever other causes, must be made known at the bureau of the place where the ship belongs, at farthest, in case of change of owners among the living, within six weeks; and if caused by death, within three months, upon pain of forfeiture of 1,000 guilders.

Art. 10. On the change of ownership without the country, he who is here known as the owner or joint owner, must each, for so far as his property in her extends, make it known within the above-mentioned periods of six weeks and three months, upon pain of forfeiture as above.

Art. 11. Should the vessels be sold out of Netherlands India, demolished, or cast away, the commanders are bound, if the certificates are saved, by tearing to render them useless, and in that state to deliver them over to the Netherlands commandant (if there be one) of the place where they arrive, who is bound immediately, by sending up the instrument, to inform the governor general.

In case they arrive at places not under Netherlands control, they must immediately, if opportunities offer, forward the instrument referred to, up to the governor general, or directly on their arrival at a Netherlands possession, give the same over to the government.

Art. 12. The captain of any vessel owned by citizens of Netherlands India, for which a certificate has been obtained, must provide himself, moreover, with a passport for each particular voyage he is to make.

Art. 13. With the application for this passport must be given in,

1st. The ship's certificate.

2d. The name of the captain who is to command the vessel.

3d. The name of the place to which the vessel is destined.

4th. The number and character of the ship's company.

5th. An account of the arins.

Art. 14. The passports shall be granted by the governor general in the name of his majesty; they shall be countersigned by the resident of the place where the ship belongs, to whom also the application must be sent in.

Art. 15. No certificates or passports for each particular voyage shall be granted to native vessels not rigged as European vessels, they are bound however to provide themselves with a yearly passport.

Art. 16. With the application for a yearly passport must be sent in,

1st. The sort and name of the vessel.

2d. The names of the owner and commander.

3d. The burthen of the vessel in lasts or coyangs.

4th. The number of the ship's company.

5th. The number of guns, pikes, sabres, cutlasses, and whatever else of that nature, with the quantity of ammunition.

Art. 17. The yearly passports for such native vessels shall also be granted by the governor general in the name of his majesty; they shall be countersigned by the resident of the place where the vessel belongs, to whom also the application thereof must be sent in.

Art. 18. Each commander of a native vessel is bound always to have his passport on board with him, and on his arrival at any place under Netherlands jurisdiction, to produce

produce or exhibit it to the commandant or other person thereto appointed, upon pain of one guilder fine for each last or coyang the vessel measures.

*R. Morris,  
Esq.*

Art. 19. Each commander or owner of such native vessel is bound, at the end of the year for which he has received a passport, to return it to the resident of the place where it was registered, upon pain of 100 guilders fine. No new passport shall be granted him unless the above is performed. (20 June 1820.)

Art. 20. A commander, who puts to sea without being provided with such a passport, shall be arrested, and forfeit the sum of two guilders for each last or coyang the ship or vessel measures.

Batavia, 28th August 1818.

Commissioners general for Netherlands India.

By order of the same,

The secretary general,

(Signed) R. D'OZY.

**HARBOUR REGULATION for the in and outgoing, anchoring, lying and Departure of Vessels in the Roads, and the Duties of Harbour Masters and Commanders.**

WHEREAS, having taken into consideration that whatever relates to the management of and in the harbours of Java and Madura, should stand in connection with the regulations for the arrival, stay, and departure of aliens and citizens, for the import and export duties, and for ships, certificates, and passports;

So we have seen fit, with cancelling of all previously existing laws, regulations, lawful or unlawful, expressed or understood usages or customs, to determine as is determined by these, the following:

Art. 1. All ships or vessels entering harbours shall display their flags. The flag on shore shall be hoisted for square-rigged vessels. The harbour masters, or officers acting as such, shall send on board each ship arriving, a hailing letter of the following contents:

The commander of the ship arrived in the roads, is requested to fill up the following:

Date,

Harbour Master.

Flag of the ship.

Name of the ship.

Burthen of the vessel in lasts or tons.

How manned.

How armed.

Where from.

When sailed.

At what places touched.

Where bound.

What cargo.

Names, country, profession, age, and last residence of the passengers.

The state of the health of the ship's company and passengers.

Important tidings.

Date,

Signature of the commander.

Art. 2. The harbour master shall send a written report thereof, signed by himself, to the governor general, to the resident or other highest local civil servant, to the general bureau, to the bailiffs, to the water fiscal, to the collector of customs in his district, to the president and council of the board of finance, and to the fiscal general of the customs.

Art. 3. The harbour master, at the same time that he sends the hailing letter on board, shall let it be accompanied with a copy of this regulation, as well as of those for the import and export duties, and the stay of strangers on Java.

Art. 4. The captains and supercargoes of vessels shall, so soon as possible, wait upon the harbour master, to give him (or the authorities conferred by an appointment from the harbour master) such subsequent or further explanations as shall be required of them.

Art. 5. The harbour masters are authorized, in case they consider the public interests require it, to go on board the vessels, to muster the crew, and compare the

R. Morris,  
Esq.

(20 June 1820.)

muster-rolls. They are bound to make the governor general acquainted with all circumstances of importance.

Art. 6. All local authorities which are interested, are bound with the advice of the harbour masters, to determine as plainly as possible the boundaries of the roads, subject to the sanction of the governor general,

Art. 7. The commanders of vessels are bound to drop their anchors within the thus defined boundaries.

Art. 8. No ballast may be thrown overboard from a ship entering or lying in the roads, upon pain of 10 *f.* fine for each last she measures.

Art. 9. All vessels not owned in India, shall be bound to pay the following anchorage dues :

Netherland ships, 15 stivers for each last she measures.

Foreign ships, 1 guilder.

These dues once paid by vessels, it cannot be required of them again during six months, even though the same enter other harbours.

Art. 10. Ships chartered by government are not free of harbour dues.

Art. 11. The harbour masters are obliged to cause lost anchors to be fished up, and the owners, besides the incurred expenses, shall pay them one third the value of the anchors.

Art. 12. Anchors, of which the owners are unknown, shall, after having been three times publicly advertised in the Gazette, and themselves lain publicly exposed for one year, be publicly sold to the highest bidders, for the benefit of the public treasury, after deducting the amount to which the harbour master, by the last article, is entitled.

Art. 13. The right of the harbour master to supply ships with fire-wood and water, to the exclusion of all others, is by this recognized, without lessening, however, the freedom which is left to all commanders, of taking off these necessaries with their own boats and people.

Art. 14. The harbour masters who shall take upon themselves to supply ships with fire-wood and water, shall be reciprocally obliged to make such arrangements that no delay takes place.

Art. 15. The tariff, according to which these supplies shall be made, will be hereafter settled, and shall always hang in the office of the harbour master open to the public.

Art. 16. All ships departing for the Netherlands are obliged, at the request of the supreme government, to take a number of officers or men of the land or naval forces, and to resign a certain quantity of ship's room, and must report themselves therefore in good season, that the government (so desiring) may take advantage thereof.

Art. 17. All commanders are bound at least three times, 24 hours before their departure, to give the harbour master notice.

Art. 18. The commanders may not depart, unless they have received from the harbour master a suitable regular clearance. There shall be no separate clearance given to native vessels sailing under a yearly passport, but the permission to depart shall be written on the back of this passport.

Art. 19. The harbour master shall grant no clearance, unless there are exhibited to him,

1st. A certificate from the magistrate or resident, that all local laws are fulfilled. \*

2d. A certificate from the collector, that all public dues relative to customs are paid. This certificate must be signed as having been seen by the water fiscal.

3d. The ship's roll.

Art. 20. The harbour master, considering it serviceable to the public good, is qualified to go on board of outward-bound vessels, for the purposes of comparing the ship's company with the muster-roll, and to examine if there be any persons on board belonging in Netherlands India, not provided with the necessary passports to their departure.

Art. 21. For the granting a clearance, shall be paid by vessels not belonging to Netherlands India, five guilders, besides the stamp.

Art. 22. Whenever a public guard-ship shall be stationed in the roads, this clearance must be there exhibited at the request of the commandant.

Art. 23. Commanders, who depart without the clearance from the harbour-masters, shall be stopped, and, in case of immediate seizure, pay a penalty of 10 *f.* for each last the ship measures.

Should

Should the commander escape arrest, it shall be made known to all the authorities of Netherlands India, to the end, that at his eventual return in the same or another ship, he may be compelled to payment.

Batavia, 28th August 1818.

Commissioners general for Netherlands India.

By order of the same,

The secretary general,  
(Signed)

R. D'OZY.

R. Morris,  
Esq.

(20 June 1820.)

Have you any other written information bearing on this subject?—Nothing which it would be material to deliver to your lordships. I understand the question to extend to British manufactures generally; but I wish to observe to your lordships, the principal demand for British manufactures consisted of cotton goods; so that out of an export of British manufactures, which I estimate at 400,000*l.* from Great Britain, two-thirds or three-fourths of those consisted of calicòes, plain chintzes, and other cotton goods of Great Britain, the use of which has superseded that of the Bengal and East India fabrics. I have taken pains to ascertain the amount of exports from the port of London, and I find that from the month of December last, to the month of April, five vessels have exported about eighty thousand pounds sterling, of British cotton manufactures; two ships, I believe, are now landing also, with very considerable investments of cotton manufactures. I conceive the consumption of Eastern cotton manufactures to be greatly increasing among the natives in the Eastern Archipelago.

Are the ships of which you speak, British ships?—They are.

[The witness is directed to withdraw.]

Alexander Robertson, Esquire;

A Member of the House of Commons;

Is called in; and Examined, as follows :

IN what branch of trade have you been concerned?—In the China trade.

During that period, have you frequently had occasion to visit the port of Canton?—Repeatedly; I was there nine times.

During that time, has the trade with the subjects of the United States with the port of Canton, made any considerable progress?—Very great; in the year 1795, when I went there first, two or three small Americans were all that were to be seen there; when I was there last, in 1812, it was understood there were between thirty and forty ships.

To what circumstances do you attribute that extraordinary increase?—I attribute it greatly to the growing consumption of tea, both on the Continent of Europe and in America; and also to the Americans supplying themselves with silk manufactured goods and nankeens, which formerly they got through us.

Has the continent of Europe, during that period, been at all supplied with tea through the medium of the British East India company?—During the war, I believe, in a considerable degree; since then, I believe almost entirely by the Americans.

Can you state to the Committee, what has been the importation of teas into Holland, and into Hamburgh, in the years 1818 and 1819?—Not positively; but I have an account from correspondents in Hamburgh and Holland, which I believe to be accurate. There was a statement sent home to Messrs. Baring's house, from their correspondent in China, of the whole trade to that port; and another statement was given in a document laid before the representatives of the United States of America, stating the proportion of their trade that came to Europe. This paper corresponds with the proportion of the trade stated by the correspondents in Hamburgh and Holland, as arriving in Europe; these coming from persons unknown to each other, and from different sources of information, I believe them to be accurate. I understand they are taken from the custom-house books of Hamburgh and Holland.

Be so good as to deliver in these statements?—[The same are delivered in, and are read, and are as follow:]

A. Robertson,  
Esq.

38 MINUTES OF EVIDENCE (*before Committee of Lords*) RELATIVE

*A. Robertson,*  
*Esq.*

(20 June 1820.)

Importation of Teas into Holland, by American ships, in 1818.

|   | Chests. |
|---|---------|
| Per Ann and Hope                                  | 7,200   |
| Vulture   | 7,300   |
| Integrity   | 5,600   |
| Ophelia   | 3,800   |
| Rambler   | 1,200   |
| Sydney  | 500     |
| Turnbull  | 3,400   |
| Ann   | 7,000   |
| Asia  | 1,500   |
| William and Jane                                  | 5,000   |
| Augusta   | 900     |
| Alert   | 1,400   |
| Pacific   | 900     |
| Sundry importations at various times from America | 12,000  |
|   | 57,700  |

Importation of Teas into Holland, by American ships, in 1819.

|   | Chests. |
|---|---------|
| Per Montesque                                       | 4,400   |
| Hope and Fortune (supposed Dutch)                   | 10,200  |
| Anne and Hope                                       | 7,200   |
| William and John                                    | 5,000   |
| Asia  | 4,100   |
| Bengal  | 3,100   |
| Augusta   | 4,400   |
| Do. via Gibraltar                                   | 1,800   |
| North Point   | 2,400   |
| Marsellas   | 5,500   |
| Julia   | 3,500   |
| Sundry importations, at various times, from America | 12,000  |
|   | 63,600  |

Importation of Teas by American ships, into Hamburgh and Altona, in 1819.

| From Canton direct :     |  | Chests. |
|--------------------------|--|---------|
| Per True American        |  | 5,201   |
| Ophelia                  |  | 5,044   |
| Turnbull                 |  | 5,044   |
| From the United States : |  |         |
| Packet                   |  | 1,657   |
| John and Hannah          |  | 1,269   |
| Via Havre                |  | 630     |
| Sundries                 |  | 3,293   |
|                          |  | 22,138  |
| From South America :     |  |         |
| Bahia                    |  | 783     |
| Rio                      |  | 463     |
|                          |  | 1,246   |
| From European Ports :    |  |         |
| Lisbon                   |  | 745     |
| Holland                  |  | 144     |
| Copenhagen               |  | 210     |
| Norway                   |  | 493     |
| London                   |  | 42      |
| Bourdeaux                |  | 34      |
| Havre                    |  | 671     |
|                          |  | 2,339   |

Importations into Hamburgh, by American ships in 1818, were 12,469 chests.

Can

*A. Robertson,  
Esq.*

(20 June 1820.)

Can you state, whether the Dutch, or any other of the European States, import teas from Canton, in vessels of their own to any extent?—The Dutch have one vessel, or two vessels at most, at present; the Austrian government is forming an establishment in China, and sending out a ship there; the ship is now on her way from Trieste to Gibraltar, they are obtaining officers and mercantile men from this country, to conduct that establishment and to navigate the ship.

Can you state the comparative expense of freight per ton upon American ships, as compared with that of the vessels of the East India company in the Canton trade?—The freight of the American ships is not one-half, it will be now from ten to eleven pounds a ton out and home, and an English East India company's ship will be from twenty-three to twenty-five.

Were British free traders permitted to engage in the China trade, are you of opinion that the expense of freight per ton would be greater or less than that of the American vessels?—At this moment it is probable it would be less, but I do not think it would continue so; I think, in the course of five, six or seven years, there will be a change take place. At present we are wearing out old ships that were in the transport service, and have a supply of ships more than we can employ, and therefore sail them lower than we shall be able to do when are obliged to build ships, and then sail them in opposition to the Americans.

Are not, however, the United States, in some degree, in the same condition, from having a considerable number of vessels thrown out of employ by the cessation of some part of the carrying trade which they were enabled to pursue during the late war?—I think it likely they have; but still they are able to build ships much lower than we are; the provisions for victualling their ships are greatly lower than ours; and the only disadvantage they have in sailing their ships in competition to ours, is in the wages of the seamen, which do not counterbalance the other advantages they possess.

So that in the event of the ships built for any trade which is now abandoned being worn out, in both countries, you conceive that the subjects of the United States would, upon the whole, rather have the advantage as compared with the subjects of Great Britain?—I do.

Would not British free vessels, were they to be engaged in the Canton trade, have an advantage in carrying out manufactures and produce of their own country to China, as articles of export, which the Americans would be obliged to come to this country to procure?—I think they would have a very great advantage in that respect, and also from our greater capital, which would much counterbalance their cheaper navigation, under the circumstances to which I have alluded in my former answer.

Have you had any opportunity, during your residence at Canton, of ascertaining the sort of demand which prevails in China for commodities, the produce or manufacture of Great Britain?—For woollens there has long been a demand; for cottons a demand has grown up lately, and is increasing very rapidly.

Do you conceive it probable that, under favourable circumstances, that demand would still continue to increase?—I do.

Would not the most favourable circumstances that you can imagine, be the free admission of British enterprize to supply the Chinese market with the manufactures and produce of this country?—Certainly.

Do you believe that British manufactures, if the free trade to which reference has been made were permitted, would have any difficulty in adapting those manufactures to the precise tastes and wants of the Chinese consumers?—They would do it rapidly; one of the great disadvantages, I think, in the present trade is, that persons going there do not know that they are to return to China in a future voyage, therefore they take no pains, when there, to prepare for returning there again; and besides, if they did, they would not have time to get the manufactures made in this country, so as to return to China on the immediate succeeding voyage.

In that answer do not you allude to the trade conducted by the private adventure of the company's officers?—I do.

Are you aware of any prejudices or habits subsisting among the Chinese, similar to those which are known to exist among the Hindoos, which might probably interfere with their taste for, and consumption of, British manufactures?—None whatever; on the contrary they are a people the most void of prejudices on the face of the earth; whatever will suit their convenience they will adopt immediately, in diet or clothing, or in any other way whatever.

*A. Robertson,*  
(20 June 1820.)

Are you at all acquainted with Cochin China?—Only from conversation with persons who have been there; I have never been there myself.

From what you have heard relating to that country, are you of opinion that the same demand which you have described as likely to exist in China, might also arise in that country?—I think it would, and more rapidly even than in China, were an amicable understanding to take place between us; they, I understand, receive great part of their clothing from China, and circuitously from Bengal through the Portuguese; and as we send out manufactures from this country to Bengal and to China, it is much more probable that the Cochin Chinese would take them from us direct, and give us their raw produce in return.

What raw produce is there in China or other eastern countries, which might become a material of our manufactures, and thereby the foundation of a commercial intercourse, which would lead to an increased consumption of these manufactures in the east?—In the countries less civilized than China, to the eastward of Bengal, they all produce raw materials for our manufactures, such as, in those immediately on the line, cotton, which they now manufacture for themselves, and in Cochin China they produce cotton and silk, and all of them sugar, spices and coffee.

Any indigo?—There are some establishments of indigo; they produce very little yet, but it might be produced to any quantity were encouragement given.

Are there any other returns, which in the course of a free commercial intercourse, those countries might be expected to make?—There would be some difficulty in getting returns direct from those countries for all they would be desirous of having from us; they can give besides cotton and silk, coffee, spices and gold, in considerable quantity; but to carry on that trade to advantage, it would be necessary to carry their produce to China, which offers a more extensive market for their produce than Europe.

You consider then that a free intercourse with China, would not only be advantageous to the direct trade of this country with China, but materially conduce to the trade of this country with the eastern islands, and to their power of consuming British manufactures?—Very much so.

Can you state, whether the subjects of the United States, have latterly carried on a considerable trade with China, by means of the exportation of furs, and to what extent?—They have for a considerable time taken furs to China; they do not export them all from America, but on the voyage out go to different islands to collect the furs, and to the north-west coast of America, and ultimately they terminate that circuitous voyage in China.

Can you furnish the Committee with any precise account of the importation of skins into Canton by American ships, since the year 1804?—I have an account of all imports into China by American ships, from 1804-5 to 1817-18; I believe this to be perfectly correct.

Will you deliver that account in to the Committee?

[*The Witness delivers in the same, which is read: See Papers annexed to this Day's Evidence, pp. 44—49.*]

During the period of your residence at, or acquaintance with Canton, were you aware of any impediments that arose to the commercial intercourse of the Chinese with the subjects of the United States, owing to their trade being free, and to the mode in which under that free system it is carried on?—None whatever; on the contrary, going there in small ships, I conceive they have their men more under command than we have in our larger ships.

Are you aware of any other objection to the trade with Canton being carried on in vessels of a smaller burthen than those employed by the East India company?—There is no objection; the charges in going to China in small ships are higher than in larger ones; there is no objection in point of causing trouble from the Chinese government.

Are you aware of any objection arising from the difficulty of preventing smuggling tea into this country, during the continuance of the East India company's privilege, and of the heavy duties now imposed upon tea?—No, on the contrary, I should think the smaller the vessels are that go, the less liability there would be to smuggle: in a large ship it is very easy to conceal two or three hundred weight of tea, in a small



a small ship it is impossible; and the penalty is such, that no vessel would go on purpose to bring tea home as a cargo for the purpose of smuggling it.

Can you state whether the East India company exports any goods of British manufacture to the eastern islands?—They did; when we took possession of Java I believe they made two consignments, since then I believe not, and I do not think they do at present.

Can you state upon the whole what proportion you think the American trade at Canton bears to the British, as carried on under the East India company?—I understand that the American exceeds the trade of the East India company to China.

Can you state what proportion of the trade of the United States is engaged in the supply of the Continent of Europe with goods the produce of China, and what proportion is engaged in the supply of America?—I have reason, from the papers that I have given in to the Committee, to believe the statement laid before the house of representatives in the United States to be accurate, that they realize in Europe the whole of the original value sent from the United States to India; and that the India and China goods consumed in America are paid for by the profit of the European trade. I believe the following extract from Mr. Lowndes's report, is an accurate statement of the trade of the United States with the East Indies and China.

[*The Witness delivers in the same, which is read, and is as follows:*]

“EXTRACT from a Report presented by Mr. Lowndes to the House of Representatives of the United States, from the Committee appointed to inquire into the expediency of regulating the Coins of the United States, and foreign Coins.

“The annual exports on American vessels from the United States and all other places, to China and the East Indies, can hardly be estimated at more than twelve millions of dollars; and it cannot be doubted, that our sales of East India articles in Europe exceed that amount.

“The value of merchandize from China and India, annually consumed in the United States, is probably equal to five millions of dollars; and if this be so, the consumption of East India articles by the United States, is paid for by the mere profits of the trade. A branch of industry, in which 3,000 men (for this is about the number of seamen in the India trade) add five millions of dollars to the annual produce of the country, would be worthy of protection, even if it were not connected with considerations of naval defence. These views may make us doubt whether the India trade tends to diminish the average quantity of silver in the United States. Its effect in the nations which have engaged in it before ourselves, has been generally to increase their specie circulation, as well as their naval strength, and it seems reasonable that it should have done so. No man supposes that Holland, by supplying the rest of the world with specie, left her own wants unsupplied. Nobody apprehends that our markets must be destitute of teas, because we export millions of pounds annually; and why should the dealers in silver, rather than in spices or teas, make no provision for the home demand? When Genoa, Venice, Portugal, Holland, carried on an extensive trade in East India articles, and had no paper circulation, they were the depositories of the silver of Europe. Whenever the trade has existed without the paper, specie has been abundant, and scarce always where the paper has existed either with or without the trade.”

Are you of opinion that the Chinese could export to this country, in the event of a free trade, the manufactured articles of their own not now imported?—No, I do not recollect any.

Can you state what is the nature of the exports of America to China?—I have in my hand a paper containing what I believe to be an accurate statement of the exports from America to China, during the season of 1817-1818.

[*The Witness delivers in the same, which is read, and is as follows:*]

42 MINUTES OF EVIDENCE (before Committee of Lords) RELATIVE

A. Robertson,  
Esq.  
(20 June 1820.)

IMPORTS of 45 American Ships into China, in 1817 and 1818.

|                   |   |   |   |   |        |                 |
|-------------------|---|---|---|---|--------|-----------------|
| Sea otter skins   | - | - | - | - | 5,200  |                 |
| Dry fur skins     | - | - | - | - | 49,290 |                 |
| Land otter        | - | - | - | - | 10,390 |                 |
| Rabbit            | - | - | - | - | 7,000  |                 |
| Beaver            | - | - | - | - | 16,400 |                 |
| Fox               | - | - | - | - | 450    |                 |
| Sable             | - | - | - | - | 780    |                 |
| Musk rat          | - | - | - | - | 8,300  |                 |
| Guesang           | - | - | - | - | 1,601  |                 |
| <hr/>             |   |   |   |   |        |                 |
| Quicksilver       | - | - | - | - | 4,100  | peculs.         |
| Opium             | - | - | - | - | 488    | d°              |
| Lead              | - | - | - | - | 16,314 | d°              |
| Iron              | - | - | - | - | 5,847  | d°              |
| Copper            | - | - | - | - | 3,174  | d°              |
| Steel             | - | - | - | - | 430    | d°              |
| Beetle nut        | - | - | - | - | 10,427 | d°              |
| Pepper            | - | - | - | - | 4,400  | d°              |
| Ebony             | - | - | - | - | 760    | d°              |
| Wax               | - | - | - | - | 170    | d°              |
| Sandlewood        | - | - | - | - | 14,279 | value 2,371,609 |
| Specie in dollars | - | - | - | - | -      | 5,300,000       |
| <hr/>             |   |   |   |   |        |                 |
|                   |   |   |   |   |        | 7,671,609       |

(Mr. Robertson.)—I would mention a circumstance which has taken place this season; three or four American ships have gone from the river Thames, with British woollens and cottons to a considerable amount.

If the trade of the Eastern Archipelago was to be totally free, considering the speculation of the merchants of this country, do you not believe there would be a great increase of demand for our manufactures?—I believe there would be a very great increased demand for our manufactures, and for this reason, that before Java fell into our hands no British piece goods were sent there at all, and now there is scarcely a person in the island who has not some part of his dress of British manufacture.

Are you of opinion that there will be the same demand for British manufactures, in case of their being sent to our Indian possessions, and then going in country ships to those states in the Eastern Archipelago, as there would be if there was a direct trade permitted?—I think, if our manufactures are to go to the Eastern Archipelago, through Bengal, that the manufactures of Flanders will supplant ours in the eastern islands entirely, and that in a few years we shall send none at all.

Do not you believe that there would be a great increased trade to those islands, if a direct free trade was permitted, from the circumstance of the extensive capital possessed in this country?—I do; but I conceive that the extent of our trade with those islands must rest on our being allowed to go there in smaller ships; for if we are confined to certain ports, which the limitation to larger ships effectually does, the consumption of our manufactures will not become so general throughout the Archipelago.

Do not you think the restraint of not touching at any port, either outward bound or homeward bound, throws a great impediment in the way of trade; even if there was a free direct trade, that it would be a great impediment, if the vessels were not permitted to touch, outward and homeward bound, at any port they chose?—If not allowed to go to different ports, there is little prospect of an extended commerce with those imperfectly civilized nations, as at no one port would an entire cargo be found.

Is there any mode that occurs to you for increasing the demand for British manufactures that would go to such an extent as opening a free trade to the countries in and near the Eastern Archipelago?—None so extensive.

Do not you think that great advantage would be derived from emporia for British manufactures being established in those seas?—I conceive emporia in different parts of the Indian Archipelago would be a great advantage to this country. There our traders might go in the first instance, and disseminate their manufactures, through their agents, to the different states round, and collect their produce in return.

Can

Can you state to the Committee what are the various exports of China and of those countries, that we might get in return?—The exports from China are chiefly tea and spices, silk, nankeen, cloth and drugs of various kinds, and there is annually exported a great quantity of silver from China; in the exports from China the chief of the drugs are prohibited by the East India company, on account of injuring the tea; and all essential oils are also prohibited by the Company. I have heard that spices now are also prohibited by the Company.

What are the commodities which the Company bring home from China?—Tea, raw silk, and nankeens, are the whole.

Are all other commodities, the produce of China, prohibited from being exported from China in the Company's ships?—I do not immediately say all commodities; for instance, vermillion is a thing that cannot, by construction, be supposed to affect the teas; therefore such commodities, if they can be found, are allowed to come home; but spices, essential oils, roots, such as china root, turmeric, and all which have any smell whatever, are prohibited.

Do those prohibited articles form a large proportion of the American exports from China?—Yes, they do.

Can you state whether, since 1814, the American trade with China has gone on increasing?—I have no doubt that it has; in the document which I have given in, it is mentioned, that forty-five ships were in the port of Canton in 1817-18, which is a greater number than I have known before.

Do you know whether, during that time, the proportion of other articles to specie imported into China, has been also progressively increasing?—I think not.

Do you consider the importation of specie the least profitable export generally?—It depends altogether on circumstances; if the dollars are low, they get more for them in China than they would for piece goods, and in such a case, it is better to import dollars; but to a manufacturing country the probability is, they would adapt their manufactures to the tastes of the country, so as to take place of the dollars, which are now imported by the Americans.

You have mentioned silver as a considerable export from China; do you know to what extent?—To a very considerable extent, it is exported to Bengal annually.

Does none of it come back to Europe or America?—No; it is carried from Europe and America to China.

Do you know whether the East India company have lately taken any measure to reduce the expense of their freight to Canton?—They have reduced it as low as the mode of ships they use, and the expense of outfit will admit; their ships are built by tender, and fitted out at the lowest rate that that establishment of ship will admit of.

Can you state what are the reasons that the freight of the East India company's shipping is higher than that of the Americans or free traders?—They wish that the ships should be able to defend themselves in case of war; I know of no reason for having them so provided during peace.

Is there any other channel to the eastward of the Cape, besides those to which you have alluded in your evidence, through which British manufactures find a vent?—British manufactures at present go to Bombay, and from thence are exported in country vessels to Arabia and to Persia to a very considerable extent; and I conceive, that if smaller vessels were allowed to go to Arabia, for instance, to Mocha, where a great quantity of coffee is produced annually, they would find a considerable demand for their manufactures in exchange for this coffee, and in Persia also, where they would get in exchange silk, specie, and copper.

Are there not a considerable number of pirates in the Persian gulf?—There are a considerable number, and it would be necessary to protect that trade by small men of war.

Do you mean that no trade could be carried on advantageously with Persia, without a naval protection?—Not in very small vessels.

Is the sale of British manufactures in Persia increasing?—Rapidly.

Have not the Turkey company recently introduced manufactures to a considerable amount into Persia by land carriage?—I have understood so.

Do not you apprehend that land carriage must be dearer than the expense of freight by sea in any description of vessels?—I think it must.

The Witness is directed to withdraw.

Ordered, that this Committee be adjourned to Thursday next, one o'clock.

A. Robertson,  
Esq.

(20 June 1820.)

## ESTIMATE of the Total Value of IMPORTS by American Vessels to and from the Port

## I M P O R T S

| SEASONS.               | N <sup>o</sup> . of Vessels. | Tonnage. | No. of Dollars. | P <sup>ts</sup> . Ginseng. | P <sup>ts</sup> . Opium. | P <sup>ts</sup> . Quicksilver. | P <sup>ts</sup> . Lead. | P <sup>ts</sup> . Iron. |
|------------------------|------------------------------|----------|-----------------|----------------------------|--------------------------|--------------------------------|-------------------------|-------------------------|
| 1804-5 - - -           | 34                           | 10,159   | 2,902,000       | 1,080                      | - - -                    | - - -                          | - - -                   | - - -                   |
| 1805-6 - - -           | 42                           | 12,480   | 4,176,000       | 1,234                      | 102                      | 48                             | 140                     | 346                     |
| 1806-7 - - -           | 37                           | 11,268   | 2,895,000       | 1,708                      | 180                      | 1,672                          | 3,300                   | 1,500                   |
| 1807-8 - - -           | 33                           | 8,803    | 3,032,000       | 1,075                      | 150                      | 57                             | - - -                   | 149                     |
| 1808-9 - - -           | 2                            | 2,215    | 70,000          | - - -                      | - - -                    | - - -                          | - - -                   | - - -                   |
| 1809-10 - - -          | 37                           | 12,512   | 4,723,000       | 1,364                      | 32                       | 18                             | 1,660                   | 600                     |
| 1810-11 - - -          | 16                           | 4,748    | 2,330,000       | 1,162                      | - - -                    | - - -                          | 31                      | 916                     |
| 1811-12 - - -          | 25                           | 7,406    | 1,875,000       | 1,557                      | 200                      | 29                             | - - -                   | 5,614                   |
| 1812-13 - - -          | 8                            | 1,816    | 616,000         | 250                        | 100                      | - - -                          | - - -                   | - - -                   |
| 1813-14 }<br>1814-15 } | 9                            | 2,854    | - - -           | 430                        | - - -                    | - - -                          | - - -                   | - - -                   |
| 1815-16 - - -          | 30                           | 10,208   | 1,922,000       | 1,508                      | 80                       | 450                            | - - -                   | 2,300                   |
| 1816-17 - - -          | 38                           | 13,096   | 4,545,000       | 2,570                      | 488                      | 998                            | 9,546                   | 3,383                   |
| 1817-18 - - -          | 39                           | 14,325   | 5,601,000       | 1,601                      | 448                      | 3,240                          | 11,217                  | 4,583                   |

(continued)

| SEASONS.               | No. of Sable Skins. | No. of Musk Rats. | P <sup>ts</sup> . Cochineal. | P <sup>ts</sup> . Pepper. | P <sup>ts</sup> . Tin. | P <sup>ts</sup> . Ebony. | P <sup>ts</sup> . Cotton. | P <sup>ts</sup> . Wax. |
|------------------------|---------------------|-------------------|------------------------------|---------------------------|------------------------|--------------------------|---------------------------|------------------------|
| 1804-5 - - -           | - - -               | - - -             | - - -                        | - - -                     | 268                    | 5,318                    | 4,219                     | 350                    |
| 1805-6 - - -           | - - -               | - - -             | - - -                        | - - -                     | - - -                  | 11,015                   | 8,001                     | - - -                  |
| 1806-7 - - -           | - - -               | - - -             | - - -                        | - - -                     | 750                    | 1,148                    | - - -                     | 500                    |
| 1807-8 - - -           | - - -               | - - -             | - - -                        | 544                       | 2,305                  | 1,215                    | 4,680                     | - - -                  |
| 1808-9 - - -           | - - -               | - - -             | - - -                        | - - -                     | - - -                  | 480                      | 2,050                     | - - -                  |
| 1809-10 - - -          | - - -               | - - -             | 36                           | - - -                     | - - -                  | 2,856                    | 17,757                    | - - -                  |
| 1810-11 - - -          | 725                 | - - -             | - - -                        | - - -                     | - - -                  | 204                      | 1,904                     | - - -                  |
| 1811-12 - - -          | - - -               | - - -             | 3                            | - - -                     | - - -                  | 674                      | 7,369                     | - - -                  |
| 1812-13 - - -          | - - -               | - - -             | - - -                        | - - -                     | - - -                  | - - -                    | 3,660                     | - - -                  |
| 1813-14 }<br>1814-15 } | - - -               | - - -             | - - -                        | - - -                     | - - -                  | - - -                    | - - -                     | - - -                  |
| 1815-16 - - -          | - - -               | - - -             | 43                           | - - -                     | - - -                  | - - -                    | 550                       | - - -                  |
| 1816-17 - - -          | - - -               | - - -             | 35                           | - - -                     | - - -                  | 450                      | - - -                     | - - -                  |
| 1817-18 - - -          | 668                 | 7,000             | 40                           | 200                       | - - -                  | 107                      | - - -                     | 140                    |

of CANTON in CHINA, from the Season of 1804-5 to 1817-18.—[Referred to in p. 40.]

IMPORTS.

| Pis. Copper. | Pis. Steel. | Pis. Betelnut. | No. of Sea Otters. | No. of Seal Skins. | No. of Land Otters. | No. of Fox Skins. | No. of Rabbits. | No. of Neutra Skins. | No. of Beavers. |
|--------------|-------------|----------------|--------------------|--------------------|---------------------|-------------------|-----------------|----------------------|-----------------|
| - - -        | - - -       | - - -          | 11,003             | 183,173            | - - -               | - - -             | - - -           | 67,200               | 8,756           |
| 600          | - - -       | - - -          | 17,445             | 140,297            | - - -               | - - -             | 3,400           | - - -                | 34,464          |
| - - -        | - - -       | - - -          | 14,251             | 261,330            | - - -               | - - -             | - - -           | - - -                | 23,368          |
| 1,345        | - - -       | 4,383          | 16,647             | 100,000            | - - -               | 2,009             | - - -           | - - -                | 11,756          |
| - - -        | - - -       | - - -          | 7,944              | 34,000             | 3,400               | - - -             | - - -           | - - -                | 3,170           |
| 300          | - - -       | - - -          | 11,003             | - - -              | 15,000              | 3,500             | - - -           | - - -                | 20,000          |
| 1,976        | 687         | 5,043          | 9,200              | 45,000             | 15,000              | 4,500             | - - -           | 4,800                | 14,200          |
| 2,798        | - - -       | 4,853          | 11,593             | 173,886            | 12,000              | - - -             | 4,736           | 145,000              | 20,000          |
| 5,629        | - - -       | 2,555          | 8,222              | 109,189            | 2,000               | - - -             | - - -           | 1,200                | 2,330           |
| - - -        | - - -       | - - -          | 6,200              | 59,000             | 7,045               | 284               | - - -           | - - -                | 3,928           |
| 300          | 130         | - - -          | 4,300              | 109,000            | 14,364              | 12,533            | - - -           | - - -                | 168             |
| 2,020        | 1,500       | 16,627         | 3,650              | 27,000             | 5,467               | 9,952             | - - -           | 17,000               | 1,579           |
| 2,697        | 105         | 6,000          | 4,177              | 47,290             | 9,400               | 350               | 300             | - - -                | 15,067          |

(continued.)

| Pis. Sulphur. | Pis. Gamblets. | Pis. Cloves. | Pis. Nutmegs. | Pis. Sandalwood. | Pis. Beech de Mer. | Pis. Coral. | Total Value.          |
|---------------|----------------|--------------|---------------|------------------|--------------------|-------------|-----------------------|
| - - -         | - - -          | - - -        | - - -         | 900              | 430                | - - -       | Dollars.<br>3,555,818 |
| - - -         | 3,640          | 114          | 180           | 1,600            | - - -              | - - -       | 5,326,358             |
| 385           | 1,200          | - - -        | - - -         | 2,700            | - - -              | 28          | 5,877,362             |
| - - -         | - - -          | 176          | 190           | 2,000            | 500                | - - -       | 3,940,090             |
| - - -         | - - -          | - - -        | - - -         | 4,800            | - - -              | - - -       | 479,850               |
| - - -         | - - -          | - - -        | - - -         | 1,815            | - - -              | 2           | 5,744,600             |
| - - -         | - - -          | - - -        | - - -         | 496              | 86                 | - - -       | 2,898,800             |
| - - -         | - - -          | 43           | - - -         | 11,261           | - - -              | 3           | 3,132,310             |
| - - -         | - - -          | - - -        | - - -         | 19,036           | - - -              | - - -       | 1,453,000             |
| - - -         | - - -          | - - -        | - - -         | 1,100            | - - -              | - - -       | 451,500               |
| - - -         | - - -          | - - -        | - - -         | 2,580            | - - -              | - - -       | 2,527,500             |
| 1,146         | 1,798          | 28           | - - -         | 7,400            | - - -              | - - -       | 5,609,600             |
| - - -         | - - -          | - - -        | - - -         | 15,825           | - - -              | - - -       | 7,076,828             |

46. MINUTES OF EVIDENCE (*before Committee of Lords*) RELATIVE

ESTIMATE of the Total Value of EXPORTS by American Vessels, to and from the Port

EXPORTS

| SEASONS.               | Chests Bohea. | Chests Congo. | Chests Campoy. | Chests Souchong. | Chests Pecco. | Chests Hysoff Skin. | Chests Hyson. | Chests Young Hyson. |
|------------------------|---------------|---------------|----------------|------------------|---------------|---------------------|---------------|---------------------|
| 1804-5                 | 1,800         | 21,000        | 15,000         | 16,345           | -             | 22,905              | 11,141        | 4,290               |
| 1805-6                 | 605           | 25,000        | 10,000         | 19,165           | -             | 37,251              | 16,468        | 11,420              |
| 1806-7                 | 4,430         | 6,778         | 3,692          | 26,265           | 100           | 35,897              | 24,450        | 12,422              |
| 1807-8                 | 2,875         | 13,709        | 3,276          | 11,579           | 614           | 21,702              | 10,106        | 4,686               |
| 1808-9                 | 320           | 87            | -              | 2,625            | -             | 8,476               | 3,613         | 3,108               |
| 1809-10                | 5,510         | 19,819        | 8,377          | 17,545           | 797           | 35,988              | 19,353        | 5,266               |
| 1810-11                | 545           | 1,225         | -              | 2,102            | 260           | 18,891              | 2,695         | 4,575               |
| 1811-12                | 264           | 1,427         | 984            | 3,302            | -             | 23,929              | 3,969         | 7,083               |
| 1812-13                | 540           | -             | 124            | 2,760            | -             | 5,352               | 1,854         | 6,669               |
| 1813-14 }<br>1814-15 } | 350           | 4,569         | -              | 4,992            | -             | 3,856               | 467           | 3,910               |
| 1815-16                | 2,025         | 21,995        | 11,616         | 17,048           | 242           | 20,222              | 6,261         | 15,013              |
| 1816-17                | 1,086         | 17,115        | 8,429          | 24,937           | 692           | 33,401              | 12,107        | 15,119              |
| 1817-18                | 1,790         | 13,115        | 5,379          | 22,941           | 735           | 34,671              | 13,627        | 23,132              |

(continued)

| SEASONS.               | Pls. Camphor. | Pls. Vermillion. | Pls. White Lead. | Pls. Tin. | Pls. Sugar. | Pls. Sugar Candy. | Pls. Raw Silk. | Pls. Pepper. |
|------------------------|---------------|------------------|------------------|-----------|-------------|-------------------|----------------|--------------|
| 1804-5                 | 69            | -                | -                | -         | 1,900       | -                 | -              | -            |
| 1805-6                 | 12            | -                | -                | -         | 124         | -                 | -              | -            |
| 1806-7                 | 185           | -                | -                | -         | 885         | -                 | -              | -            |
| 1807-8                 | 85            | -                | -                | -         | 1,400       | 290               | -              | -            |
| 1808-9                 | 1,290         | -                | -                | -         | -           | -                 | -              | -            |
| 1809-10                | -             | -                | -                | -         | 1,026       | -                 | -              | -            |
| 1810-11                | 12            | 79               | 151              | -         | -           | -                 | -              | -            |
| 1811-12                | 52            | 65               | 31               | -         | -           | -                 | -              | 820          |
| 1812-13                | 908           | 19               | 150              | -         | 540         | -                 | -              | -            |
| 1813-14 }<br>1814-15 } | -             | -                | 1,007            | -         | -           | -                 | -              | -            |
| 1815-16                | 56            | -                | 676              | 865       | 918         | -                 | -              | -            |
| 1816-17                | 503           | -                | 155              | -         | 7,000       | 1,350             | -              | 250          |
| 1817-18                | 10            | 332              | -                | -         | 11,917      | 600               | 170            | -            |

of CANTON in CHINA, from the Season of 1804-5 to 1817-18.—[Referred to in p. 40.]

EXPORTS.

| Chests Imperial. | Chests Singlo. | Chests Tonkay. | Chests Sunchi. | Pis. Cassia. | Pis. China. | Pis. Mats. | Pis. Rhubarb. | Pieces of Silks. | Pis. Sew <sup>s</sup> Silk. |
|------------------|----------------|----------------|----------------|--------------|-------------|------------|---------------|------------------|-----------------------------|
| 1,708            | - - -          | - - -          | - - -          | 4,143        | 3,080       | - - -      | 165           | 9,385            | -                           |
| 2,947            | - - -          | - - -          | - - -          | 3,135        | 3,535       | - - -      | - - -         | 24,960           | -                           |
| 2,693            | 1,800          | - - -          | - - -          | 1,447        | 2,690       | - - -      | 182           | 17,680           | -                           |
| 1,424            | 310            | 400            | - - -          | 2,088        | 4,194       | - - -      | - - -         | 20,400           | -                           |
| 1,299            | - - -          | - - -          | - - -          | 627          | 1,000       | - - -      | - - -         | 9,132            | -                           |
| 1,694            | 962            | - - -          | - - -          | 3,884        | 4,566       | - - -      | - - -         | 53,273           | 144                         |
| 1,348            | 1,113          | - - -          | - - -          | 2,061        | 5,149       | 250        | 7             | 77,710           | 178                         |
| 1,673            | 1,080          | - - -          | - - -          | 2,653        | 8,552       | 243        | 77            | 110,521          | 195                         |
| 661              | - - -          | - - -          | - - -          | 675          | 2,113       | - - -      | - - -         | 12,670           | 36                          |
| 223              | - - -          | - - -          | - - -          | 539          | 8           | - - -      | - - -         | 6,470            | 43                          |
| 2,018            | - - -          | 100            | - - -          | 3,345        | 5,935       | - - -      | 13            | 115,939          | 361                         |
| 3,305            | 398            | 807            | - - -          | 6,244        | 7,950       | 450        | 192           | 114,147          | 329                         |
| 4,239            | 250            | 1,474          | 310            | 2,597        | 11,487      | 1,603      | 359           | 201,536          | 576                         |

(continued.)

| Pis. Tutenag. | Pis. Allum. | Pis. Gallinag. | Pis. China Root. | Pis. Tortoiseshell. | Pis. Gamboge. | Pieces Nankeens. | Total Value.            |
|---------------|-------------|----------------|------------------|---------------------|---------------|------------------|-------------------------|
| - - -         | - - -       | - - -          | - - -            | - - -               | - - -         | 2,648,000        | Dollars. .<br>3,842,000 |
| - - -         | 1,607       | - - -          | 354              | - - -               | - - -         | 2,808,000        | 5,127,000               |
| - - -         | - - -       | - - -          | - - -            | - - -               | - - -         | 1,764,000        | 4,294,000               |
| 1,050         | - - -       | - - -          | - - -            | - - -               | - - -         | 2,922,000        | 3,476,000               |
| - - -         | - - -       | - - -          | - - -            | - - -               | - - -         | 345,000          | 808,000                 |
| - - -         | - - -       | - - -          | - - -            | - - -               | - - -         | 3,769,000        | 5,715,000               |
| - - -         | 481         | - - -          | - - -            | 20                  | 22            | 2,048,000        | 2,973,000               |
| 387           | 131         | - - -          | - - -            | - - -               | 2             | 425,500          | 2,771,000               |
| - - -         | - - -       | - - -          | - - -            | - - -               | - - -         | 201,000          | 620,000                 |
| 1,280         | 1,100       | - - -          | - - -            | - - -               | - - -         | 105,000          | 572,000                 |
| - - -         | - - -       | - - -          | - - -            | - - -               | - - -         | 640,000          | 4,220,000               |
| - - -         | - - -       | 576            | 387              | - - -               | - - -         | 1,794,000        | 5,703,000               |
| - - -         | - - -       | 605            | 52               | - - -               | 20            | 1,469,000        | 6,777,000               |

## Imports and Exports to and from Canton—continued.

| PROPORTION OF EXPORTS<br>for 1815-16,<br>DESTINED FOR EUROPE. |                    |                    | PROPORTION OF EXPORTS<br>for 1815-16,<br>DESTINED FOR UNITED STATES. |                    |                    |
|---|--------------------|--------------------|--|--------------------|--------------------|
|   | Chests,<br>Nt. Wt. | lbs.               |  | Chests,<br>Nt. Wt. | lbs.               |
| Congo - - - -   | 16,777             | 1,174,390          | Bohea - - - -  | 2,025              | 607,500            |
| Campoy - - - -  | 9,616              | 576,960            | Congo - - - -  | 5,218              | 365,260            |
| Souchong - - - -  | 7,312              | 475,670            | Campoy - - - -   | 4,000              | 280,060            |
| Hyson Skin - - - -  | 3,564              | 213,480            | Souchong - - - -   | 9,730              | 583,800            |
| Hyson - - - -   | 1,926              | 115,560            | Hyson Skin - - - -   | 16,558             | 993,480            |
| Young Hyson - - - -   | 1,300              | 117,000            | Young Hyson - - - -  | 13,713             | 1,234,170          |
| Gunpowder and Imperial - - - -                                | 291                | 32,010             | Hyson - - - -  | 4,335              | 260,100            |
| Pecco - - - -   | 242                | 16,940             | Gunpowder and Imperial - - - -                                       | 1,727              | 189,970            |
| Tonkay - - - -  | 100                | 9,000              |  |                    |                    |
| Total - - - -   | 41,134             | 2,731,010          | Total - - - -  | 57,306             | 4,514,280          |
|   |                    |                    |  |                    |                    |
| Cassia - - - -  | - - - -            | Peculs.<br>1,650   | Cassia - - - -   | - - - -            | Peculs.<br>1,695   |
| Nankeens - - - -  | - - - -            | Pieces.<br>185,000 | Nankeens - - - -   | - - - -            | Pieces.<br>455,000 |

| PROPORTION OF EXPORTS<br>For 1816-17,<br>DESTINED FOR EUROPE. |                    |                    | PROPORTION OF EXPORTS<br>for 1816-17,<br>DESTINED FOR UNITED STATES. |                    |                      |
|---|--------------------|--------------------|--|--------------------|----------------------|
|   | Chests,<br>Nt. Wt. | lbs.               |  | Chests,<br>Nt. Wt. | lbs.                 |
| Congo - - - -   | 14,686             | 1,321,740          | Bohea - - - -  | 1,086              | 325,600              |
| Campoy - - - -  | 3,859              | 289,425            | Congo - - - -  | 2,429              | 218,610              |
| Souchong - - - -  | 8,579              | 643,425            | Campoy - - - -   | 4,570              | 342,750              |
| Pecco - - - -   | 641                | 51,280             | Souchong - - - -   | 16,358             | 1,226,850            |
| Singlo - - - -  | 348                | 31,320             | Pecco - - - -  | 51                 | 4,080                |
| Hyson Skin - - - -  | 4,148              | 248,880            | Singlo - - - -   | 50                 | 4,500                |
| Tonkay - - - -  | 807                | 72,630             | Hyson Skin - - - -   | 29,253             | 1,755,180            |
| Young Hyson - - - -   | 522                | 46,980             | Young Hyson - - - -  | 14,597             | 1,313,730            |
| Hyson - - - -   | 2,597              | 155,820            | Hyson - - - -  | 9,510              | 570,600              |
| Imperial and Gunpowder - - - -                                | 185                | 18,500             | Imperial and Gunpowder - - - -                                       | 3,120              | 312,000              |
| Total - - - -   | 36,372             | 2,880,000          | Total - - - -  | 81,024             | 6,074,100            |
|   |                    |                    |  |                    |                      |
| Cassia - - - -  | - - - -            | Peculs.<br>1,294   | Cassia - - - -   | - - - -            | Peculs.<br>4,590     |
| Sugar - - - -   | - - - -            | lbs.<br>600,000    | Sugar - - - -  | - - - -            | lbs.<br>333,000      |
| Nankeens - - - -  | - - - -            | Pieces.<br>360,000 | Nankeens - - - -   | - - - -            | Pieces.<br>1,434,000 |



Imports and Exports to and from China—continued.

| PROPORTION OF EXPORTS<br>for 1817-18,<br>DESTINED FOR EUROPE. |               |                  | PROPORTION OF EXPORTS<br>for 1817-18,<br>DESTINED FOR UNITED STATES. |         |                  |
|---|---------------|------------------|--|---------|------------------|
| Congo   | Chests.       | Pounds.          | Bohea  | Chests. | Pounds.          |
| Campoy  | 9,765         | 878,850          | Congo  | 1,700   | 510,000          |
| Souchong  | 3,577         | 250,390          | Campoy   | 3,350   | 301,500          |
| Sunchi  | 4,777         | 382,160          | Souchong   | 1,802   | 126,140          |
| Pecco   | 310           | 24,800           | Pecco  | 18,164  | 1,271,480        |
| Hyson Skin  | 725           | 50,750           | Hyson Skin   | 10      | 600              |
| Singlo  | 2,030         | 131,950          | Young Hyson  | 32,641  | 2,121,665        |
| Tonkay  | 250           | 20,000           | Hyson  | 22,452  | 2,020,680        |
| Young Hyson   | 1,474         | 117,920          | Imperial   | 11,242  | 730,730          |
| Hyson   | 680           | 61,200           | Total  | 4,119   | 453,090          |
| Imperial  | 2,385         | 155,025          |  |         |                  |
|   | 120           | 13,200           |  |         |                  |
| <b>Total</b>  | <b>26,093</b> | <b>2,086,245</b> |  |         |                  |
|   |               |                  | Chinaware  | Peculs. | Peculs.          |
| Cassia  | Peculs.       | Pounds.          |  |         | 11,487           |
| Sugar   | 550           | 73,300           | Cassia   | 2,047   | 272,933          |
| Sugar Candy   | 1,200         | 160,000          | Sugar  | 10,717  | 1,428,933        |
| Rhubarb   | 350           | 46,600           | Rhubarb  | 279     | 37,200           |
| Rhubarb   | 80            | 10,600           | Matts  |         | Pic <sup>s</sup> |
| Gallingal   | 500           | 66,000           |  |         | 1,603            |
| Raw Silk  | 170           | 22,600           | Silks  |         | Pieces.          |
| Vermillion  | 50            | 6,600            |  |         | 200,886          |
|   |               |                  |  |         | Pounds.          |
| Silks   | Pieces.       | Pieces.          | Sewing Silk  | 576     | 76,800           |
| Nankeens  | 650           | 650              | Vermillion   | 282     | 37,600           |
|   |               | 241,000          | Gallingal  | 105     | 14,000           |
|   |               |                  | China Root   | 52      | 6,933            |
| Gamboge   | Peculs.       | Pounds.          | Camphor  | 10      | 1,333            |
|   | 20            | 2,600            | Sugar Candy  | 250     | 33,000           |
|   |               |                  |  |         | Pieces.          |
|   |               |                  | Nankeens   |         | 1,228,000        |

ESTIMATE OF THE VALUE OF  
IMPORTS BY AMERICAN VESSELS:  
Season 1817-18.

|              | Dollars.                   | Dollars.         |
|--------------|----------------------------|------------------|
| Dollars      | -                          | 5,601,000        |
| Ginseng      | at 90 p <sup>r</sup> Pecul | 144,090          |
| Opium        | 550 —                      | 262,400          |
| Quicksilver  | 100 —                      | 324,000          |
| Lead         | 6 —                        | 67,302           |
| Betel Nut    | 4 —                        | 32,000           |
| Iron         | 3 —                        | 13,749           |
| Sea Otters   | 30 Piece                   | 125,310          |
| Land Otters  | 5 —                        | 47,000           |
| Beavers      | 5 —                        | 75,335           |
| Fox          | 1 —                        | 525              |
| Seals        | 1 —                        | 70,935           |
| Mink Skins   | —                          | 334              |
| Rabbit Skins | —                          | 150              |
| Musk Rats    | 6 Hunder <sup>d</sup>      | 420              |
| Steel        | 8 Pecul                    | 840              |
| Cochineal    | 6 —                        | 32,000           |
| Sandalwood   | 11 —                       | 174,075          |
| Copper       | 24 —                       | 69,528           |
| Pepper       | 15 —                       | 3,000            |
| Ebony        | 5 —                        | 535              |
| Watches      | 10 Piece                   | 3,000            |
| Sulphur      | 3 Pecul                    | 3,300            |
| Bombazetts   | 10 Piece                   | 20,400           |
| Wax          | 40 Pecul                   | 5,600            |
| <b>Total</b> |                            | <b>7,076,828</b> |

ESTIMATE OF THE VALUE OF  
EXPORTS BY AMERICAN VESSELS:  
Season 1817-18.

|  | Tales.                  | Dollars.         |
|--|-------------------------|------------------|
| Bohea  | 10 p <sup>r</sup> Pecul | 53,125           |
| Congo  | 24 —                    | 295,066          |
| Campoy   | 28 —                    | 109,882          |
| Souchong   | 30 —                    | 516,750          |
| Pecco  | 70 —                    | 37,430           |
| Sunchi   | 30 —                    | 7,750            |
| Hyson Skin   | 25 —                    | 586,875          |
| Young Hyson  | 40 —                    | 867,443          |
| Hyson  | 50 —                    | 461,328          |
| Imperial   | 65 —                    | 316,152          |
|  | Dollars.                |                  |
| China Ware   | 15 —                    | 172,305          |
| Cassia   | 28 —                    | 72,716           |
| Sugar  | 7 ½ —                   | 89,377           |
| Rhubarb  | 60 —                    | 21,540           |
| Matts  | 20 —                    | 32,060           |
| Silks  | 10 Piece                | 2,008,860        |
| Sewing Silk  | 400 Pecul               | 230,400          |
| Vermillion   | 110 —                   | 36,520           |
| Gallingal  | 3 ½ —                   | 2,117            |
| China Root   | 4 —                     | 208              |
| Camphor  | 40 —                    | 400              |
| Sugar Candy  | 13 —                    | 7,800            |
| Raw Silk   | 450 —                   | 76,500           |
|  | Tales.                  |                  |
| Singlo o Tonkay  | 27 —                    | 38,638           |
|  | Dollars.                |                  |
| Gamboge  | 80 —                    | 1,600            |
| Nankeens   | 50 Hunder <sup>d</sup>  | 734,500          |
| Cost of Goods destined for Europe, included in the above | 849,823                 |                  |
| D <sup>o</sup> for United States d <sup>o</sup>          | 5,927,519               |                  |
|  |                         | <b>6,777,342</b> |

Die Sabbati, 24<sup>o</sup> Junii, 1820.

The LORD AUCKLAND in the Chair.

*John Forbes Mitchell, Esquire,*

Is called in; and Examined, as follows:

*J. F. Mitchell,  
Esq.*

(24 June 1820.)

IN what business have you been engaged?—For some years past I have been an East India agent in London, partner in the house of Smith, Inglis, and Company.

Where did you reside previously to so becoming an East India agent?—I resided between ten and eleven years in Bombay, and was partner in the house of Bruce, Fawcett, and Company, of that place.

Has your principal knowledge of the East India trade been acquired since you ceased to reside in India?—My knowledge of the trade of India itself was certainly most extensive whilst I was in India; my acquaintance with the trade from this country to India, which has grown up since the opening afforded by the last charter, has been mainly since that event took place.

State in what respects the trade has been acquired or increased since the renewal of the charter?—The trade has been generally very much increased. A much greater quantity of the manufactures and staple commodities of this country have been exported to India since the opening of the trade than had been before exported.

In that answer, do you speak of our settlements in the East Indies, or to that pursued also to China and the East India islands?—I speak principally of the trade which has been permitted to be carried on as the present law stands; that is, trade to the principal settlements of India. During the time that the island of Java was held by our Government, before it was given up to the Dutch, several British establishments were created upon it; and since the island was so given up, the trade has been continued that was then commenced, and is certainly increasing.

In that answer, do you speak of a direct trade between this country and Java, or is it carried on from India to Java?—I speak of a direct trade from this country to Java. The ships of this country are freely admitted into the ports of Java; at present they pay a higher duty than Dutch ships pay, but they are freely admitted to the port of Batavia. I believe there are some restrictions which do not allow them to go to the other ports of the island, but they are occasionally permitted to do even that, on licence from the local government.

You consider that trade to be on the increase?—Most certainly; and particularly in the cotton manufactures of this country: to that I speak positively, for I have been engaged pretty extensively in it, and at this moment know of considerable adventures going out.

In your opinion, are there any regulations as connected with the East India company here, or with the Dutch government there, which stand in the way of its further and rapid increase; the question pointing to Java and the East India islands generally?—Speaking of the island of Java, the East India company have no controul over it, I believe. If it were practicable to induce the Dutch government to put our ships importing British cargoes into Java, and exporting the produce of the island, upon the same footing as their own ships, in return for a similar concession on our parts in the ports of India, or the ports in this country, I think the trade with Java would be very much benefited. With respect to what are called the Oriental Islands, I certainly am of opinion, that a very considerable trade might be created, if those assistances were given which are now wanting. I mean ports where our ships could land their outward cargoes, and purchase their homeward cargoes, with safety; such, for instance, as the island of Sincapore, in the eastern entrance of the Straits of Malacca. Since the opening afforded by the last charter, I have frequently sent out patterns of the various productions of this country, to various parts of India, and to the eastern islands, with which we had no communication before, merely to see whether those things would answer; and I have always found the enquiry satisfactory, and that there was every prospect of an opening for those commodities.

Specify such articles as you think a demand is likely to arise for?—I think, particularly, the cotton manufactures of this country; printed cottons, white cottons, and what are known in India by the name of Pulicat handkerchiefs. The Malays wear  
this

(24 June 1820.)

this handkerchief round the head; and, I believe, the natives of Java wear a dress of cotton folded round the body, which has been so well imitated here, that their own native manufacture has been very nearly driven out, the cost of the British manufacture being much less.

Are you acquainted with the trade carried on by the citizens of the United States with those islands?—I have no other knowledge of the trade carried on by the citizens of the United States with those islands, than what has come under my observation as a British merchant. I never was engaged in any thing of that kind myself; but, while I was in India, the American trade with India and the Eastern Islands grew up from almost nothing, to an immense extent, and the British merchants always thought in consequence of the restrictions, which then existed, preventing them from engaging in the same trade. The trade to which I allude, commenced as early as the year 1800, and by the year 1810 it had grown to great magnitude. In the year 1809, when I was in China, there were no less, I believe, than eighty American ships in the port of Canton. Since the opening, under the last charter, the trade to India being free to British ships, the Americans have lost a great deal of what they possessed during the former charter.

Are you in the habit of receiving orders from Americans for British manufactures, to be exported to the east?—No; I never executed any orders for Americans; but I have an opportunity of knowing, that very considerable American orders are executed for China and those islands, principally for China.

Do you not consider the regulations of the East India company, as respecting China, to cramp all our commercial speculations with those islands?—I certainly do; and if I may be permitted to observe, it appears to me, that the Chinese, of all people in the world, are the most likely to consume the cotton and woollen manufactures of this country to the greatest extent, also hardware manufactures, such as cutlery, &c.

State in what manner those restrictions upon the China trade affect our trade with the islands?—If our ships were permitted to carry cargoes of British manufactures for sale among the oriental islands, or in China, they might ultimately proceed to China, and return to Europe with profitable cargoes; whereas not being permitted to go to China, they would, as it appears to me, have great difficulty in getting back their returns.

What are the returns which you have received for the goods you have sent out to the islands?—The trade I have been connected with, as I mentioned before, has been principally, hitherto, to Java; the returns from thence have been coffee, sugar, rice, and indigo in small quantities; coffee principally.

What is the particular produce of the islands, which you consider to be saleable in China, though not finding a market in Europe?—The principal exports from the oriental islands to China, I believe, are betel-nut, rattans, pepper, tin, gold dust, elephant's teeth, birds' nests, sharkfins, spices, camphor, sandalwood, and various other commodities.

Is the trade in those articles, between the islands and China, principally, or in great part carried on in American ships?—Yes; the Americans have been accustomed to purchase pepper, tin, betel-nut, and the other commodities above enumerated, in considerable quantities, and to carry them to China. They generally take out dollars, and upon the coast of Sumatra, and among the other islands, they collect pepper, tin, and the articles I have mentioned, which they carry to China. The great advantage the Americans have, is, that they are enabled thus freely to traffick along the coasts of those islands, and then to go on to China.

State the course of this American commerce?—I believe the American ships generally proceed with specie on board to the oriental islands, and there exchange their specie for the productions of those islands, which I have before enumerated, in which they are sometimes engaged for several months, trafficking backwards and forwards; and that they then proceed to China, where the produce of the oriental islands is exchanged again for Chinese goods, and those Chinese goods brought to Europe.

Do they not occasionally, in the first instance, proceed to this country, and take in a cargo of British manufactures?—Within these few weeks I have been making some enquiry upon the subject, and I find two American ships have just cleared, laden partly with British manufactures, and partly with specie, for China.

Can you state any particulars as to their cargoes?—One of them has on board British manufactures, principally woollens, worsted stuffs, and printed cottons, to the value of about 25,000 £; and the other, British manufactures, principally woollens

J. F. Mitchell,  
Esq.

(24 June. 1820.)

and worsted stuffs, (which latter, I believe, means camblets,) to the amount of 20,000*l.*; also between them there is 30,000*l.* of treasure, making in all about 70,000*l.* One of the vessels is entered out for Canton, and the other, in the first instance, for Gibraltar, which is a free port, and it is perfectly understood she is going to China.

What is the tonnage of those two ships?—About five hundred tons each, I believe:

Can an American of a small size, by law, clear out from London for India?—I am not aware of any restriction on American shipping in that respect; nor is there, as I understand, any restriction as to size, upon a British ship clearing from Gibraltar.

Would not a British ship of like burthen, clearing out from Gibraltar to the Indian islands, be liable to penalty when in the Indian islands?—I believe not.

You speak of the Americans having advantages in trafficking along the coast; do you allude in that answer, to their being permitted to carry on their commerce in ships of light burthen?—When I said that the Americans had a great advantage over British ships in trafficking along those coasts, I meant that they had the advantage of being perfectly unrestricted, and that they could go and come where and when they pleased, as well as in their size, certainly; a vessel of 350 tons is better adapted to that kind of traffick, than a heavy vessel of four or five hundred; but an English ship measuring 350 tons, will carry 500, and an American ship carries only what she measures.

Do you consider the restrictions as to tonnage, to be among the principal impediments to the improvement of the trade?—I consider it an impediment, but not the principal impediment, perhaps.

You spoke of having sent different patterns to the various islands; did you mean patterns of cotton goods only, or of different kinds of manufactures?—Of all kinds of manufactures; cottons, woollens and worsted, and hardware also.

You mentioned having sent samples of cotton goods to the eastern islands, with success; did you mean by that expression, that you had executed any orders in consequence, to any considerable extent?—I have already mentioned, that my principal connexion hitherto, has been with Java; and certainly I have executed considerable orders in consequence of patterns sent there. With respect to the other islands, as our merchants have hitherto had no other station, Penang has been the head quarters of our trade, and through that channel, although I have not yet executed any orders, I have lately received satisfactory information upon the subject.

You have said that considerable trade with the oriental islands, could be established; if properly secured; what did you mean by that expression?—That there should be one or two stations among those islands, to which our ships might be addressed, and where their cargoes might be deposited in safety, and where the return cargoes might be taken in and brought back to Europe.

Do you apprehend there would be any danger in the navigation there, or in that intercourse, arising from pirates?—There certainly is such danger; those seas are infested with pirates; and the shipping belonging to our settlement at Penang, are generally armed.

What is the lowest-sized ship you should consider as secure from the attacks of pirates?—I believe the Penang eastern traders, are seldom under 250 or 300 tons.

Do you consider them as secure from pirates?—I believe they are considered by their owners to be secure, and that they are found the best description of vessel for that kind of trade.

Are there not American vessels, trading in those seas, of much smaller tonnage?—Yes; I have seen an American vessel at Penang, I think, of eighty tons; and they are of all sizes under 500 tons.

Did you ever hear of any American vessels experiencing attacks from pirates?—I cannot say that I recollect one instance.

Are you aware whether there is any difference of insurance between American and Penang vessels?—I am not aware that it has been customary to insure the Penang vessels in this country, so that there is no scale by which I could compare it; but I would say, generally, I should not think there would be any difference.

Have you practically known much loss sustained by our trade in those seas?—No, I have not; I cannot call to recollection any instance of any considerable commercial loss; there have been various instances of ships trading upon the coast, being cut off by the natives, in quarrels either with the crew or commanders; these instances have occurred, perhaps, once or twice in the course of my recollection, but not frequently.

Are the American vessels better manned and armed than our own?—The American vessels,

(24 June 1820.)

vessels, I believe, generally carry about six men for every hundred tons; the British ships, I think, consider six or seven sufficient. I do not think the Americans are better armed.

Have you yourself experienced any practical inconvenience from the being obliged to carry on the trade with Java, in vessels of not less than 350 tons?—No; my opinion is, that a vessel of 350 tons is quite small enough for the trade to Java, because the cargo is taken in at one port in Java, generally.

Have you reason to think, that the import of woollen goods by the East India company in China, has been beneficial to them?—No; I have reason to believe that it has not been beneficial to them.

To what cause do you attribute that circumstance?—I can only impute it to the circumstance of their being a great chartered company; for it is within my knowledge, that those very articles, carried by the East India company to India, and which they could not themselves sell there, have been sold by them to private merchants; and that private merchants have made profit upon them at Canton.

By being sold by them to private merchants, do you mean sold by them to private merchants at a profit?—No, at a loss.

If there was a probability of there being so great a demand in China for woollen goods, as you stated in the former part of your evidence, do you conceive that the loss, that the East India company may have experienced from the sale of those goods is to be wholly accounted for by their being a company?—When I say, that it is because they are a great company, I mean of course in that to convey, that they do not carry on the trade in the same way that a private merchant would do. They pay more perhaps for their goods in the first instance; it costs them more to carry them there; they do not take the same means of selling them, that a private merchant does; and generally, I have no doubt, that what is a losing trade in the hands of the East India company, would be a profitable trade in the hands of private merchants.

Why does it cost them more to carry the goods?—Their ships are much more expensive.

To what cause do you attribute their being much more expensive?—They are much larger and more expensively furnished.

Do you know the difference of freight charged to the East India company and to private traders?—The lowest rate of freight the Company pay for one of their China ships, is I believe, about 25 *l.* a ton, and a private ship might be found for the same voyage for 10 *l.* a ton.

Upon which would the insurance be the greatest?—I think there would be scarcely any difference. I speak of a very fine English ship when I speak of a ship at 10 *l.* a ton.

Do you happen to know whether the warehouses in the ports of Hindostan are at the present moment glutted with European merchandize?—I understand the question to refer to Calcutta, Bombay, Madras and Prince of Wales's island. I received a letter yesterday from Calcutta, representing the price of all European commodities to be improving, that the glut had ceased. With respect to Bombay, in some respects there were perhaps too many British goods there, in other instances too few. I should say that the market was not overstocked. The trade with Madras is very limited, and I cannot speak so decisively with respect to that; I believe at Penang the quantity of European goods is not more than usual.

Have you understood that the glut at Calcutta has been very great?—Yes, it was very great perhaps about a year or eighteen months back, but the effect of that glut has been a more extensive consumption, and the glut is perhaps the best thing that could have happened for this country. I think, if I may be permitted to make the observation, that something might be added to our commerce with His Majesty's island of Ceylon, were it not that the duties levied by our government there are so exceedingly heavy as to prevent all commerce. I have a letter from a most respectable merchant there, which I will beg to read; it is dated Point de Galle, the 2d of November 1818, and in these words: "If we had but du'encouragement at Ceylon, " I think we might do well, but our duties are sadly against us; I mentioned them in " a letter some time ago, in the hope of some notice being taken of them, and now " beg to repeat to you, that even on broad cloth, iron, copper, and all articles of " British manufacture, 25 per cent is added to the invoice, and 8 per cent charged on " the aggregate, making a duty of 10 per cent. On cotton cloths, it is still worse, " 25 per cent is added to the invoice, and 12 per cent charged on the aggregate, " making

J. E. Mitchell,  
Esq.

(24 June 1820.)

"making a duty of 15 per cent, which you will allow amounts nearly to a prohibition; was it not for those duties, I think we might take many more things than we do, particularly of cottons; so pray see what you can do. I really think it cannot be known that such duties exist in a king's colony, when the same articles are imported in British bottoms duty free at the Company's settlements; but here there is no difference between British and foreign bottoms." The duties on British manufactures were ordered to be taken off in the ports of India soon after the last charter was granted to the East India company; they pass free into those ports I believe at present.

How are those duties imposed?—By the local government of Ceylon.

Is there any trade carried on between India and China in country ships?—There is a great trade carried on between India and China in country ships, a great trade from Bengal, and a great trade from Bombay, in the products of India; but during the former charter of the East India company, their Indian governments frequently would not permit British staples and manufactures to go to China in the country ships of India; and I believe they still consider that they have the same power they then possessed, and that some of the local governments still exercise it occasionally; although I think this is a point the court of directors would easily relinquish, if it was requested of them.

Can you suggest any modes, by which the export trade from this country to British India could be increased?—I think if the East India company would freely permit the country trade of India, which at present is permitted to carry on trade between India and China, and between China and India, freely to carry British staples and manufactures to China, that such freedom would occasion a considerable additional opening for those goods.

Do you know whether any attempt has been made by British merchants to carry on a trade with Cochin China?—I believe not, for some years past.

Was any attempt, that ever has been made, unsuccessful?—I really cannot speak decidedly upon that question.

Do you think there is an increasing demand for British manufactured goods for the use of the natives of the continent of India?—Yes; I certainly do think the demand for British manufactures on the continent of India will increase, and that it is extending itself into Persia and other countries.

What description of articles of British manufacture and produce generally find a market now in Hindostan?—The printed cottons and white goods of Manchester, and the fancy muslins and goods of Glasgow; there is a considerable demand also for copper, iron and lead, for hardware, glassware, &c. There was an immense demand for empty bottles, which was overdone, but is again reviving.

Are you acquainted with the trade in the Persian Gulf?—During the time I resided in India, I had an opportunity of knowing that there was a considerable trade carried on between India and the Persian Gulf, but I was not myself engaged in it.

Do you consider it an important, and improving trade?—I have just stated, that I consider the trade in British manufactures is increasing, and I believe a considerable portion of the exports from England to Bombay, of British manufactures, have gone to supply the Persian market.

Are there any particular impediments in that trade, which do not exist in any other British trade?—There are pirates in the Persian Gulf, who are very formidable, and against whom an expedition has been lately acting; it will almost always require a naval force from Bombay, to keep the navigation in the Gulf of Persia open.

Would a very small force be sufficient for that purpose?—The Bombay marine has generally possessed three or four ships of sixteen or eighteen guns, and I should think a force of that description quite sufficient to prevent the pirates gaining any great strength; it has required a strong armament to put them down, but that was after they had been suffered to exist for some years.

Do you mean that that number of ships will always be required for the purpose only of securing the trade in the Gulf, or for all the purposes of the port of Bombay?—I should think, though it is not a subject I can pretend to be much acquainted with, that four or five ships of the class I have mentioned, will be necessary to keep the Gulf of Persia free from pirates, and to preserve the passage from Bombay to Bussora, so as to secure the intercourse (overland) between India and this country; there was a period, when our ships of war were withdrawn, that the intercourse was completely stopped, no merchant ship could navigate those seas.

Are the imports of the private trade from India and the eastern seas entirely for the

the British market, or are any part of them imported for re-exportation?—A very large proportion is imported into England for re-exportation to the Continent of Europe; the greater part of the coffee of Java, is for the supply of Holland and Germany.

Have the Americans any advantage over our free traders in that trade, arising from our regulations?—Yes; the Americans are at liberty to carry the produce of Java, or the oriental islands, at once to the Continent of Europe, to one or more ports, as they find it most convenient; whereas our ships are compelled to come to England. They have the same advantage precisely in the trade from India itself within the Company's limits.

Are you acquainted with the trade from India in British ships to the port of Liverpool?—Since the free trade has existed, we have had several ships consigned to us from India to the port of Liverpool.

Have the traders to the port of Liverpool, any superior advantages to those who trade to the port of London, arising from the delays previous to the breaking bulk in the port of London?—Most certainly; the port of Liverpool has an advantage over the port of London in many respects; the dock dues are much less, and the delays in the docks are much less; in fact, a ship may be cleared in Liverpool in the course of ten days after her arrival; by the utmost expedition, it will take thirty in London.

Is not that delay peculiarly detrimental to the trade, which consists in re-exportation from the port of London?—No doubt it is; I think I have seen a calculation that, from these causes, a ship could afford to carry on trade with India from Liverpool, at from one to two pounds per ton less than from London.

Do those disadvantages, in your opinion, arise principally from the nature of the port of London, or from the different regulations that are adopted in it?—They do not arise from the nature of the port of London; on the contrary, London is better situated than Liverpool, being nearer the Continent; they arise principally, in my mind, from the expensive establishments of the docks, and the extreme delays occasioned by those establishments.

Can you suggest any mode by which those inconveniences might be removed, without prejudice to the revenue?—I believe there is a measure now on foot to bring that subject before Parliament, on the part of the merchants who feel the inconvenience of it; an enquiry into the charges and delays in the East India docks, the London docks, and the West India docks.

Do you conceive that that measure which you have said is under consideration, would extend to the revenue that arises from the duties upon tea?—No; the East India company conduct all their business in the East India Docks, and as regards their tea, I never heard of any complaint. The measure to which I allude, is a measure on the part of the private merchants, and applies to all other commodities except tea; but is not with any view to the customs, levied on any particular commodity, but with a view to reducing the charges paid to the dock companies, and expediting the unloading of cargoes, and bringing them forward for sale or for export. It does not appear to me that, if accomplished, this measure will in the least endanger the security of the revenue; on the contrary, it would improve the revenue, by giving a greater facility to commerce.

Do you conceive there is any mode by which so large an amount of revenue arising from the trade with China could be secured to the Government of this country, in an equally advantageous manner, as by the existing mode of confining the tea trade to the port of London?—So long as the tea trade is exclusively vested in the East India company, I consider that the present system is probably the best and safest for the revenue; but if the China trade was thrown open to British commerce, I have little doubt that the revenue produced from it, would greatly exceed the present revenue.

From what causes would that increase arise?—The tea would be brought home by the free merchants much cheaper than it is brought at present, and would therefore, as it appears to me, be consumed in greater quantity; we have always found that cheapness increases consumption.

Are you able to say what proportion the quantity of tea furnished by the East India company to the Continent of Europe, bears to that which is supplied from other quarters?—I have lately understood that the quantity of tea carried by the Americans and others during the last year, to the Continent of Europe, was between two and three millions of pounds weight; and I think I have also understood, that the quantity

J. F. Mitchell,  
Esq.

(24 June 1820.)

J. F. Mitchell,  
Esq.

(24 June 1820.)

quantity of tea exported from England during the last year, does not amount to two millions of pounds, that is, to the Continent of Europe and to our North American colonies; I cannot separate the two.

Can you state to what part of the Continent of Europe the greater part of the export tea trade from this country goes?—No, I cannot.

Do you happen to know, whether, at present, the warehouses of Amsterdam and Altona are overstocked with the produce of China?—I cannot speak particularly to those ports, but I believe there is a very considerable stock of the produce of China in Europe generally at present.

Have you reason to think that the existing distress in the United States of America is in any degree owing to their having overtraded in China?—I should think that the existing distress in America may be partially owing to their having overtraded in China, although I should rather say to their having overtraded generally, much as we have ourselves done; and I should ascribe more to the change which has taken place in their currency, following the change in this country.

The Witness is directed to withdraw.

Ordered, That this Committee be adjourned to Tuesday next, twelve o'clock.

*Die Martis, 27<sup>o</sup> Junii, 1820.*

The MARQUESS OF LANSDOWNE in the Chair.

*George Lyall, Esquire,*

Is called in; and Examined, as follows:

G. Lyall,  
Esq.

(27 June 1820.)

HAVE the goodness to state what is your profession?—I am a merchant and ship owner, principally connected with the trade of the East Indies as a ship owner.

Have you any knowledge of the trade carried on between this country and China, or the adjacent countries?—I have a general knowledge of the trade.

How, in your opinion, do some of the restrictions imposed on this trade, in the East India company's favour, operate to the prejudice of other British interests?—They operate in this way; they prevent the private trader carrying the commodities of any part of the world to China, and they also prevent our bringing from China the produce of China, to any other part of the world.

Do they in your opinion, so operate, without any advantage to the East India company's monopoly?—I think they do, in many respects.

Will you state your reasons for that opinion?—They prevent our carrying the produce of China directly to the Continents of Europe or America; which trade is open to the Americans, or any other power. The Americans and other powers also can take the commodities of this or any other country to China, from which British private traders are likewise excluded; and as the East India company do not carry on any direct trade from China to the Continent of Europe or America themselves, (and I believe are prevented by their charter from doing so), the effect of the restrictions is to force a valuable trade (in which this country would participate largely), entirely, into the hands of the Americans, and other foreign nations, without any British interest whatever deriving any advantage from it, not excepting the East India company; so that in fact, they may be considered virtually as establishing a monopoly in this country in favour of America, to the exclusion and prejudice of the whole British community.

Do not the Americans actually carry on this trade, and to what extent?—That they do carry it on to a very considerable extent, to the exclusion of the importations of China produce from this country to the continent, appears from this, that the whole quantity of teas exported from this country to the continent, in the year 1818, is shewn by a statement moved for in the House of Commons, to be only thirty-eight thousand pounds weight, whereas I have seen a statement within these few days, by which it appears that the quantity imported into Holland and Ham-burgh only, by the intervention of the Americans, during the year 1819, was upwards of eighty thousand chests.

What



G. Lyall,  
Esq.

(27 June 1820.)

What is the average weight of a chest?—About seventy-four pounds, I believe.

When you stated that thirty-eight thousand pounds weight of tea were exported to the Continent of Europe, did you include the ports of Hamburgh, Altona and Bremen, as well as Amsterdam?—All the ports of the Continent.

Are you acquainted with, or have you ever been concerned in the trade in furs carried on between the north-west coast of America and Canton; and if so, state what you know thereupon?—My father was concerned in that trade several years ago; the nature of it is this: British manufactures of different sorts were sent out from hence to the north-west coast of America, and there exchanged with the inhabitants on that coast for furs of various descriptions, which furs were, by special licence from the East India company, allowed to be taken to China, and there sold for dollars; which dollars our supercargoes were obliged to pay into the East India company's treasury there, who gave them bills on England, at twelve months sight for the amount.

Is that trade still carried on?—I do not know to what extent it is carried on at present, but my father was induced to abandon it from the disadvantages under which we laboured in carrying it on, as compared with the Americans, who were enabled to exchange their furs for the commodities of China, and to take those commodities to any market which might afford a prospect of a beneficial sale; whereas our ships were of necessity compelled to return without any cargo to this country, and consequently without any freight. I ought to mention, that the Americans got about twenty per cent more for their furs in consequence of their being enabled to take other commodities in exchange for them, which advantage alone would make a difference of about 2,000 *l.* in the proceeds of the last cargo that was sold by us in China. I have also heard from good authority, that in consequence of the disadvantages I have stated, nearly the whole of that trade has fallen into the hands of the Americans, and has been carried on by them since almost exclusively.

Have you in your possession any cargo or other book which would enable you to speak as to the mode of carrying on this trade, and the principal articles of barter?—I have a cargo book in my possession, which will confirm what I have stated with respect to that trade. The book of the ship Prince William Henry, one of the ships so employed.

State what are the principal articles of barter mentioned in that book?—It appears by this book that iron in bars, hardware, tea kettles and other articles of ironmongery, sheet copper, beads, buttons, and blankets and trinkets, were the principal articles of barter upon this voyage; but on a subsequent voyage, coarse woollens, broad cloths, seem to have formed a predominant article, together with hardware and some carpenters' tools and muskets.

Are you acquainted with any particulars of the seal skin fishery, or what is commonly called skinning, and the trade in seal skins with China; and if you are, state the particulars of your knowledge?—The trade in seal skins with China, has been I believe exclusively carried on by the Americans, as our ships were not permitted to take them there.

Have you any knowledge of that trade yourself?—I have never been concerned in the trade myself.

Can you give any information to the Committee upon that subject?—By our exclusion from China, we have been deprived of an advantageous market for our seal skins, which has always been and is still open to the Americans. A very respectable ship owner engaged in the southern whale and seal skin fishery, has informed me, that several years ago he brought a cargo of skins to this country, which he sold for a thousand pounds, but which, had he been permitted to take to China, he could have sold for ten thousand pounds at that period. Skins have since become much more valuable here, comparatively, than they were many years ago, in consequence of a discovery which was made of separating the hair from the fur; since that discovery, this country has afforded a better market for them; but the Americans (those concerned in the fishery tell me) have nearly exhausted it; they are caught on small islands and rocks in the high southern latitudes. They are now become extremely scarce in those places where they were formerly found in abundance.

Have you any ship or ships employed in the southern whale fishery, and particularly within the limits prescribed for licences in the 53 Geo. III. chap. 155?—I have; I sent a ship to fish within those limits about six months ago.

Have you experienced any inconvenience or obstruction in the prosecution of this fishery, from any law or regulation now in force, and which gives advantage to foreigners

G. Lyall,  
Esq.

(27 June 1820.)

foreigners, to the prejudice of British traders?—The greatest difficulty I found, was to ascertain the precise extent of the limits within which she might be allowed to fish, those limits having been so frequently altered and modified by the various Acts regulating the South Sea fisheries.

There are limits from which the British adventurer is precluded, which are open to foreigners?—That is the general understanding.

Can you state from the map what the extent of those limits is?—I have consulted several persons most experienced in the southern whale fishery, and who have the largest interest in it, and the general opinion is, that ships after passing to the 51st degree of east longitude, shall not pass to the northward of ten degrees of south latitude, until they shall be to the eastward of 115 degrees of east longitude, and that thence until eastward of 180 degrees, they shall not pass to the northward of ten degrees of north latitude; that is the opinion on which the owners now act, which excludes us from seas which I am led to believe would afford a productive fishery.

Have you ever seen a chart of the world, which states or affects to state the extent of the limits from entering into which all persons are proscribed by the monopoly of the East India company?—Yes, I have.

Look at that map, and see whether you have ever before seen that map?—(a Map being handed to the witness,) I have.

Have you examined it?—I have.

Do you believe it to be correct?—I do. (*The Map is delivered in.*)

Does not it appear from this map, that by the East India company's monopoly we are excluded from all that coast or sea which extends between the 64th and the 150th degree of longitude, and between ten degrees of south latitude and 60 degrees of north latitude, or how otherwise?—I believe the map means to convey, that we are excluded from entering the limits of 11 degrees of south latitude, within the degrees of longitude specified by the question.

This restricted space is open to licences of two kinds, either granted by the East India company or the Board of Control?—It is.

But to enter into any part of it, some licence is necessary, either from the one board or the other?—Yes.

Is not the system of imposing restrictive regulations, although removeable by licences, still injurious to commerce and navigation?—I think it is.

Can you state any instances, or any arguments, which induce you to form that opinion in addition to the general principle?—It has a very decided tendency to perplex and render uncertain all commercial operations.

Has it not been particularly inconvenient in the prosecution of the southern whale fishery?—I think it has, because the limitations of that fishery have been altered, I think, five or six times within about five-and-twenty years, so that it would frequently happen that two or more ships might be out fishing at the same time, with different limitations and regulations for their guidance, and no doubt that has happened.

Where is the injury of that, if each ship knows its own limits?—It only shews the great and perplexing uncertainty those restrictions and alterations may have a tendency to produce on the minds and proceedings of masters of ships in that trade, who are much more in the habit of consulting and following each other than of reading Acts of Parliament, of which they must be, from their education and habits, very bad interpreters: such restrictions certainly damp and repress the spirit of commercial enterprize generally.

Is not the present trade between India and foreign Europe in British ships, confined to Malta and Gibraltar?—It is.

Would it not be advantageous to British merchants and ship owners, to have this privilege extended to other ports in the south of Europe; and if so, to what ports, and in what extent?—I am not aware of any reason why there should be any limitation to particular ports.

Are you convinced that the limitation is inconvenient?—Certainly it gives the ships of foreign powers an advantage over British ships in trading generally to the Mediterranean, because it imposes the necessity of a trans-shipment of the goods, to carry the produce of India to any other port in the Mediterranean, except Malta or Gibraltar.

Would the extension of this privilege be injurious or otherwise to the East India Company's trade, or to the trade generally between Britain and the south of Europe?—I do not think that it would be prejudicial, either to the East India company, or to the trade between Great Britain and the south of Europe.

Does

G. Lyall,  
Esq.

(27 June 1820.)

Does not the Act of 53 George III, limit the importation and exportation of merchandize between India and England to vessels of not less than 350 tons?—It does.

Would it be advantageous to the merchants engaged in this trade to be allowed to employ smaller ships or vessels?—I think in many cases it would be advantageous.

Do you see any inconvenience likely to result from the employment of vessels of a smaller size?—No, I do not, from the merchants having the power of employing such vessels as they may judge expedient and most suitable for their purpose.

What advantage would attend the employment of small vessels in the fishing or the skinning trade?—Small vessels are allowed to be employed in those trades by licence from the Board of Control, even within the limits of the East India company's charter; small vessels are also permitted to bring the produce of the East Indies to Malta and Gibraltar; that is, vessels not under 260 tons.

What rate of freight do the East India company pay for ships employed by them in the Indian trade?—The ships which they have taken up for that trade during the last two seasons, have, I think, averaged from ten to thirteen pounds per ton freight.

Do they take them for more than one voyage?—In the last two seasons they have taken them up only for one voyage.

What freight do they now pay in the China trade?—The ships engaged for the China trade during the same period the last two seasons, I think will average from 24*l.* to 26*l.* per ton register, and I believe half freight for surplus tonnage.

Have not they the further disadvantage in taking ships for the China trade, that they do not take them for one voyage only, but for four or five?—They take them for six voyages generally.

They entail upon themselves therefore, for six voyages, that additional freight?—They must, of course, pay that rate of freight for which they are engaged, until the expiration of the time stipulated in the respective charters of those ships.

Whence does this enormous difference in point of freight arise?—Those ships, and their establishments of officers and outfit, are generally more expensive.

Do the private traders export to Europe any articles of Chinese production, or those of India, or the Indian Archipelago?—Tea they cannot import, even circuitously, into this country; and with respect to any other articles, the importation must be very limited.

Do you know whether there is a considerable import of other articles, excepting tea, by the Americans to the ports of Europe?—I believe the Americans import to Europe nankeens and silk; I do not know to what precise amount.

Do you imagine that the trade between the Indian Archipelago and India and this country, by private traders, is considerably embarrassed by the late regulations in the port of London?—I am not aware that that trade is more embarrassed by recent regulations in the port of London, than any other; but the East India dock rates, in which all ships coming from China or the East Indies must discharge their cargo, are much higher than those of any other dock, which is a disadvantage that trade peculiarly labours under.

Is not the time necessary to land goods passing through the customs in the port of London considerably greater than in the port of Liverpool?—I have always understood it is.

Do you know to what circumstances that increased delay is to be attributed?—I do not know to what particular circumstances. I conceive our custom-house and excise regulations generally are very perplexing, and occasion much delay and inconvenience; they are universally complained of; there is a greater degree of business here; there are greater facilities given at the out-ports than probably can be afforded where there is so great an extent of business as in the port of London.

In what proportion are the rates of the East India dock, higher than those of other docks?—The East India dock rates, are now 12*s.* per registered ton, for every ship that enters the dock; in the West India dock, the dock rate is 5*s.* per registered ton, and in the London dock I think it is fifteen pence only, on the registered tonnage; but in the London dock rate, the expenses of discharging the cargo are not included.

What do you consider the average expense of discharging a cargo there?—The secretary, or one of the authorized officers of the London dock company, gave in evidence before a Committee of the House of Commons, that they would discharge the cargoes of ships which might come into their docks, at 2*s.* or 2*s.* 6*d.* per ton additional rate.

Are those rates generally regulated by Act of Parliament?—The rates are not specifically regulated by Act of Parliament, but the proprietors are prevented from

G. Lyall,  
Esq.

(27 June 1820.)

dividing more than a certain profit upon the capital invested in those respective companies.

Is the East India dock the property of the East India company?—It is not; the directors of the East India dock company are by Act of Parliament, composed (I believe exclusively) of East India directors, or owners of regular East India ships, which are large ships engaged for six voyages, and entirely navigated by the East India company's own officers, and more immediately under its jurisdiction and controul.

Are you aware, whether any considerable proportion of the shares are held by East India directors and East India owners?—Those who are directors, necessarily hold a certain number of shares.

Does the obligation to go into the East India dock, occasion great delay before the cargoes can be landed?—Delays have been complained of in the East India docks, certainly; recently, in consequence of representations made to the directors of that dock, greater facilities have been given, but the dispatch is not equal to what is given in the West India dock.

If not compelled to go into those docks, would the greater number of ships for their own convenience make use of them?—To a considerable extent, I think they would, because the river hardly affords sufficient accommodation for the shipping of the port.

Do you happen to know, whether the warehouses at Amsterdam and Hamburg, are much overstocked with China produce, at the present moment?—I am not aware that they are.

Do you conceive, that the fur trade the Americans have carried on with China, has been a very beneficial trade to them?—I think it has.

Are you sufficiently acquainted with the trade of the Americans, to be able to say whether you think it is the most profitable branch of trade in which they have been engaged with China?—No, I am not sufficiently acquainted with their trade to say that; but I have always understood it was a very profitable one; and their persevering in it, and carrying it on to the extent they have done, appears to confirm that opinion.

Are you at all acquainted with New Zealand?—I am not; I believe the inhabitants are in so barbarous a state, that no commercial intercourse to any extent, can be carried on with them; but I have been informed, that the navy board have either imported or sent out ships to import timber from New Zealand.

What species of timber?—Timber for naval purposes. For some years past, the Americans have carried on a considerable trade, I understand, in skins from New South Wales to China, from which we of course, are excluded, though in possession of that colony; and with reference to the fur-skin trade particularly, I may take this opportunity of giving my opinion, with deference to your lordships, that the unrivalled skill and enterprize of our navigators, have made discoveries at a great expense to this country, from which, in consequence of our own restrictions, the Americans have derived all or nearly all the benefit.

Can you state what the freight of the private trade to India, has been for the last two years?—It has been generally still less than the freight paid by the Company. From the very depressed state of shipping, the freight which private merchants have paid for the ships they have employed, has, I think, not averaged more than 7*l.* a ton for the last two years, upon ships not chartered.

Is the private trade principally conducted by ships going from England to India, or ships of Indian property coming to this country and returning?—Principally by ships going from England to India, and British property.

If licenses could still be obtained for carrying the fur and skins purchased on the north-west coast of America, to Canton, and the course formerly adopted, were again pursued, of obliging the merchants to sell their cargo for dollars only, and to pay the proceeds into the treasury of the East India company, receiving bills upon London in exchange, should you, under the last Act for the renewal of the charter of the East India company, think it advisable to engage in that trade, purchasing a return cargo in India, or the eastern islands, with the bills received upon London?—I am not quite sure, that under the present charter, we should be permitted to go from China to India, without a special licence from the East India company.

Supposing such a licence could be obtained?—Supposing such a licence could be obtained, it would give an additional facility to the trade, beyond what we possessed before; and supposing, also, that ships of a small tonnage were allowed to go, because it would be desirable only to employ such ships in the fur trade.

Would

Would it, under the circumstances supposed, become again an advantageous trade, in your opinion?—I think those facilities which are proposed to be given to the trade, would contribute to render it more so; but I would still observe to your lordships, that however profitable that trade might be, if we were not exposed to American competition, under the comparatively more advantageous circumstances now presumed; yet, being exposed to that competition, the profits of the trade must ultimately come to that level which would be formed by the greater facilities given to the American trade, and consequently, we should in the nature of things, as applicable to trade in general, be eventually excluded from it by the rivalry of more favoured competitors.

G. Lyall,  
Esq.

(27 June 1820.)

[The witness is directed to withdraw.]

*Charles Everett, Esquire;*

Is called in; and Examined, as follows:

Have the goodness to state what is your profession?—That of an American commission merchant.

C. Everett,  
Esq.

With respect to American trade generally, or any particular branches of it?—My business is purchasing, and shipping to the United States and to other parts.

Are you acquainted with the circumstances attending the American trade to China and the East?—My knowledge of that trade is very limited indeed; I have only to collect the goods from the manufacturers and ship them.

So collecting the goods, are you intrusted with a discretion as to the quality and selection of the goods that are so exported?—Yes, subject to the orders of my correspondents.

What description of goods have you lately selected for the purpose you have described?—I must decline answering that, as it would be exposing the information derived from my correspondents.

Are you an Englishman or an American?—An American. I have no objection to state that the goods I have generally selected, have been chiefly woollen; with respect to particulars, I should rather refer the Committee to my employers, who are now in town, and would be happy to give every information.

Have you any objection to state generally, whether the commission trade to which you have alluded, has considerably increased of late?—It has increased gradually. I have been engaged in it now about two years and a half.

State, generally, what description of articles you have been in the habit of selecting for exportation to India or China?—We have taken cloths, stuffs and woollen goods pretty generally, and cotton goods of various kinds, such as calicoes and other articles; we have shipped of all kinds of manufactured goods; the woollens are the great article.

Coarse or fine woollens?—Of various qualities.

Are you aware of any difficulty, from the mode in which the American trade is carried on, having occurred in the disposal of those goods, and in procuring returns for them?—I understand they are obliged to use great caution to keep the quantities concealed; that if the Chinese should know that a large quantity was in the market; they would not give much for them; and we are obliged, instead of continuing our numbers as we ship, to begin number one repeatedly.

Do you conceive the difficulty to arise from the cunning of the merchants, or the jealousy of the government?—From the cunning of the merchants, and perhaps from the jealousy of the government.

Are you aware of disputes having frequently arisen between the commanders of your vessels and the Chinese government?—I do not know of any.

State, generally, in vessels of what size and description this export trade has been carried on?—The American vessels are perhaps about one half the size of those taken up by the East India company, from 350 to 500 tons.

Without asking you as to your own particular trade, do you think this trade of export from this country in American vessels to China and the East has greatly increased?—I can only speak as regards myself; the whole shipments have been very moderate, as far as I have known of them.

Do you mean lately, or for a number of years?—Since I have been engaged in the trade.

Have you any objection to state the rate of freight per ton, at which those shipments in general have been made?—The shipments I have made, have been carried by the owner's ships; I do not know what the rate of freight would be.

*C. Everett,*  
*Esq.*

(27 June 1820.)

Can you state the number of American vessels that have gone to India and China within the last year direct from this country?—I know but of two vessels that have cleared direct from this port to China.

Can you state the number of vessels which have cleared from this port, with a view, in the course of the voyage, of touching in India or China?—No, I do not know that I can.

Is it the ordinary course of American vessels leaving the port of London, that are in the course of the voyage to touch in China and India, to go direct or otherwise?—They generally touch at some port, sometimes at Gibraltar, sometimes at Batavia.

The witness is directed to withdraw.

Ordered, That this Committee be adjourned to Friday next, Twelve o'clock.

*Die Veneris, 30<sup>o</sup> Junii, 1820.*

The MARQUESS OF LANSDOWNE in the Chair.

*Captain James Robert Oliver;*

Is called in; and Examined, as follows:

*Capt.*  
*J. R. Oliver.*

(30 June 1820.)

WHAT has been your profession?—I have spent about sixteen years in the marine service of the East India company, and about seven or eight in private mercantile pursuits, in different parts of the world.

During what period were you in the service of the East India company?—From the year 1796 until about 1814, at intervals.

Were you, during any considerable part of that period, employed in the China trade?—I made one voyage to China.

Had you any opportunity of observing during that time, the progress of the trade of the United States with the port of Canton?—I have watched the progress of it, with some opportunity of knowing how much it interfered with our own trade; having been in America twice, and being acquainted with the owners of ships trading to China.

To what circumstances do you attribute the increase of that trade?—To the spirit of adventure, and to the unrestrained manner in which it is carried on; to the great facilities afforded by the American government to its citizens, and the aid which is afforded by capital from Europe.

Have the Americans, in your opinion, any peculiar advantages for carrying on that trade, which would not apply equally to the British free trade; supposing it to be relieved from the restrictions to which it is now subject by law?—I am of opinion that we might carry it on, on the same terms, with equal advantage to this country, if it were allowed to be carried on in ships of less tonnage, and where less capital would be required.

Have you, in any instance, observed any inconvenience to result to the American trade, from the smaller size of the vessels in which it is carried on?—None whatever.

Are there, in your opinion, any circumstances peculiarly attaching to the commerce or revenue of this country, that would make it expedient that the trade should be confined to larger ships than those generally employed by the Americans?—I cannot conceive any good reason why it should be confined to ships of large burthen; on the contrary, they are difficult to navigate in several parts of those seas, from the draught of water: it is attended with much more expense in all ports all over the world, to conduct a large ship. I have memorandums by me of two ships; one of the burthen of 1,100 tons, and one of 350 tons; both of which I loaded myself in England, and discharged in Calcutta; I know the expense attending the ship of 1,100 tons, was eleven hundred and odd pounds; the ship of 350 tons stood me in about £. 170, which was a very material saving.

Do you think that this would generally apply to ships of large and small burthen; or was it any peculiar circumstance in that instance that occasioned this great difference of expense?—I consider it to be always the case in that proportion: the principal ports of trade in the east lie far up navigable rivers; such as Surat, Calcutta, and Canton: of course it is much easier for a ship of small draught of water to navigate up to the principal port of trade, than for a large one; in fact, they cannot

do

Capt.  
J. R. Oliver.  
(30 June 1820.)

do it. Sometimes the expense falls very heavily upon the adventure; and in all roadsteads, the distance they necessarily take from the shore, incurs an additional expense of boat-hire, particularly at Madras, which is regulated accordingly, by the master-attendant; besides the danger large ships are exposed to, of being blown out in gales of wind.

Are you of opinion then, generally speaking, that the proportion of burthen, being as three to one, the proportion of expense may be considered as seven to one, as applied to the trade under consideration?—I believe that to be a fair estimate.

Do the circumstances to which you have alluded, as making it preferable to navigate in vessels of smaller burthen, apply in as great a degree to the trade with the islands as to the trade with the Indian continent?—I believe that smaller vessels would be found to answer still better in the straits and eastern seas, than in other parts of India; vessels of no greater burthen than 100 tons; in fact, the smaller the greater advantage in approaching the places of trade.

Are you at all acquainted with the trade to Java?—I have never been at Java, but know something of its trade generally.

Are you of opinion, that, if an unrestricted intercourse were permitted with the port of Canton in British built vessels, an increased demand would arise in the Chinese empire for British manufactures and productions?—I have reason to suppose there would be an increased demand, because, in spite of all the restraints imposed by the company, there is much clandestine trade carried on every season in articles which the company take exclusively to themselves.

In what mode is that clandestine trade carried on?—It is taken on board ships that load for China; it is not with any view of injuring the revenue, because there is no duty on those goods, nothing but the trouble of entering them, but that the private traders are not permitted to meddle with them.

Would it not be of considerable advantage to English free ships were they permitted to engage in the Chinese trade, as compared with those of the United States, which sail directly and indirectly from England, with the manufactures produced in this country, without having a previous voyage to make across the Atlantic, as far as relates to the export of those manufactures to China?—Certainly they would have the advantage of saving a great deal of time; because a voyage to China may be performed in less than four months from England; but it cannot from America, being to leeward with the north-east trades, be done in much less than six; Americans coming to England, save their voyage, and make a considerable profit by their cargo of tobacco, or flour, or cotton, or other produce of the United States.

Would it not be a considerable encouragement to mercantile adventure with the East Indian islands, if vessels engaged in that trade were permitted to extend their voyage to the port of Canton to make up their cargoes?—I think no inconvenience would be experienced by the East India company from it; and that it would be very profitable to those engaged in it.

Can you state to the Committee at what rate per ton the vessels in the service of the East India company are generally navigated?—They have been navigated at 47<sup>l</sup> in war, and 33<sup>l</sup> in peace; now they take them up at eleven guineas for India, and I think seventeen for China, the extra ships.

Can you state at what rate per ton the American vessels are navigated to China?—Their cost is less than one half of an English ship.

Referring to the last price you have mentioned?—Yes; they were building ships about three years ago at seventeen dollars a ton, and we cannot build the most inferior ship in this country for less than 10<sup>l</sup> a ton, so that they have a great advantage over us in point of freight.

Can you form any opinion, whether the expense per ton of a British vessel engaged in the free trade, if it were permitted, would be greater or less than that of an American?—It would still be greater than the American.

Owing to what circumstance?—Materials are so much dearer in this country, and our equipments are much more expensive.

The wages of seamen are less, are they not?—The wages of seamen are much alike.

Do you not conceive, however, that the advantages enjoyed by an English shipper in other respects, would be such as to counterbalance any difference in the expense of fitting out a ship in the private trade in England and in America?—Yes; I think we could prosecute a voyage to much greater advantage, supposing that a ship destined to China was to take a portion of her investment on board in specie, that

*Capt.*  
*J. R. Oliver.*

(30 June 1820.)

specie could be obtained lower in London than in any part of America; the goods would of course be obtained at the same price as the Americans supply themselves here, but it is most likely that that part of the cargo would be furnished upon credit. We are enabled to take articles from Great Britain which the Americans cannot supply to the China market without coming here for them; such as copper, tin, lead and iron, broad-cloths and camblets. Tin has ceased to be profitable to the East India company, though it might be to individuals. The Americans cannot supply either of those articles, because they have not yet found the metals, or have discovered them to a very trifling degree; the same with regard to the woollens and camblets, which they have not attempted to manufacture, unless as a mere experiment.

Could not the Americans get tin at Banca?—No; since the re-establishment of the Dutch power in India, they have monopolized that article entirely; they could buy it at the public sales at Java, but it would be at a price that would not pay them when carried to Canton.

Could the Americans trade with Canton with tin purchased at Java, to a greater advantage than the English merchants could with tin carried out from England?—I believe they could not; I believe if the opportunity was afforded to individuals, once more to export tin to China, they would do it with advantage.

If the trade with Java was thrown open, would it annihilate the trade of tin from England?—No, because the quantity of tin that is produced at Banca is very well ascertained.

Can you state to the Committee any circumstances connected with the country trade carried on from the dominions of the East India company to the eastern islands?—It is not carried on to that extent which it was formerly, entirely owing to the interference of the Americans; we can no longer collect a cargo of pepper at Sumatra, because the Americans send there about forty sail of vessels, averaging about 200 tons burden, many of them much less.

Are those vessels, do you apprehend, particularly built for the Sumatra trade, or are they the American vessels generally employed?—Any description of vessels; I know some of them that have been at some times built upon to make them larger; sometimes cut down to make them smaller.

You conceive them to be employed in that trade of the particular burden you have stated, from its being found from experience to be best adapted to carry it on?—Assuredly; the coasts of that island are surrounded by coral reefs and shoals, which make it impracticable for a large ship with a great draft of water to navigate them with any safety.

Does not that circumstance apply equally to most of the islands that form the Indian Archipelago, and the adjacent seas?—I believe those seas abound in sunken rocks and shoals, of which we have but a very imperfect account.

Have the English ships hitherto employed amongst those islands been of large or small burden?—What few have been employed sailing from the ports of India have been of small burden, but not so small as the American ships in general.

Have not vessels of a larger description sailed directly from this country to those islands since the last alteration in the East India company's charter?—I do not know that; on the contrary, we are excluded from going into those seas unless by a special licence.

Do you know of no instances of vessels with a special licence from the East India company, and exceeding 350 tons in burden, having engaged in the trade with the islands of the Indian Archipelago?—I believe at this moment one has proceeded; I know of another ship which has gone to Manilla, without (I understand from the proprietor) having taken the trouble to apply for a special licence, or to ask permission of the East India company.

Are you aware of any instance in which such a licence has been applied for and on any ground refused?—Never.

Are you of opinion, that if the limitation with respect to tonnage was removed, and the vessels were allowed to sail without a licence from the East India company, such adventure would be undertaken directly to trade with the eastern islands?—I think I can most boldly assert, that it would be entered upon with alacrity. At present, I think, it would involve too great a risk; I mean with regard to the required tonnage of the ship and its consequent expense.

Are not many of the productions of those islands so considerable in value, in proportion to their bulk, as to make it particularly desirable to export them on that account



account in vessels of smaller dimensions, from the difficulty of making up a cargo for a larger vessel?—That is the case; the commodities of those seas are small, they do not occupy much bulk, but are of great value.

*Capt.  
J. R. Oliver.*

Are the premiums of insurance from this country to China or Calcutta the same upon large ships as small ones?—I find that to be the case, that there is very little distinction made; nothing can be lower or more encouraging than the premiums of insurance.

(30 June 1820.)

Are you of opinion that, although not recommended in other respects, as being calculated for mercantile adventure, large ships are preferable in those seas, as being less exposed to the depredations of pirates?—A ship-rigged vessel commands respect, no matter how small; it would be imprudent to go unarmed, although the Americans do carry on their trade very safely in vessels unarmed.

Are not their vessels all square rigged?—There are some schooners of eighty tons.

Have you understood that the Americans have sustained any material inconvenience in any branch of their Indian trade from the attacks of pirates?—In very few instances indeed. I happened to know one gentleman who commanded a ship to the coast of Borneo from Salem four or five voyages, he always met with a friendly reception; but in the last instance he did discover some treacherous design against him, which he escaped; it requires, of course, a degree of vigilance. I think we are rather mistaken with respect to the general character of the Malays; although there are certain islands that are piratical, I believe they are persons in a state of revolt from their governments, organized as they are in that part of the world. I do not think it at all the general character of the Malays. If an individual fell in among the Ladrone Islands with a small ship, they would molest him and make him a prisoner; and take the ship if they could; but we are not to infer from that, that the Chinese are of a piratical character; although they appear to be one and the same people, they are outlaws who have multiplied in population, and consolidated themselves in power.

Do not the Chinese carry on a considerable trade in vessels of their own build with the eastern islands?—To an immense extent; the junks are passing as freely in the China seas to all those islands as British ships pass across the Atlantic.

What description of vessels in size and equipment are those junks?—They are of various burdens, from one hundred to four hundred tons, greater and less, I believe.

Do they experience any considerable inconvenience from the attacks of pirates?—I never heard of an instance.

Is it not probable that vessels of European build, and of the same size and equipment, would be as able to protect themselves from the attacks of pirates, as Chinese vessels of the same description?—Much better, from the nature of the armament; the Chinese use stones from slings and pikes, we use cannon and muskets.

Are you aware of any prejudices or opinions entertained by the inhabitants of the Chinese empire, that would have the tendency of preventing their consuming British manufactures?—I cannot conceive that they have any; on the contrary, they have a great avidity to purchase them; our broad cloths and Norwich camblets are immediately saleable.

Do you not conceive it probable, that were a free trade open to British adventurers with the port of Canton, articles of British manufacture not now consumed by the Chinese, would become objects of their taste and desire?—I do not doubt it; it is only very recently we have introduced British manufactured cottons there, (white calicoes chiefly) which found a ready sale.

Can you state any circumstances relating to other parts of the coast of Asia, which would lead you to expect an increased intercourse with those countries in the event of that intercourse being permitted through the channel of a free trade?—There are many valuable commodities in Cochin China, and in the Gulf of Siam, which are adapted to European consumption, particularly sugar, which I consider to be the cheapest and as good as any I have ever yet seen; I saw a sample of Siamese sugar in Boston, which had been brought in an American vessel; nothing could be finer. I think there could be no doubt that general intercourse might be prosecuted with great success; at all events the experiment, being made on a small scale would soon shew.

Do you know the draught of water of a Chinese junk of four hundred tons?—They draw very little water, they are flat-bottomed; a junk of two hundred tons would not draw more water than a British vessel of one hundred tons.

*Capt.*  
*J. R. Oliver.*

(30 June 1820.)

Do you know whether the greater proportion of tea which the Americans export from China is used for their own consumption, or is carried to Europe?—I conceive that one-half of the tea is used in America, and the other half in Europe.

Are you aware that a large quantity of tea is brought from China to Europe circuitously through America?—They have no occasion to bring it circuitously, because they can come direct to any port in France, or any part of the Continent, and they do.

Have you reason to believe that any large quantity of tea is brought circuitously through America to the Continent?—No; I do not think it is to the advantage of the Americans to make a second shipment of tea; the tea comes direct from China to various parts of the Continent; a great deal of it is imported to Hamburgh, Havre, and the ports of the Mediterranean.

Are you in possession of any particular information or documents that lead you to doubt the fact of a circuitous commerce in tea being carried on by the Americans to Europe through America?—I do not think it is to their advantage, when the great consumption of tea in America is considered, to make that circuitous voyage, while they can do it direct.

Are you aware that a considerable portion of the tea which is carried to America from Canton in American vessels, does not appear to pay duty in the United States?—That point I cannot speak to; I consider the trade in tea to be a valuable branch of revenue to the United States as well as to this country.

Do you know whether the teas exported by the Americans from the port of Canton are, generally speaking, of the same or an inferior quality to the teas exported by the vessels of the East India company?—I do not think there is any difference: what tea I have by chance used in France was imported in American ships, and was the same, or indeed better, than I could get in this country: the tea is much fresher than any tea we consume here, from the circumstance of the tea in this country continuing so long in the warehouses.

Are you acquainted with the navigation of the Persian Gulf?—I am acquainted with those persons who have been concerned in the trade.

From the information of those persons, do you believe that the navigation of the Persian Gulf is liable to any extraordinary danger from pirates or any other cause?—That is the only danger that we know of: they have been lately subdued.

Do you believe that free intercourse with Persia by the Persian Gulf would open a very advantageous vent for British commodities?—I judge so from the particular circumstance of the ships which are engaged in that trade between India and Persia being of very large burthen; they are all large ships.

What are the commodities in which they trade?—Sugar, rice, indigo, some piece goods, and raw silk.

What do they obtain in return?—They obtain block copper and bales of carpets, I believe as fine as any Mexican copper, which stands highest; they come home light generally; their 'tween decks are generally filled with horses; the ships are so built as to bring home eighty or a hundred horses, which are a very valuable article of trade to India.

Do you conceive, that a small naval force stationed in the Persian Gulf, might be an adequate protection to British free trade, against pirates, even if carried on in vessels of a smaller description than those hitherto engaged in it?—That alone is required to render the navigation perfectly safe.

State to the Committee, whether you are acquainted with any circumstances connected with the present state of the private trade to the continent of India, which lead you to think that it might be materially increased by the restrictions now existing, being removed?—I certainly consider it to have been a very great misfortune to the adventurers from this country, that they should by the late Act of Parliament, have been confined to the ports of Bombay, Madras, Calcutta and Penang, because those very ports they ought to have avoided; and if the coast of India had been thrown open to them, it is there where they would have found markets; they would have interfered less with the Company, and derived benefit from sources where none is derived now to either party.

Are you aware of no objection, connected with the state of the dominions of the East India company, to such free intercourse along the coast being permitted?—They have collectors of the customs at each of the smaller ports, who would effectually counteract any illicit trade; the native residents at all those minor places, are most anxious

anxious to have the opportunity of disposing of their goods in every port of the Coromandel and the Malabar coast.

Are you of opinion, that the licences now required by law to be taken out by vessels in the free trade, are, either from the difficulty of procuring them in the first instance, or the obtaining new ones, where the destination of the vessel is altered, a material impediment to the progress of a free trade?—No; we may obtain as many licences as we like, and at the expense of only eight guineas, but then we are compelled to go to either of those ports, which are inundated with goods, from which an inference has been drawn, that the trade to India cannot be profitable to the merchants. If they were allowed to avail themselves of the numerous ports that were once opulent, and where there is still some remains of a desire to trade, that would be attended with much individual benefit, whereas now it generally terminates ruinously; there are nations in India, hardly known here; such as the Arabs and the native or Pariah Portuguese, who build ships, and who follow the coasting trade when we are quite precluded from it; they build ships on speculation, and sell them in the British ports in India, decidedly in contravention of the Navigation Act, and extremely to the prejudice of British interests. I know very well, that the trade of building ships in this country, might be much benefited, and the shipping interest in general, particularly the ship-building trade, if we were allowed to send ships there and sell them for the purpose of carrying on the coasting trade; we can do that infinitely cheaper. I have an account by me of a ship for which I paid 24*l.* a ton, and I can get in this country now, a ship at 12*l.* a ton equally adapted to trading in India. There is certainly a want of ships, if we may judge from the number of foreign ships that are taken into British employ there, to the prejudice even of the ship builders in our own Indian dominions; it has happened that Danes and Swedes and Americans have sold their ships: the people in the Burman empire at Pegu, build ten or twelve sail annually, all which meet with no difficulty in obtaining a licence to trade; the native Portuguese are much favoured in consequence of the power which the viceroy of Goa possesses of granting papers to native Portuguese in British India, and in one instance a man born at Macao, was allowed to make use of the Portuguese flag to pass from one port to another, carrying on trade from which British European ships are excluded. I had an opportunity of seeing one ship during a short period placed under the colours of three different nations, which would not have been allowed in England, and which I think, calls loudly for the notice and the interference of the British legislature. I have a note of the proportion of ships employed in the port of Calcutta in the year 1811; twenty-seven were Calcutta built, and thirteen of that foreign description; and at Bombay there were sixteen Bombay built and twelve foreign.

[The witness is directed to withdraw.]

*Robert Richards, Esquire,*

Is called in; and Examined, as follows:

Have the goodness to state to the Committee what has been your profession?—  
I have been in the civil service of the East India company in India for several years, and am now a member of a house of agency in the city of London.

Have you, in both those capacities, had an opportunity of observing the growth and progress of the free trade between this country and India?—I have.

Has it been regularly progressive, during the period of your observation, since the opening of the charter?—It has increased very considerably.

Has that increase been regularly progressive, or subject to variation?—The custom house records will best shew the variation which may have taken place in the amount of exports and imports, but on the whole, since the passing of the Act 53d George III, the private trade with India has increased beyond the expectations of the most sanguine; it has been attended, no doubt, with considerable losses to various individuals who have speculated rashly in the trade, but those losses are to be attributed to a dealing in articles not fit for the Indian market, and to overloading the home market at a singular crisis with Indian goods. To those merchants, however, who have traded in articles suited to the Indian market, it may be added that the trade has been generally profitable, and under a settled state of things, is likely to continue so permanently.

Are you of opinion, that the progress of this trade would have been more considerable, had it not been encumbered with the restrictions to which it is still subject under

*Capt.*  
*J. R. Oliver.*

(30 June 1820.)

*R. Richards,*  
*Esq.*

R. Richards,  
Esq.

(30 June 1820.)

under the charter of the East India company, when last renewed?—I am; if those restrictions were removed, the trade would naturally be increased in due proportion.

Have the goodness to describe in what manner those restrictions peculiarly affect the progress of the trade?—All restrictions are a clog on the operations of the private merchants; the system of licences, for example, is of this description; and also the limit prescribed for the tonnage of vessels. I think more vessels would engage in the trade, if they were not restricted to a certain tonnage; small vessels would enter into it as well as large ones.

Has the limitation of the trade to four ports, caused any inconvenience, or prevented any extension of it?—This has reference to the system of licences; it would doubtless facilitate the operation of the private merchant, if he were allowed freely to go to all the ports of India; vessels, it is true, may take out a special licence for trading to any of the ports of India, that is, to carry on a direct trade with any of those ports in India, but not to engage in what is commonly known by the country, or carrying, trade.

Have any licences been granted to go generally to any port whatever, without mentioning the particular port in the licence?—I cannot say whether they are granted in those general terms. Licences are generally applied for to go to some particular port or part of India; a vessel for example, going to Bombay, and wishing to deliver any part of her cargo on the coast of Malabar, or to take in a return cargo from thence to Europe, might obtain a licence in England for that purpose; but the trouble of procuring licences is often complained of, whilst the omission might often be attended with loss.

Are you aware of any objections, political or commercial, that would attach to a free trade carried on along the whole coast, at the discretion of the trader?—None whatever; on the contrary, I am satisfied that it would be attended with great advantage to the parties concerned in such traffic.

Are the ports and rivers generally, along the continental coast, of a description to make it easier to navigate them in vessels of a smaller burthen than that now permitted by law?—Both large and small vessels are employed in carrying on trade along the coasts of India; the convenience or advantage of employing small ships in the trade from this country would be to the resident proprietor or merchant, for it often happens that a merchant may have capital enough to send a vessel of 200 or 250 tons to sea (of which size the Americans have several employed in this trade), when he might not have the means of equipping a vessel of from 400 to 500 tons.

You are of opinion that a removal of the restrictions now existing by law, would have the effect of engaging profitably in the trade a much larger description of small capitalists than are now enabled to undertake it?—Were these restrictions removed, it is probable smaller capitalists would enter into it.

What are the commodities for which you have found the greatest demand in India since the free trade has been permitted?—Generally speaking, the staples of this country, woollens and cotton goods in vast variety.

Are you aware to what extent the prejudices of the inhabitants of that country have operated, or whether they have operated at all, to prevent their consumption of British commodities?—I am quite sure that they have no prejudices which, generally speaking, prevent their consumption of British commodities.

You conceive then that there is no limit to that consumption, but the limitation of the means of paying for the articles imported?—Certainly not.

Are you of opinion that the free trade, to the extent to which it has already been carried, has operated at all as a stimulus to the industry of the inhabitants who may have been desirous of consuming British manufactures?—Very materially, inasmuch as they must pay for the goods conveyed to them from this country by the produce of their own industry.

Is that stimulus so perceptible as to produce a marked difference in the habits and industry of the inhabitants where they are most within the reach of the market for British manufactures?—I should think it must be perceptible to those who are on the spot; this increase of the British trade to India has taken place since I left it, therefore I cannot speak from personal observation; but I should conceive that an official statement of the present Indian export trade, compared with a corresponding period previous to 1813, would shew that the produce of Indian industry had of late years been materially augmented.

Can

R. Richards,  
Esq.

(30 June 1820.)

Can you state what has been the progress, during the period to which you have alluded, of the trade with the islands of the Indian Archipelago, whether carried on from this country or from the continent of India?—The trade from this country to the eastern Archipelago has very considerably increased since the period of the opening of the trade.

In vessels of what description has that trade been carried on?—It has been carried on partly in Dutch vessels, but principally in British vessels; there has also been a great resort of American vessels to the eastern islands of late years.

Would not that trade have been much more considerable in British vessels, had those vessels been permitted to engage in it under the amount of tonnage now prescribed?—I think so, certainly; the trade of the eastern islands is one peculiarly fitted for small vessels.

In what articles has that trade chiefly consisted?—A large quantity of iron, copper, steel, woollens, and cotton goods, some of English patterns, others manufactured after patterns sent home from Java and the different eastern islands, of which large quantities have to my knowledge been sent out and sold at a considerable profit.

What has been the progress of the country or Indian trade with those islands during that period?—I should suppose it was pretty nearly the same as before; the intercourse between the continent of India and the eastern islands has always been confined to a certain description of goods.

Would it not materially promote the increase of the trade with the Indian islands if the vessels engaged in it were permitted to touch at the port of Canton for the purpose of making up their cargoes?—Certainly, it would greatly promote the resort of vessels thither, if they were at the same time allowed to carry on goods to Canton and to bring returns from thence, or from the eastern islands, or an assorted cargo from both, as might best suit their own convenience and interests.

Are you aware of any objection to such permission being granted as far as relates to the supply of other countries with tea and commodities the growth of China in British vessels, the monopoly of the British market remaining with the East India company?—I think that British merchants might carry on trade between Canton and the ports of foreign Europe in tea, which is the only article the Company have the exclusive monopoly of, without any prejudice whatever to the rights and privileges now enjoyed by the East India company under their charter, inasmuch as that trade is carried on to a very considerable extent by Americans, and is moreover a branch of trade which the East India company can neither controul nor participate in: to exclude British merchants is therefore to throw it wholly into the hands of foreign rivals, without any advantage, that I can see, to the Company's monopoly.

Can you state what proportion of teas or other commodities exported by the Americans, from the port of Canton are intended for the actual consumption of the United States, or carried to European and other countries?—I have at different times received from correspondents abroad, statements which exhibit that fact, and a short time ago, I framed from those separate statements one general one, to shew the extent of the American trade with Canton up to the latest period to which my advices extended.

Can you deliver in such a statement to the Committee?—I can.

[The Witness delivers in the same, which is read and is as follows.]

## ESTIMATE of the Total Value of IMPORTS by American Vessels, to the

## IMPORTS

| SEASONS. | N° of Vessels. | Tonnage. | N° of Dollars. | Pls. Gensang. | Pls. Opium. | Pls. Quicksilver. | Pls. Lead. | Pls. Iron. | Pls. Copper. | Pls. Steel. |
|----------|----------------|----------|----------------|---------------|-------------|-------------------|------------|------------|--------------|-------------|
| 1804-5   | 34             | 10,159   | 2,902,000      | 1,080         | -           | -                 | -          | -          | -            | -           |
| 1805-6   | 42             | 12,480   | 4,176,000      | 1,234         | 102         | 48                | 140        | 346        | 600          | -           |
| 1806-7   | 37             | 11,268   | 2,895,000      | 1,708         | 180         | 1,672             | 3,300      | 1,500      | -            | -           |
| 1807-8   | 33             | 8,803    | 3,032,000      | 1,475         | 150         | 57                | -          | 149        | 1,345        | -           |
| 1808-9   | 8              | 2,215    | 70,000         | -             | -           | -                 | -          | -          | -            | -           |
| 1809-10  | 37             | 12,512   | 4,723,000      | 1,364         | 32          | 18                | 1,660      | 600        | 300          | -           |
| 1810-11  | 16             | 4,748    | 2,330,000      | 1,162         | -           | -                 | 31         | 916        | 1,976        | 687         |
| 1811-12  | 25             | 7,406    | 1,875,000      | 1,557         | 200         | 29                | -          | 5,614      | 2,798        | -           |
| 1812-13  | 8              | 1,816    | 616,000        | 250           | 100         | -                 | -          | -          | 5,629        | -           |
| 1813-14  | 9              | 2,854    | -              | 430           | -           | -                 | -          | -          | -            | -           |
| 1814-15  |                |          |                |               |             |                   |            |            |              |             |
| 1815-16  | 30             | 10,208   | 1,922,000      | 1,508         | 80          | 450               | -          | 2,303      | 300          | 130         |
| 1816-17  | 38             | 13,096   | 4,545,000      | 2,570         | 488         | 998               | 9,546      | 3,383      | 2,020        | 1,500       |
| 1817-18  | 39             | 14,325   | 5,601,000      | 1,601         | 448         | 3,240             | 11,217     | 4,583      | 2,697        | 105         |
| 1818-19  | 46             | 16,022   | 7,414,000      | 1,414         | 818         | 9,345             | 13,248     | 8,596      | 14,402       | -           |

(continued)

| SEASONS. | Pls. Tin. | Pls. Ebony. | Pls. Cotton. | Pls. Wax. | Pls. Sulphur. | Pls. Camblets, &c. | Pls. Cloves. | Pls. Nutmegs. | Pls. Sandalwood. | Pls. Beach de Mer. |
|----------|-----------|-------------|--------------|-----------|---------------|--------------------|--------------|---------------|------------------|--------------------|
| 1804-5   | 268       | 5,318       | 4,219        | 350       | -             | -                  | -            | -             | 900              | 430                |
| 1805-6   | -         | 11,015      | 8,000        | -         | -             | 3,640              | 114          | 180           | 1,600            | -                  |
| 1806-7   | 750       | 1,148       | -            | 500       | 385           | 1,200              | -            | -             | 2,700            | -                  |
| 1807-8   | 2,305     | 1,215       | 4,680        | -         | -             | -                  | 176          | 100           | 2,000            | 500                |
| 1808-9   | -         | 480         | 2,050        | -         | -             | -                  | -            | -             | 4,800            | -                  |
| 1809-10  | -         | 2,856       | 17,757       | -         | -             | -                  | -            | -             | 1,815            | -                  |
| 1810-11  | -         | 204         | 1,905        | -         | -             | -                  | -            | -             | 496              | 86                 |
| 1811-12  | -         | 674         | 7,369        | -         | -             | -                  | 43           | -             | 11,261           | -                  |
| 1812-13  | -         | -           | 3,660        | -         | -             | -                  | -            | -             | 19,036           | -                  |
| 1813-14  | -         | -           | -            | -         | -             | -                  | -            | -             | -                | -                  |
| 1814-15  | -         | -           | -            | -         | -             | -                  | -            | -             | 1,100            | -                  |
| 1815-16  | -         | -           | 550          | -         | -             | -                  | -            | -             | 2,500            | -                  |
| 1816-17  | -         | 450         | -            | -         | 1,146         | 1,798              | 28           | -             | 7,400            | -                  |
| 1817-18  | -         | 107         | -            | 140       | -             | -                  | -            | -             | 15,825           | -                  |
| 1818-19  | 2,954     | 614         | 600          | -         | -             | 4,188              | 114          | -             | 10,153           | -                  |

Port of CANTON in CHINA, from the Season 1804-5 to 1818-19.

IMPORTS.

| Pls. Betel-nut. | Pls. Sea Otters, &c. | No. of Land Otters. | No. of Seal Skins. | No. of Fox Skins. | No. of Rabbits. | No. of Neutra Skins. | No. of Beavers. | No. of Sable Skins. | No. of Musk Rats. | Pls. Cochineal. | Pls. Pepper. |
|-----------------|----------------------|---------------------|--------------------|-------------------|-----------------|----------------------|-----------------|---------------------|-------------------|-----------------|--------------|
| -               | 11,003               | -                   | 183,173            | -                 | -               | 67,200               | 8,756           | -                   | -                 | -               | -            |
| -               | 17,445               | -                   | 140,297            | -                 | 3,400           | -                    | 34,464          | -                   | -                 | -               | -            |
| -               | 14,251               | -                   | 261,330            | -                 | -               | -                    | 23,368          | -                   | -                 | -               | -            |
| 4,383           | 16,647               | -                   | 100,000            | 2,009             | -               | -                    | 11,750          | -                   | -                 | -               | 544          |
| -               | 7,944                | 3,400               | 34,000             | -                 | -               | -                    | 5,170           | -                   | -                 | -               | -            |
| -               | 11,003               | 15,000              | -                  | 3,500             | -               | -                    | 20,000          | -                   | -                 | 36              | -            |
| 5,043           | 9,200                | 15,000              | 45,000             | 4,500             | -               | 4,800                | 14,200          | 725                 | -                 | -               | -            |
| 4,853           | 11,593               | 12,000              | 173,886            | -                 | 4,736           | 145,000              | 20,000          | -                   | -                 | 3               | -            |
| 2,555           | 8,222                | 2,000               | 109,189            | -                 | -               | 1,200                | 2,330           | -                   | -                 | -               | -            |
| -               | 6,200                | 7,045               | 59,000             | 284               | -               | -                    | 3,928           | -                   | -                 | -               | -            |
| -               | 4,300                | 14,364              | 109,000            | 12,533            | -               | -                    | 168             | -                   | -                 | 43              | -            |
| 16,627          | 3,650                | 5,467               | 27,000             | 9,952             | -               | 17,000               | 1,579           | -                   | -                 | 35              | -            |
| 8,000           | 4,177                | 9,400               | 47,290             | 350               | 300             | -                    | 15,067          | 668                 | 7,000             | 40              | 200          |
| 8,591           | 7,327                | 9,885               | 88,240             | 3,020             | 15,042          | -                    | 15,570          | -                   | -                 | 84              | -            |

(continued.)

| Pls. Coral.           | Rice. | Broken Glass. | Whalebone. | Rattans. | Cloth. | Gin.  | Glass Ware. | Mirrors. | Bills on England. | Total Value. |
|-----------------------|-------|---------------|------------|----------|--------|-------|-------------|----------|-------------------|--------------|
| -                     | -     | -             | -          | -        | -      | -     | -           | -        | -                 | 3,555,818    |
| -                     | -     | -             | -          | -        | -      | -     | -           | -        | -                 | 5,326,358    |
| 28                    | -     | -             | -          | -        | -      | -     | -           | -        | -                 | 3,877,362    |
| -                     | -     | -             | -          | -        | -      | -     | -           | -        | -                 | 3,940,090    |
| -                     | -     | -             | -          | -        | -      | -     | -           | -        | -                 | 479,850      |
| 2                     | -     | -             | -          | -        | -      | -     | -           | -        | -                 | 5,744,600    |
| -                     | -     | -             | -          | -        | -      | -     | -           | -        | -                 | 2,898,800    |
| 3                     | -     | -             | -          | -        | -      | -     | -           | -        | -                 | 3,132,810    |
| -                     | -     | -             | -          | -        | -      | -     | -           | -        | -                 | 1,453,000    |
| -                     | -     | -             | -          | -        | -      | -     | -           | -        | -                 | 451,500      |
| -                     | -     | -             | -          | -        | -      | -     | -           | -        | -                 | 2,527,500    |
| -                     | -     | -             | -          | -        | -      | -     | -           | -        | -                 | 5,609,600    |
| -                     | -     | -             | -          | -        | -      | -     | -           | -        | -                 | 7,076,828    |
| 84                    | 5,374 | 278           | 150        | 1,214    | 769    | 1,000 | 40          | 16       | 200,000           | 10,217,151   |
| Average of 14 Seasons |       |               |            |          |        |       |             |          |                   | 56,291,267   |
| Average of 14 Seasons |       |               |            |          |        |       |             |          |                   | 4,030,804-5  |

## ESTIMATE of the Total Value of EXPORTS by American Vessels from the

## EXPORTS

| SEASONS. | Ch. Congo. | Ch. Campoy. | Souchong. | Ch. Pecco. | Ch. Hyson Skin. | Ch. Hyson. | Young Hyson. | Imperial. |
|----------|------------|-------------|-----------|------------|-----------------|------------|--------------|-----------|
| 1804-5   | 21,000     | 15,000      | 16,345    | -          | 22,905          | 11,141     | 4,290        | 1,708     |
| 1805-6   | 25,000     | 10,000      | 19,165    | -          | 37,251          | 16,468     | 11,420       | 2,947     |
| 1806-7   | 6,778      | 3,692       | 26,265    | 100        | 35,897          | 24,450     | 12,422       | 2,693     |
| 1807-8   | 13,709     | 3,276       | 11,579    | 614        | 21,702          | 10,106     | 4,686        | 1,424     |
| 1808-9   | 87         | -           | 2,625     | -          | 8,476           | 3,613      | 3,108        | 1,299     |
| 1809-10  | 19,819     | 8,377       | 17,545    | 797        | 35,988          | 19,353     | 5,266        | 1,694     |
| 1810-11  | 1,225      | -           | 2,102     | 200        | 18,891          | 2,695      | 4,575        | 1,348     |
| 1811-12  | 1,427      | 984         | 3,302     | -          | 23,929          | 3,969      | 7,083        | 1,673     |
| 1812-13  | -          | 124         | 2,760     | -          | 5,352           | 1,854      | 6,669        | 661       |
| 1813-14  | -          | -           | -         | -          | -               | -          | -            | -         |
| 1814-15  | 4,569      | -           | 4,992     | -          | 3,856           | 467        | 3,910        | 223       |
| 1815-16  | 21,995     | 11,616      | 17,048    | 242        | 20,222          | 6,261      | 15,013       | 2,108     |
| 1816-17  | 17,115     | 8,429       | 24,937    | 692        | 33,401          | 12,107     | 15,119       | 3,305     |
| 1817-18  | 13,115     | 5,379       | 22,941    | 735        | 34,671          | 13,627     | 23,132       | 4,239     |
| 1818-19  | 16,582     | 7,023       | 32,609    | 774        | 44,259          | 18,728     | 22,443       | 3,725     |

(continued)

| SEASONS. | Vermilion. | White Lead. | Pls. Tin. | Pls. Sugar. | Pls. Sugar Candy. | Raw Silk. | Pls. Pepper. | Pls. Tutenag. |
|----------|------------|-------------|-----------|-------------|-------------------|-----------|--------------|---------------|
| 1804-5   | -          | -           | -         | 1,900       | -                 | -         | -            | -             |
| 1805-6   | -          | -           | -         | 124         | -                 | -         | -            | -             |
| 1806-7   | -          | -           | -         | 885         | -                 | -         | -            | -             |
| 1807-8   | -          | -           | -         | 1,400       | 290               | -         | -            | 1,050         |
| 1808-9   | -          | -           | -         | -           | -                 | -         | -            | -             |
| 1809-10  | -          | -           | -         | 1,026       | -                 | -         | -            | -             |
| 1810-11  | 79         | 131         | -         | -           | -                 | -         | -            | -             |
| 1811-12  | 65         | 31          | -         | -           | -                 | -         | 820          | 387           |
| 1812-13  | 19         | 150         | -         | 540         | -                 | -         | -            | -             |
| 1813-14  | -          | -           | -         | -           | -                 | -         | -            | -             |
| 1814-15  | -          | 1,007       | -         | -           | -                 | -         | -            | 1,280         |
| 1815-16  | -          | 676         | 865       | 918         | -                 | -         | -            | -             |
| 1816-17  | -          | 155         | -         | 7,000       | 1,350             | -         | 250          | -             |
| 1817-18  | 332        | -           | -         | 11,917      | 600               | 170       | -            | -             |
| 1818-19  | 437        | -           | -         | 41,953      | 709               | -         | -            | -             |



Port of CANTON in CHINA, from the Season 1804-5 to 1818-19.

EXPORTS.

| Ch. Singlo. | Ch. Tonkay. | Ch. Sunchi. | Pis. Cassia. | Pis. China. | Pis. Mats. | Pis. Rhubarb. | Pcs. Silks. | Pis. Sewg. Silks. | Pis. Camphor. |
|-------------|-------------|-------------|--------------|-------------|------------|---------------|-------------|-------------------|---------------|
| -           | -           | -           | 4,143        | 3,080       | -          | 165           | 9,385       | -                 | 69            |
| -           | -           | -           | 3,135        | 3,535       | -          | -             | 24,960      | -                 | 12            |
| 1,800       | -           | -           | 1,447        | 2,690       | -          | 182           | 17,680      | -                 | 185           |
| 310         | 400         | -           | 2,088        | 4,194       | -          | -             | 20,400      | -                 | 85            |
| -           | -           | -           | 627          | 1,000       | -          | -             | 9,132       | -                 | 1,290         |
| 962         | -           | -           | 3,884        | 4,566       | -          | -             | 53,273      | 144               | -             |
| 1,113       | -           | -           | 2,061        | 5,149       | 250        | 7             | 77,710      | 178               | 12            |
| 1,080       | -           | -           | 2,653        | 8,552       | 243        | 77            | 110,521     | 195               | 52            |
| -           | -           | -           | 675          | 2,113       | -          | -             | 12,670      | 36                | 908           |
| -           | -           | -           | 539          | 8           | -          | -             | 6,470       | 43                | -             |
| -           | 100         | -           | 3,345        | 5,935       | -          | 13            | 115,939     | 361               | 56            |
| 398         | 807         | -           | 6,244        | 7,950       | 450        | 192           | 114,147     | 329               | 503           |
| 250         | 1,474       | 310         | 2,597        | 11,487      | 1,603      | 359           | 201,536     | 576               | 10            |
| 701         | 2,841       | 663         | 5,038        | 3,747       | 999        | 483           | 291,396     | 823               | 569           |

(continued.)

| Pis. Alum.             | Pis. Gallinagh. | China Root. | Tortoise-shell. | Gambege. | Cassia Oil. | Chs. Bohea. | Pcs. Nankeens. | Total Value. |
|------------------------|-----------------|-------------|-----------------|----------|-------------|-------------|----------------|--------------|
| -                      | -               | -           | -               | -        | -           | 1,800       | 2,648,000      | 3,842,000    |
| -                      | -               | -           | -               | -        | -           | 605         | 2,808,000      | 5,127,000    |
| -                      | -               | -           | -               | -        | -           | 4,430       | 1,764,000      | 4,294,000    |
| -                      | -               | -           | -               | -        | -           | 2,875       | 2,922,000      | 3,476,000    |
| -                      | -               | -           | -               | -        | -           | 320         | 345,000        | 808,000      |
| -                      | -               | -           | -               | -        | -           | 5,510       | 3,769,000      | 5,715,000    |
| 481                    | -               | -           | 20              | 22       | -           | 545         | 2,048,000      | 2,973,000    |
| 131                    | -               | -           | -               | 2        | -           | 264         | 425,000        | 2,771,000    |
| -                      | -               | -           | -               | -        | -           | 540         | 201,000        | 620,000      |
| 1,100                  | -               | -           | -               | -        | -           | 350         | 105,000        | 572,000      |
| -                      | -               | -           | -               | -        | -           | 2,025       | 640,000        | 4,220,000    |
| -                      | 576             | 387         | -               | -        | -           | 1,086       | 1,794,000      | 5,703,000    |
| -                      | 605             | 52          | -               | 20       | -           | 1,700       | 11,169,000     | 6,777,000    |
| -                      | 1,076           | -           | -               | -        | 41          | 749         | 2,290,400      | 9,041,755    |
| Average of each Season |                 |             |                 |          |             |             |                | 55,939,755   |
|                        |                 |             |                 |          |             |             |                | 3,995,696-7  |

## Imports and Exports to and from Canton—continued.

| PROPORTION OF EXPORTS<br>for 1815-16,<br>DESTINED FOR EUROPE. |                    |                    | PROPORTION OF EXPORTS<br>for 1815-16,<br>DESTINED FOR UNITED STATES. |                    |           |
|---|--------------------|--------------------|--|--------------------|-----------|
|   | Chests,<br>Nt. Wt. | lbs.               |  | Chests,<br>Nt. Wt. | lbs.      |
| Congo - - - -   | 16,777             | 1,174,390          | Bohea - - - -  | 2,025              | 607,500   |
| Campoy - - - -  | 9,616              | 576,960            | Congo - - - -  | 5,218              | 365,260   |
| Souchong - - - -  | 7,318              | 475,670            | Campoy - - - -   | 4,000              | 280,000   |
| Hyson Skin - - - -  | 3,564              | 213,480            | Souchong - - - -   | 9,730              | 583,800   |
| Hyson - - - -   | 1,926              | 115,560            | Hyson Skin - - - -   | 16,558             | 993,480   |
| Young Hyson - - - -   | 1,300              | 117,000            | Young Hyson - - - -  | 13,713             | 1,234,170 |
| Gunpowder and Imperial - - - -                                | 291                | 32,010             | Gunpowder and Imperial - - - -                                       | 1,727              | 189,970   |
| Pecco - - - -   | 242                | 16,940             | Hyson - - - -  | 4,335              | 260,100   |
| Tonkay - - - -  | 100                | 9,000              |  |                    |           |
| Total - - - -   | 41,134             | 2,731,010          | Total - - - -  | 57,306             | 4,514,280 |
|   |                    |                    |  |                    |           |
| Cassia - - - -  | - - -              | Peculs.<br>1,650   |  |                    |           |
| Nankeens - - - -  | - - -              | Pieces.<br>185,000 |  |                    |           |

| PROPORTION OF EXPORTS<br>For 1816-17,<br>DESTINED FOR EUROPE. |                    |                    | PROPORTION OF EXPORTS<br>for 1816-17,<br>DESTINED FOR UNITED STATES. |                    |                      |
|---|--------------------|--------------------|--|--------------------|----------------------|
|   | Chests,<br>Nt. Wt. | lbs.               |  | Chests,<br>Nt. Wt. | lbs.                 |
| Congo - - - -   | 14,686             | 1,321,740          | Bohea - - - -  | 1,086              | 325,600              |
| Campoy - - - -  | 3,859              | 289,425            | Congo - - - -  | 2,429              | 218,610              |
| Souchong - - - -  | 8,579              | 643,425            | Campoy - - - -   | 4,570              | 342,750              |
| Pecco - - - -   | 641                | 51,280             | Souchong - - - -   | 16,358             | 1,226,850            |
| Singlo - - - -  | 348                | 31,320             | Pecco - - - -  | 51                 | 4,080                |
| Hyson Skin - - - -  | 4,148              | 248,880            | Singlo - - - -   | 50                 | 4,500                |
| Tonkay - - - -  | 807                | 72,630             | Hyson Skin - - - -   | 29,253             | 1,755,180            |
| Young Hyson - - - -   | 522                | 46,980             | Young Hyson - - - -  | 14,597             | 1,313,730            |
| Hyson - - - -   | 2,597              | 155,820            | Hyson - - - -  | 9,510              | 570,600              |
| Imperial and Gunpowder - - - -                                | 185                | 18,500             | Imperial and Gunpowder - - - -                                       | 3,120              | 312,000              |
| Total - - - -   | 36,372             | 2,880,000          | Total - - - -  | 81,024             | 6,074,100            |
|   |                    |                    |  |                    |                      |
| Cassia - - - -  | - - -              | Peculs.<br>1,294   | Cassia - - - -   | - - -              | Peculs.<br>4,590     |
| Sugar - - - -   | - - -              | lbs.<br>600,000    | Sugar - - - -  | - - -              | lbs.<br>333,000      |
| Nankeens - - - -  | - - -              | Pieces.<br>360,000 | Nankeens - - - -   | - - -              | Pieces.<br>1,434,000 |

Imports and Exports to and from Canton—*continued.*

| PROPORTION OF EXPORTS.<br>for 1817-18,<br>DESTINED TO EUROPE. |               |                  | PROPORTION OF EXPORTS<br>for 1817-18,<br>DESTINED TO UNITED STATES. |               |                  |
|---|---------------|------------------|---|---------------|------------------|
|   | Chests.       | Pounds.          |   | Chests.       | Pounds.          |
| Congo - - - -   | 9,765         | 878,850          | Bohea - - - -   | 1,700         | 510,000          |
| Campoy - - - -  | 3,577         | 250,390          | Congo - - - -   | 3,350         | 301,500          |
| Souchong - - - -  | 4,777         | 382,160          | Campoy - - - -  | 1,802         | 126,140          |
| Sunchi - - - -  | 310           | 24,800           | Souchong - - - -  | 18,164        | 1,271,480        |
| Pecco - - - -   | 725           | 50,750           | Pecco - - - -   | 10            | 600              |
| Hyson Skin - - - -  | 2,030         | 131,950          | Hyson Skin - - - -  | 32,641        | 2,121,665        |
| Singlo - - - -  | 250           | 20,000           | Young Hyson - - - -   | 22,452        | 2,020,680        |
| Tonkay - - - -  | 1,474         | 117,920          | Hyson - - - -   | 11,242        | 730,730          |
| Young Hyson - - - -   | 680           | 61,200           | Imperial - - - -  | 4,119         | 453,090          |
| Hyson - - - -   | 2,385         | 155,025          |   |               |                  |
| Imperial - - - -  | 120           | 13,200           |   |               |                  |
| <b>Total - - - -</b>  | <b>26,093</b> | <b>2,086,245</b> | <b>Total - - - -</b>  | <b>95,480</b> | <b>7,535,885</b> |
|   | Peculs.       | Pounds.          |   | Peculs.       | Pounds.          |
| Cassia - - - -  | 550           | 73,300           | China ware - - - -  | - - - -       | 11,487           |
| Sugar - - - -   | 1,200         | 160,000          | Cassia - - - -  | 2,047         | 272,983          |
| Sugar Candy - - - -   | 350           | 46,600           | Sugar - - - -   | 10,717        | 1,428,933        |
| Rhubarb - - - -   | 80            | 10,600           | Rhubarb - - - -   | 279           | 37,200           |
| Gallingal - - - -   | 500           | 66,000           | Mats - - - -  | - - - -       | 1,603            |
| Raw Silk - - - -  | 170           | 22,600           | Silks - - - -   | - - - -       | 200,886          |
| Yermillion - - - -  | 50            | 6,600            | Sewing Silk - - - -   | 576           | 76,800           |
|   | Pieces.       | Pieces.          | Vermillion - - - -  | 282           | 37,600           |
| Silks - - - -   | 650           | 650              | Gallingal - - - -   | 103           | 14,000           |
| Nankeens - - - -  | - - - -       | 241,000          | China Root - - - -  | 52            | 6,933            |
|   | Pecula.       | Pounds.          | Camphor - - - -   | 10            | 1,333            |
| Gamboge - - - -   | 20            | 2,600            | Sugar Candy - - - -   | 250           | 33,000           |
|   |               |                  | Nankeens - - - -  | - - - -       | 1,228,000        |

(continued.)

## Imports and Exports to and from Canton—continued.

| ESTIMATE OF THE VALUE<br>OF IMPORTS, BY AMERICAN VESSELS:<br>Season 1817-18. |             |           | ESTIMATE OF THE VALUE<br>OF EXPORTS BY AMERICAN VESSELS:<br>Season 1817-18. |                  |           |
|--|-------------|-----------|---|------------------|-----------|
|  | Dollars.    | Dollars.  |   | Tales.           | Dollars.  |
| Dollars - - - -  | - - -       | 5,601,000 | Bohea - - - -   | 10 p' pecul      | 53,125    |
| Ginseng - - - at   | 90 p' pecul | 144,090   | Congo - - - -   | 24 —             | 295,066   |
| Opium - - - -  | 550 —       | 262,400   | Campey - - - -  | 28 —             | 109,882   |
| Quicksilver - - -  | 100 —       | 3,211,000 | Seuchong - - - -  | 30 —             | 516,750   |
| Lead - - - -   | 6 —         | 67,302    | Pecco - - - -   | 70 —             | 37,430    |
| Betel Nut - - - -  | 4 —         | 32,000    | Sunchi - - - -  | 30 —             | 7,750     |
| Iron - - - -   | 3 —         | 13,749    | Hyson Skin - - -  | 25 —             | 586,875   |
| Sea Otters - - - -   | 30 —        | 125,310   | Young Hyson - - -   | 40 —             | 867,443   |
| Land Otters - - -  | 5 —         | 47,000    | Hyson - - - -   | 50 —             | 461,328   |
| Beavers - - - -  | 5 —         | 75,335    | Imperial - - - -  | 65 —             | 316,152   |
| Fox - - - -  | 1 ½ —       | 525       | China Ware - - -  | Dollars.<br>15 — | 172,305   |
| Seals - - - -  | 1 ½ —       | 70,935    | Cassia - - - -  | 28 —             | 72,716    |
| Steel - - - -  | 8 —         | 840       | Sugar - - - -   | 7 ½ —            | 89,377    |
| Cochineal - - - -  | 6 —         | 32,000    | Rhubarb - - - -   | 60 —             | 21,540    |
| Sandalwood - - - -   | 11 —        | 174,075   | Mats - - - -  | 20 —             | 32,060    |
| Copper - - - -   | 24 —        | 69,528    | Silks - - - -   | 10 p' piece      | 2,008,860 |
| Pepper - - - -   | 15 —        | 3,000     | Sewing Silk - - -   | 400 —            | 230,400   |
| Mink Skins - - - -   | ½ —         | 334       | Vermillion - - - -  | 110 —            | 36,520    |
| Ebony - - - -  | 5 —         | 525       | Gallinal - - - -  | 3 ½ —            | 2,117     |
| Watches - - - -  | 10 —        | 3,000     | China Root - - -  | 4 —              | 208       |
| Sulphur - - - -  | 3 —         | 3,300     | Camphor - - - -   | 40 —             | 400       |
| Rabbit Skins - - -   | ½ —         | 150       | Sugar Candy - - -   | 13 —             | 7,800     |
| Musk Rats - - - -  | 6 —         | 420       | Raw Silk - - - -  | 450 —            | 76,500    |
| Bombazets - - - -  | 10 —        | 20,400    | Singlo and Tonkay -   | Tales.<br>27 —   | 38,638    |
| Wax - - - -  | 40 —        | 5,600     | Gamboge - - - -   | Dollars.<br>80 — | 1,600     |
| Total - - - -  |             | 7,076,828 | Nankeens - - - -  | 50 p' bund.      | 734,500   |
|  |             |           | Cost of Goods destined for<br>Europe, included in the<br>above - - - -      | 849,823          | 6,777,342 |
|  |             |           | D° for the United States d°   | 5,927,519        |           |

Imports and Exports to and from Canton—*continued.*

EXPORTATION OF CHINA PRODUCE FOR THE CONTINENT OF EUROPE, 1818-19.

| NATIONS.   | Vessels. | Chests of Green Teas. |              |              |           |         | Chests of Black Teas. |         |           |        |         |         |        | Peculs of |         | Pieces of Brown, Blue, and White Nankeens. |
|------------|----------|-----------------------|--------------|--------------|-----------|---------|-----------------------|---------|-----------|--------|---------|---------|--------|-----------|---------|--|
|            |          | Hyson.                | Young Hyson. | Hyson Skins. | Imperial. | Singlo. | Twankay.              | Campoy. | Souchong. | Pecco. | Sunchi. | Boltea. | Congo. | Sugar.    | Cassia. |  |
| Americans  | 10       | 4,625                 | 1,070        | 6,134        | 581       | 501     | 2,441                 | 4,773   | 6,743     | 666    | 413     | 262     | 11,732 | 15,700    | 1,491   | 801,800                                    |
| Portuguese | 9        | 16,293                | 6,923        | 7,500        | 732       | -       | -                     | -       | 2,780     | -      | -       | -       | -      | 1,400     | 910     | 1,488,300                                  |
| French -   | 3        | 2,269                 | 270          | 1,080        | 1,455     | -       | 200                   | -       | 5,151     | 867    | 41      | 40      | 1,659  | 9,000     | 341     | 55,000                                     |
| Dutch -    | 2        | 352                   | 23           | 463          | -         | -       | 270                   | 454     | 2,644     | -      | -       | 250     | 5,169  | 1,000     | 15      | 15,000                                     |
|            | 24       | 23,539                | 8,286        | 15,177       | 2,768     | 501     | 2,911                 | 5,227   | 17,318    | 1,533  | 454     | 552     | 18,560 | 27,100    | 2,757   | 2,360,100                                  |

You have no doubt of the statement you have delivered in, being derived from authentic sources?—It has been forwarded to me by correspondents on whose general accuracy and authenticity I have the firmest reliance, and it has been moreover mentioned to me in one of those letters, do have been checked by persons on the spot, most conversant with the nature and extent of the American trade. The proportion of the trade to foreign Europe, and to the United States, is given in that general statement; the importance of this trade may be further judged of by the amount thereof for the last four years; the imports into Canton by the Americans, averaging 6,357,770 dollars, and the exports from Canton to foreign Europe and the United States 6,435,400 dollars.

R. Rickards,  
Esq.

Independently of the teas exported directly from Canton to European ports, by the Americans, are you of opinion that any portion of the teas exported from Canton to the United States, are afterwards re-exported for the European market?—It is generally understood that portions are so re-exported.

Can you state, at all, in what proportion to the whole amount imported into the United States?—I can furnish a statement of the amount of teas that have been imported from the year 1815 to 1820 inclusive, by the Americans into Holland; but I cannot distinguish what portion of those may have been directly imported into Holland, and what part from America; but I believe the greater part to have been imported direct, without going by America. This statement I received from a house of the first respectability abroad.

[The Witness delivers in the same, which is read and is as follows.]

## STATEMENT of the Amount of TEAS imported by the

| 1815.     |                |         | Bohea. | Congo. | Kompy. | Souchong | Padre Souchong. |
|-----------|----------------|---------|--------|--------|--------|----------|-----------------|
| Amsterdam | Sale 30th May  | E. C.   | -      | 165    | 651    | 638      | -               |
| - D°      | -              | I. R.   | 60     | 1,908  | 360    | 880      | 53              |
| - D°      | -              | R. P.   | -      | 2,055  | 823    | 618      | -               |
| Rotterdam | -              | H. G.   | -      | 484    | 376    | -        | 8               |
| - D°      | -              | G.      | -      | 1,002  | 57     | -        | -               |
| Amsterdam | Sale 28th Nov. | I. A.   | -      | 2,106  | 604    | 488      | 25              |
| - D°      | -              | L.      | -      | 1,200  | -      | 650      | -               |
| - D°      | -              | W.      | -      | 368    | 130    | 809      | 3               |
| Rotterdam | -              | S.      | -      | -      | -      | -        | -               |
|           |                |         | 60     | 9,288  | 3,001  | 4,083    | 89              |
| 1816.     |                |         |        |        |        |          |                 |
| Rotterdam | Sale 21st May  | S.      | -      | -      | -      | -        | -               |
| Amsterdam | -              | O.      | 190    | 1,048  | 360    | 167      | -               |
| - D°      | 12th Nov.      | R. Z.   | -      | 2,417  | 400    | 170      | 20              |
| - D°      | -              | C.      | -      | 3,698  | 867    | 419      | -               |
| - D°      | -              | A. & H. | -      | 500    | 1,652  | 630      | -               |
| - D°      | -              | B.      | -      | 200    | 100    | 757      | -               |
| - D°      | -              | G. R.   | -      | 364    | -      | 502      | 20              |
| Rotterdam | -              | A.      | -      | 1,504  | 606    | 300      | -               |
|           |                |         | 190    | 9,731  | 3,985  | 2,945    | 40              |
| 1817.     |                |         |        |        |        |          |                 |
| Amsterdam | Sale 29th May  | A. & H. | -      | 1,600  | 1,541  | 497      | -               |
| - D°      | -              | B.      | -      | 1,001  | 400    | 667      | -               |
| - D°      | -              | G. R.   | -      | 1,842  | -      | 400      | -               |
| - D°      | -              | M. A.   | -      | 2,975  | 170    | 639      | -               |
| - D°      | -              | M.      | -      | 1,700  | 520    | 545      | -               |
| - D°      | -              | P. & N. | -      | -      | -      | -        | -               |
| Rotterdam | -              | P.      | -      | 998    | -      | 1,080    | -               |
|           |                |         | -      | 10,016 | 2,631  | 3,899    | -               |

Americans into HOLLAND, from 1815 to 1820.

| Pouchong. | Gonsoy. | Peka. | Tonkay. | Sup.,<br>Souchong. | Singla. | Hyson Skin. | Hyson. | Uxim. | Toosges. | Sonlang. |
|-----------|---------|-------|---------|--------------------|---------|-------------|--------|-------|----------|----------|
| - -       | - -     | - -   | - -     | - -                | - -     | - -         | 20     | —     | —        | —        |
| - -       | - -     | 50    | 106     | - -                | - -     | 472         | 903    | 309   | 142      | —        |
| - -       | - -     | 70    | - -     | - -                | - -     | 235         | 187    | - -   | 27       | —        |
| - -       | 46      | - -   | 60      | - -                | - -     | 7           | 176    | 51    | 15       | —        |
| - -       | - -     | - -   | - -     | - -                | - -     | - -         | 20     | 50    | —        | —        |
| 24        | 200     | 6     | - -     | - -                | - -     | 702         | 899    | 934   | 280      | 30       |
| - -       | 276     | - -   | 773     | - -                | - -     | 662         | 580    | 365   | 16       | —        |
| - -       | 293     | 8     | 210     | - -                | - -     | 613         | 423    | 220   | 89       | 1        |
| - -       | - -     | - -   | - -     | - -                | - -     | 210         | 158    | 115   | 16       | —        |
| 24        | 815     | 134   | 1,149   | - -                | - -     | 2,891       | 3,366  | 2,044 | 585      | 31       |
| - -       | - -     | - -   | 6       | - -                | - -     | - -         | 32     | 12    | —        | —        |
| - -       | - -     | - -   | - -     | - -                | - -     | 9           | 14     | 11    | —        | —        |
| - -       | 20      | 50    | - -     | - -                | - -     | 100         | 111    | 35    | 21       | 20       |
| - -       | - -     | 70    | 28      | - -                | - -     | 130         | 120    | 10    | 14       | —        |
| - -       | - -     | - -   | - -     | - -                | - -     | 777         | 50     | 314   | 151      | —        |
| - -       | - -     | - -   | - -     | - -                | - -     | 777         | 700    | 1,369 | 36       | —        |
| - -       | - -     | 20    | 200     | - -                | - -     | 200         | 639    | 100   | 60       | 10       |
| - -       | - -     | 138   | - -     | - -                | - -     | 101         | 353    | - -   | - -      | 3        |
| - -       | 20      | 278   | 234     | - -                | - -     | 2,094       | 2,019  | 1,851 | 282      | 33       |
| —         | —       | —     | —       | —                  | —       | —           | —      | —     | —        | —        |
| - -       | - -     | - -   | - -     | - -                | - -     | 838         | - -    | 558   | 546      | —        |
| - -       | - -     | - -   | - -     | - -                | - -     | —           | —      | —     | —        | —        |
| - -       | - -     | 100   | - -     | - -                | - -     | 461         | 102    | 52    | 56       | —        |
| - -       | 50      | 100   | 250     | - -                | 150     | 490         | 425    | 300   | 105      | —        |
| - -       | - -     | - -   | - -     | - -                | - -     | 60          | 290    | 171   | 145      | —        |
| - -       | - -     | - -   | 66      | - -                | - -     | —           | —      | —     | —        | —        |
| - -       | 50      | 200   | 316     | - -                | 150     | 1,849       | 817    | 108   | 852      | —        |

(continued.)

## STATEMENT of the Amount of Teas imported by the

| 1818.                |                      | Bohea. | Congo. | Kompy. | Souchong. | Padre<br>Souchong. |
|----------------------|----------------------|--------|--------|--------|-----------|--------------------|
| Amsterdam            | A. & H.              | -      | 3,500  | 1,000  | 1,000     | -                  |
| D°                   | A. M.                | 675    | 3,704  | 2,173  | 239       | -                  |
| D°                   | P. & N.              | -      | -      | 121    | 420       | -                  |
| Rotterdam            | A. M.                | 400    | 1,449  | 1,149  | 156       | -                  |
| D°                   | R. F.                | -      | -      | -      | 19        | -                  |
| Middleburg           | Middleburg           | 1,000  | 1,830  | 1,204  | 786       | 10                 |
| Amsterdam            | William and Jane     | -      | 2,573  | 1,500  | 929       | -                  |
| D°                   | Voltaire             | -      | -      | -      | 360       | -                  |
| D°                   | P. & N.              | -      | -      | -      | 369       | -                  |
| D°                   | Asia                 | -      | -      | 125    | 1,481     | -                  |
| D°                   | Integrity            | -      | 4,020  | 225    | 740       | -                  |
| D°                   | Ophelia              | -      | 1,443  | 1,193  | 847       | -                  |
| D°                   | Rambler              | -      | -      | -      | -         | -                  |
| D°                   | Sidney               | -      | -      | -      | -         | -                  |
| D°                   | Turnbull             | -      | -      | -      | 710       | -                  |
| D°                   | Ann and Hope         | -      | 2,100  | 700    | 946       | -                  |
| D°                   | Orion                | -      | -      | -      | 1,800     | -                  |
| D°                   | N. W.                | -      | 18     | 59     | 1,590     | -                  |
| Middleburg           | De Zeeun             | 400    | 1,600  | 600    | 800       | -                  |
| Rotterdam            | Augusta              | -      | 2      | 4      | 840       | -                  |
| D°                   | London Trader        | -      | -      | -      | -         | -                  |
| D°                   | Alert                | -      | -      | -      | 144       | -                  |
| Antwerp or Rotterdam | China                | 600    | 600    | 400    | 1,150     | -                  |
| Rotterdam            | Indus                | -      | -      | 250    | -         | -                  |
| D°                   | Benjamin Rush        | -      | -      | -      | -         | -                  |
| Antwerp or Rotterdam | Nancy                | -      | -      | -      | 1,120     | -                  |
| Rotterdam            | Pacific              | -      | -      | -      | 180       | -                  |
|                      | Sundry small Parcels | -      | 1,672  | 407    | 1,246     | -                  |
|                      |                      | 3,075  | 24,511 | 11,130 | 17,872    | 10                 |



Americans into Holland, from 1815 to 1820—continued.

| Fouchong. | Gonsay. | Pecco. | Tonkay. | Sup.<br>Tonkay. | Singlo. | HysonSkin. | Hyson. | Uxim. | Toosges. | Soulang. |
|-----------|---------|--------|---------|-----------------|---------|------------|--------|-------|----------|----------|
| - -       | 50      | 201    | 352     | - -             | 148     | 462        | 610    | 50    | 20       | —        |
| - -       | - -     | 50     | 100     | - -             | 100     | 265        | 213    | - -   | 25       | —        |
| - -       | - -     | - -    | - -     | - -             | - -     | 294        | 47     | 117   | —        | —        |
| - -       | 5       | 50     | 100     | - -             | 100     | 150        | 200    | - -   | 12       | —        |
| - -       | - -     | 1      | 76      | - -             | - -     | 161        | 256    | 119   | - -      | 54       |
| - -       | 40      | 168    | 149     | - -             | - -     | 201        | 620    | 312   | 40       | 11       |
| - -       | - -     | 110    | —       | —               | —       | —          | —      | —     | —        | —        |
| - -       | - -     | - -    | - -     | - -             | - -     | 1,300      | 500    | 700   | 170      | —        |
| - -       | - -     | 20     | - -     | - -             | - -     | 326        | 587    | 367   | 100      | —        |
| - -       | - -     | 135    | - -     | - -             | - -     | 300        | 50     | —     | —        | —        |
| - -       | - -     | 230    | 250     | - -             | - -     | 110        | 110    | —     | —        | —        |
| - -       | - -     | - -    | - -     | - -             | - -     | 332        | 480    | 400   | 46       | —        |
| - -       | - -     | - -    | - -     | - -             | - -     | - -        | - -    | 113   | 390      | —        |
| - -       | - -     | - -    | - -     | - -             | - -     | 2,132      | 287    | 257   | 30       | —        |
| - -       | 60      | 101    | 150     | - -             | 150     | 1,347      | 680    | 660   | 123      | —        |
| - -       | - -     | - -    | - -     | - -             | - -     | 850        | —      | —     | —        | —        |
| - -       | - -     | - -    | - -     | - -             | - -     | 527        | 13     | —     | —        | —        |
| - -       | 57      | 120    | 130     | - -             | 150     | 368        | 500    | 500   | 80       | —        |
| - -       | - -     | - -    | - -     | - -             | - -     | —          | —      | —     | —        | —        |
| - -       | - -     | - -    | - -     | - -             | - -     | - -        | 29     | 943   | 160      | —        |
| - -       | 250     | 152    | 250     | - -             | - -     | 100        | 500    | —     | —        | —        |
| - -       | - -     | - -    | - -     | - -             | - -     | 650        | 350    | 615   | —        | —        |
| - -       | - -     | - -    | - -     | - -             | - -     | —          | —      | —     | —        | —        |
| - -       | - -     | - -    | - -     | - -             | - -     | —          | 48     | 320   | —        | —        |
| - -       | - -     | - -    | - -     | - -             | - -     | —          | —      | —     | —        | —        |
| - -       | - -     | - -    | - -     | - -             | - -     | —          | 211    | 426   | —        | —        |
| - -       | - -     | - -    | 873     | - -             | - -     | 2,277      | 822    | 404   | 25       | —        |
| - -       | 462     | 1,338  | 2,430   | - -             | 648     | 12,092     | 7,113  | 6,203 | 1,221    | 65       |

## STATEMENT of the Amount of Teas imported by the

| 1819.      |                      | Bohea. | Congo. | Souchong. | Padre<br>Souchong. | Pouchong | Gonsay. |
|------------|----------------------|--------|--------|-----------|--------------------|----------|---------|
|            |                      |        |        |           |                    |          |         |
| Amsterdam  | Hoop and Fortune     | -      | 4,427  | 1,138     | -                  | 30       | 23      |
| D°         | Montesquieu          | -      | 800    | 775       | -                  | -        | 60      |
| Rotterdam  | Asia                 | -      | 896    | 877       | -                  | -        | 87      |
| D°         | Bengal               | -      | 2,392  | 600       | -                  | -        | -       |
| D°         | Augusta              | -      | 1,000  | 937       | -                  | -        | 75      |
| D°         | North Point          | -      | -      | -         | -                  | -        | -       |
| Amsterdam  | Ann and Hope         | -      | 2,151  | 1,120     | -                  | -        | 75      |
| D°         | William and John     | 300    | 2,198  | 948       | -                  | -        | -       |
| Rotterdam  | Marcellus            | -      | -      | 2,683     | -                  | -        | -       |
| Amsterdam  | Patterson            | -      | 700    | 578       | -                  | -        | 25      |
| Rotterdam  | Julia                | -      | 1,756  | 1,413     | -                  | -        | -       |
| Middleburg | Middleburg           | 400    | 2,827  | 938       | -                  | -        | -       |
| Antwerp    | Maria priomeria      | -      | 600    | 400       | -                  | -        | -       |
|            | Sundry small parcels | -      | 701    | 2,596     | -                  | 35       | 32      |
|            |                      | 700    | 20,448 | 14,803    | -                  | 65       | 377     |

| 1820.      |                      | Bohea. | Congo. | Kompy. | Souchong. | Padre<br>Souchong. | Pouchong. |
|------------|----------------------|--------|--------|--------|-----------|--------------------|-----------|
|            |                      |        |        |        |           |                    |           |
| Rotterdam  | Indienne             | -      | 1,209  | -      | 3,760     | -                  | -         |
| D°         | Indus                | 750    | 200    | 1,751  | 759       | -                  | -         |
| Antwerp    | Pacific              | -      | -      | -      | 540       | -                  | -         |
| Middleburg | De Zeam              | 500    | 1,580  | 691    | 681       | -                  | -         |
| Antwerp    | Kumbang Jatte        | -      | -      | -      | -         | -                  | -         |
| Rotterdam  | Hongua               | -      | 1,490  | 450    | 500       | -                  | -         |
|            | Sundry small parcels | -      | 200    | -      | 456       | -                  | -         |
|            |                      | 1,250  | 4,679  | 2,892  | 6,696     | -                  | -         |

Americans into Holland, from 1815 to 1820,—*continued.*

| Pecco. | Tonkay. | Sup. Tonkay. | Singlo. | Hyson Skin. | Hyson. | Uxim. | Toosges. | Sonlang. | Kompy. | Onbekind. |
|--------|---------|--------------|---------|-------------|--------|-------|----------|----------|--------|-----------|
| 153    | 250     | - -          | - -     | 500         | 870    | 120   | - -      | 20       | 2,317  | —         |
| 150    | - -     | - -          | 150     | 750         | 550    | 380   | 125      | - -      | 700    | —         |
| - -    | 414     | - -          | 97      | 219         | 506    | - -   | - -      | - -      | 916    | —         |
| 50     | - -     | - -          | - -     | - -         | 240    | —     | —        | —        | —      | —         |
| 228    | 424     | 200          | - -     | 1,192       | 1,467  | 21    | 41       | - -      | 519    | —         |
| - -    | - -     | - -          | - -     | 981         | 101    | 1,283 | 342      | —        | —      | —         |
| 36     | 339     | - -          | 351     | 1,000       | 839    | 485   | 35       | - -      | 1,000  | —         |
| 50     | 150     | - -          | - -     | 277         | 345    | 213   | 246      | - -      | 606    | —         |
| - -    | - -     | - -          | - -     | 1,880       | 573    | 435   | 54       | —        | —      | —         |
| - -    | 300     | - -          | 200     | 1,070       | 715    | 240   | 70       | - -      | 590    | —         |
| - -    | - -     | - -          | - -     | - -         | - -    | - -   | - -      | - -      | 454    | —         |
| 116    | 270     | - -          | - -     | 463         | 252    | 23    | - -      | - -      | 802    | —         |
| - -    | - -     | - -          | - -     | 1,312       | 1,200  | —     | —        | —        | —      | —         |
| 62     | 118     | - -          | - -     | 908         | 965    | 253   | 110      | - -      | 73     | —         |
| 845    | 2,415   | 200          | 798     | 10,552      | 8,623  | 3,453 | 1,023    | 20       | 7,977  | —         |

| Gonsay. | Pecco. | Tonkay. | Sup. Tonkay. | Singlo. | Hyson Skin. | Hyson. | Uxim. | Toosges. | Sonlang. | Onbekind.                       |
|---------|--------|---------|--------------|---------|-------------|--------|-------|----------|----------|---------------------------------|
| - -     | - -    | - -     | - -          | - -     | - -         | - -    | - -   | 98       | —        | —                               |
| 62      | - -    | - -     | - -          | - -     | 352         | —      | —     | —        | —        | —                               |
| - -     | - -    | - -     | - -          | - -     | 110         | 980    | 420   | 100      | —        | —                               |
| 302     | - -    | 120     | - -          | - -     | 352         | 470    | 183   | 63       | 30       | —                               |
| - -     | - -    | - -     | - -          | - -     | - -         | - -    | - -   | - -      | - -      | 720 Packages.                   |
| - -     | 325    | - -     | - -          | - -     | 625         | 356    | 112   | 211      | —        | —                               |
| 72      | - -    | - -     | - -          | - -     | 248         | 104    | - -   | 50       | - -      | 920 <sup>1</sup> / <sub>4</sub> |
| 436     | 325    | 120     | - -          | - -     | 1,687       | 1,910  | 715   | 522      | 30       | 920<br>720 Packages.            |

(continued.)

Statement of the Amount of Teas imported by the Americans into Holland—*continued.*

## RECAPITULATION.

| In the Year | Bohea. | Congo. | Souchong. | Padre<br>Souchong | Pouchong. | Gonsay. | Pecco. | Tonkay. | Sup.<br>Tonkay. | Singlo. |
|-------------|--------|--------|-----------|-------------------|-----------|---------|--------|---------|-----------------|---------|
| 1815 - - -  | 60     | 9,288  | 3,001     | 4,083             | 89        | 24      | 815    | 134     | 1,149           | - - -   |
| 1816 - - -  | 190    | 9,731  | 3,985     | 2,945             | 40        | - - -   | 20     | 278     | 234             | - - -   |
| 1817 - - -  | - - -  | 10,116 | 2,631     | 3,899             | - - -     | - - -   | 50     | 200     | 316             | - - -   |
| 1818 - - -  | 3,075  | 24,511 | 11,130    | 17,872            | 10        | - - -   | 462    | 1,338   | 2,430           | - - -   |
| 1819 - - -  | 700    | 20,448 | 7,977     | 14,803            | - - -     | 65      | 377    | 845     | 2,415           | 200     |
| 1820 - - -  | 1,250  | 4,678  | 2,892     | 6,696             | - - -     | - - -   | 436    | 325     | 120             | - - -   |
|             | 5,275  | 78,773 | 31,616    | 50,298            | 139       | 89      | 2,160  | 3,120   | 6,664           | 200     |

*(continued.)*

| In the Year | Hyson<br>Skin. | Hyson. | Uxim.  | Toosges. | Sonlang. | Kompoy. | Onbekind.                 | Weight.        |
|-------------|----------------|--------|--------|----------|----------|---------|---------------------------|----------------|
| 1815 - - -  | - - -          | 2,891  | 3,366  | 2,044    | 585      | 31      | 27,560 a' 74 the Chest.   | 2,039,440 lbs. |
| 1816 - - -  | - - -          | 2,094  | 2,019  | 1,851    | 282      | 33      | 23,702 D°                 | 1,755,948      |
| 1817 - - -  | 150            | 1,849  | 817    | 1,081    | 852      | - - -   | 21,961 D°                 | 1,625,114      |
| 1818 - - -  | 648            | 12,092 | 7,113  | 6,203    | 1,221    | 69      | 88,174 D°                 | 6,524,876      |
| 1819 - - -  | 798            | 10,552 | 8,623  | 3,453    | 1,023    | 20      | 72,299 D°                 | 5,350,126      |
| 1820 - - -  | - - -          | 1,687  | 1,910  | 715      | 522      | 30      | 21,261 D°                 | 1,573,314      |
|             | 1,586          | 31,165 | 23,848 | 15,347   | 4,485    | 183     | 920 Kilts<br>720 Packages |                |

## CALCULATION OF STOCK ON HAND.

|                    |               |                     |                      |
|--------------------|---------------|---------------------|----------------------|
| Bohea - - - - -    | 1,000         | Brought forward -   | 71,700               |
| Congu - - - - -    | 30,000        | Tonkay - - - - -    | 2,500                |
| Kompoy - - - - -   | 14,000        | Hyson Skin - - - -  | 14,000               |
| Souchong - - - - - | 25,000        | Hyson - - - - -     | 9,000                |
| Gonsay - - - - -   | 700           | Uxim - - - - -      | 5,000                |
| Suchi - - - - -    | -             | Toosges - - - - -   | 600                  |
| Pecco - - - - -    | 500           | Sonlang - - - - -   | -                    |
| Singlo - - - - -   | 500           | Sup. Tonkay - - - - | -                    |
|                    | <u>71,700</u> |                     | <u>102,800 Total</u> |

The Average Amount of Pounds to a Chest is 74.

Does this statement include the amount of tea imported into Holland in Dutch vessels?—It includes the importation into Holland, in all descriptions of vessels.

Can you state generally, during the time to which your statement refers, the proportion of tea imported in American and Dutch vessels?—By far the greatest part has been imported in American vessels.

To what circumstances do you attribute the advantage of American vessels, engaged in the supply of Holland, over the Dutch vessels in carrying on their own trade?—The Americans are a people of much greater energy and commercial enterprize than the Dutch, and consequently supply the latter with large quantities of colonial and foreign produce, even under the disadvantage of being subject to higher import duties.

Are you aware of any reason why British vessels, supposing the free trade to be permitted, should not enter into competition with the Americans in supplying Holland and the ports of other European countries with tea?—Although the Americans carry on this trade now, to a very considerable extent, as shewn in the statement I have delivered in, I have no doubt, if British vessels were allowed to participate in what the Americans now exclusively enjoy, that the trade itself would be very considerably increased, and attended with proportional advantages to this country. In the hands of British merchants, it would be carried on with British goods conveyed to Canton to be exchanged for teas and other commodities, instead of taking out dollars, which for the period specified in the preceding statement, have constituted the chief export of the Americans. But the Americans, I find, have lately got into the habit of exporting large quantities of goods from this country to Canton, which proves the existence of a demand for British, in exchange for Chinese articles. Formerly dollars answered the system of the American trade better than goods; but now that their trade with Canton is more settled and established, they take larger quantities of goods from this country.

Is there not a greater facility for carrying on private trade with India, from the port of Liverpool, than from the port of London?—The charges are less at Liverpool, and in as far as regards the cotton trade, it possesses some advantages over the port of London; but London is a more convenient port for the importation of such articles of Indian or Chinese produce, as are intended for the consumption of the Continent of Europe.

Are you acquainted with the trade which has been lately carried on to a considerable extent by the Americans with the Chinese empire in skins and furs?—The amount of it is included in the statement I have delivered in. In the present state of our laws, the supply of furs is entirely thrown into the hands of the Americans; if that branch of trade were opened to British merchants, I know several who would be immediately induced to engage in it.

Can you account for the late apparent diminution of that trade?—As far as regards the furs conveyed from the north-west coast of America, I do not know of any particular causes that may have occasioned the diminution; but furs are conveyed into China through another channel, which is, I believe, but little known in this country; and a considerable diminution has, I understand, taken place in that channel, owing to the scarcity of the animal producing the fur, the sable.

What is the particular channel to which you allude?—It is a trade carried on from the borders of Russia, to the northern provinces of China. In the course of the last few years, large quantities of British goods have been conveyed into China through Russia; and it is asserted, in respect of that trade, that the increase of the supply of woollens, has been owing to the diminution in the quantity of furs usually conveyed through that channel.

Are not woollen goods imported through that channel into the Chinese empire, subject to a transit duty in passing through Russia, from which goods the manufacture of some other countries are exempted?—The transit duty, ever since the month of January last, is only, I believe, about three per cent; but the duties on the frontiers between the two countries, on all articles conveyed by that route, are very high; notwithstanding which, the goods conveyed by that channel, have yielded to the merchants engaged in it, large profits.

Do you think it probable, that if a free trade were permitted with the port of Canton, a demand might gradually arise in China, for objects of British manufacture, other than those for which a demand exists already?—I think there can be no doubt of it; particularly as the goods conveyed by the channel I have just mentioned, are greedily sought for by the Chinese, and are received in barter for their teas and other produce in preference to silver.

R. Richards,  
Esq.

(30 June 1820.)

Are you speaking now of British goods imported into China, both by way of Canton, and by that of Kiakta?—I speak of both channels, as far as regards the demand for British to be exchanged for Chinese produce; I only particularized the latter channel, to shew that there is a great demand for British produce in the northern provinces of China, as well as in the southern; the expense of conveying goods by way of Russia is enormous; sundry articles, such as velveteens worth from 2*s.* to 2*s.* 2*d.* a yard in this country, are commonly sold at Kiakta for 8*s.* 6*d.* to 9*s.*

Are not goods of that description at this time sent to Canton by the East India company?—The trade of the East India company, as exhibited by the returns which they laid before the Houses of Parliament in the year 1812-13, consisted chiefly of woollens and metals.

At this present time, do not the East India company make a part of their cargo of that description of goods?—I believe the East India company seldom vary their cargoes either to India or to China; they carry it on, moreover, under such disadvantages in respect of freight and other charges, including even the prime cost of the goods, that attempts to introduce new articles by the East India company, would frequently fail, when the same attempts might be made successfully by individuals.

Do you consider the reason you gave for the diminution of the quantity of skins imported into China, as applying to every species of skin that had been before imported?—The sable is the animal that I understand has become scarce in the northern parts of Russia.

Are you able to state the quantity of British woollen manufactures introduced into the Chinese empire through Russia annually?—I think I can; the British manufactures which were sold at Kiakta, during the last year 1819, consisted of the following articles; woollen cloth in imitation of Saxon cloth, camblets and bombazets, about 400,000 yards; chintzes and imitations of Bandanna handkerchiefs, the quantities uncertain, but they were large; sundry muslins and white cottons, 200,000 yards; Manchester velveteens, 120,000 yards; Manchester velverets, 40,000 yards; and the whole amount of manufactures of different European countries bartered at Kiakta, last year, appears by accounts from Russia, to have been in value, one million sterling.

How are those goods paid for?—Those goods are paid for in teas, silks, nankeens, rhubarb, and other drugs, the silks both raw and in a manufactured state, and the parties mutually pay their balances in silver, which is always received with extreme reluctance by the Chinese, who give a decided preference to goods. It is a remarkable fact, also, that the tea imported into Russia, through Tartary, is of far superior quality to any imported by the East India company into England. The Russians have an academy at Pekin, which has been established so far back as the reign of Alexi, the father of Peter the Great, when a treaty was made between the two countries, one article of which, permitted the Russians to establish it, where a certain number of Russian youths are educated; this academy exists at this day, and the persons there educated, are afterwards employed at Kiakta, as interpreters and agents; this gives great facility to trade, particularly as those jealousies and quarrels so common at Canton, are not known at Kiakta; and furs and coarse cloth being considered by the northern Chinese as articles of the first necessity, every possible indulgence and encouragement is granted to the Russians who frequent that market.

Has the Russian government imposed any restrictions or formed any regulations of which you are aware, for the conduct of their trade with China, or is it left entirely free?—I have mentioned in a former answer that it was subject to certain regulations under the treaty entered into between the Chinese and Russian governments, by which it is confined to the town of Kiakta, where, on the part of the Chinese, a mercantile association is established similar to that of the Hong at Canton.

Any Russian subject, however, is permitted to embark his capital in the trade that thinks proper to do so?—I believe any one.

Is not the intercourse between Russia and China restricted to one period during the year?—There is an annual fair held in the month of August at Nishney Novogrod on the Wolga, at which British and other European goods are sold by the St. Petersburg and Moscow merchants to the dealers from Siberia and Russian Tartary, who bring to that fair, teas, silks, &c. from Kiakta.

At what port of Russia are those British manufactures landed?—At St. Petersburg, and then carried by land carriage through Moscow, Tobolsk, Irkoutsk to Kiakta, a distance of between four and five thousand miles.

Is the consumption of those articles confined to the north of China, or do you suppose they find their way to the south of China?—I believe they are, for the most part, consumed in the northern provinces; but if a freer access were admitted to China, there can be no doubt that the same taste and description of wants would occasion them to be consumed throughout the whole of that immense empire.

R. Richards,  
Esq.

(30 June 1820.)

Can you form any opinion what would be the difference of price between articles now sold at Kiakta, and the price at which they would be sold if there was a port opened to the northward of Canton?—If any port was opened on the eastern coast of China, goods might certainly be sold there at the same rate at which they might be sold at the port of Canton, which is probably 150 or 200 per cent lower than the price of the goods conveyed by way of Kiakta.

When you give this opinion do you refer to a free trade being permitted?—Certainly, a free trade; I have no idea that the East India company could afford to sell them as cheap as private merchants.

What are the circumstances which, in your opinion, may lead to an extension of the demand for lighter articles, as well as for woollens in China?—The taste of the inhabitants who use light articles of dress in warm weather, and will, I doubt not, give a decided preference to our cotton goods, particularly if they can be conveyed to them at a cheap rate; and this might be effectually done if private British merchants were allowed to engage in the trade.

Have you any account of the quantity of British manufactured goods carried to Canton by the East India company?—I have not; if my recollection serves me right, such statements were annexed to the Third and Fourth Reports of the Select Committee on the East India Charter, from which it appears that their exports from this country, including bullion, for seventeen or nineteen years averaged about £. 1,100,000 sterling; and their returns (speaking in round numbers) about £. 1,600,000. In one of the appendices, I likewise remember, a list of new articles is given, which the East India company had attempted to convey in their own ships to Canton, for the consumption of the Chinese; and this attempt is stated in those proceedings to have decidedly failed, owing in a great measure, as far as I can now recollect, to the high prices at which they were invoiced.

Considering the facility of the inland navigation in China, if there were no port opened except that of Canton, would not the northernmost part of the empire be supplied at a cheaper rate than through this importation through Russia?—Certainly.

Are you aware whether any British capital has been directly employed in the trade which you have described with China, through the Russian empire and Kiakta, or whether it is exclusively carried on by the Russian merchants on their own account?—I believe British capital has been employed in this trade; but under the name of a Russian firm: I cannot state the proportion which British capital so employed bears to the Russian; but it is quite clear, that if the port of Canton were opened, British merchants would prefer this channel for the employment of capital, to any that they could avail themselves of through Tartary.

How much per cent do you think the private traders, all restrictions being taken off, would undersell the East India company?—I have reason to know that the private trader will buy his woollens for example, I mean woollens calculated for the Indian and China trade, at from fifteen to twenty per cent less than the ordinary cost to the East India company, and they will be conveyed to India or China at a much lower rate of freight; inasmuch as a private trader can send out his goods in ships freighted for the whole voyage out and home, at about 10*l.* per ton; whilst the East India company's ships trading to China cost them six and twenty.

Have not the East India company lately freighted ships at a much lower rate than formerly?—They have; finding that the private traders to India have successfully performed their voyages at a much lower rate of freight, the East India company have at length had recourse to the same class of ships; and accordingly taken up ships for their Indian trade by public advertisement, at the rate of from 10*l.* to 12*l.* per ton for the whole voyage out and home.

Has any similar reduction taken place in their trade to Canton?—No reduction, I believe, of any consequence in the trade to Canton, since the return to peace freights. Previous to the adoption by the East India company of the class of ships above mentioned, their ships, navigated upon the old system in the Indian trade, cost them about three or four and twenty pounds a ton: it is in this latter trade, therefore, that they have so materially reduced the charge of freight.

R. Richards,  
Esq.

(30 June 1820.)

What is the most they have paid to Canton?—I have known 50 *l.* paid to Canton in war time; the reduction has taken place from adopting a very different class of ships to those formerly employed; I mean to say, that their ships navigated on the old system would still cost them from three to four and twenty pounds a ton to India. It is only by having them equipped as those in the private trade are that the East India company get them so much cheaper.

Do you know whether the trade from India has sustained any inconvenience from the delays in the port of London?—Great inconvenience and heavy expense in the East India docks, the charges of the East India dock being considerably higher than those of any other dock, either in London or in the United Kingdom.

Is there not a considerable loss of time, as well as an excess of charge?—There is greater delay, I have understood, in unloading ships in these docks, than in some others. But not being a ship-owner, I can only speak from the information of others; the heavy charges are generally represented as the greatest source of complaint.

Cannot the Indiamen be unladen in Liverpool in a much fewer number of days than they can be in London, taking into consideration the delays of docks, custom house, &c.?—The delay is greater and the charge is higher in London than in Liverpool.

Can you state the number of American vessels employed at any one time in the East India and China trade?—It appears from a statement which I procured some time ago from an American agent, and which I have reason to believe to be perfectly authentic, that no less than 214 American vessels were at one time, or about the end of the year 1818, absent from the United States on trading voyages to India and China.

[*The Witness delivers in the statement, which is read, and is as follows:*]

LIST of SHIPS absent from the United States for Ports beyond the Cape of Good Hope.

| N <sup>o</sup> | Vessels.           | Where belonging. | Masters.                         | Where bound.      | Remarks.                                    |
|----------------|--------------------|------------------|----------------------------------|-------------------|---|
| 1              | Hamilton           | Boston           | Martin                           | North west coast. |   |
| 2              | Attala             | D <sup>o</sup>   | Winship                          | D <sup>o</sup>    | Condemned at Canton                         |
| 3              | Avon               | D <sup>o</sup>   | Whistimore                       | D <sup>o</sup>    | Bordman and Pope.                           |
| 4              | Sultan             | D <sup>o</sup>   | Reynolds                         | D <sup>o</sup>    | - - D <sup>o</sup>                          |
| 5              | Alert              | D <sup>o</sup>   | Porter                           | D <sup>o</sup>    | T. Lyman.                                   |
| 6              | Eagle              | D <sup>o</sup>   | Davis                            | D <sup>o</sup>    | Bordman and Pope.                           |
| 7              | Volunteer          | D <sup>o</sup>   | Bennett                          | D <sup>o</sup>    | - - D <sup>o</sup>                          |
| 8              | Mentor             | D <sup>o</sup>   | Souter                           | D <sup>o</sup>    | Bryant and Sturges.                         |
| 9              | Packet             | D <sup>o</sup>   | Hill                             | D <sup>o</sup>    | Ropes and Co.                               |
| 10             | Borneo             | D <sup>o</sup>   | Clark                            | D <sup>o</sup>    | Bryant and Sturges.                         |
| 11             | Levant             | D <sup>o</sup>   | Cary                             | Chili and Canton  | Perkins & Co.                               |
| 12             | Elizabeth          | D <sup>o</sup>   | Bessom                           | Canton            | Returned, going to India.                   |
| 13             | Pekin              | D <sup>o</sup>   | Dextor                           | Calcutta          | Gone to Gibraltar to sell,<br>Perkins & Co. |
| 14             | Albion             | D <sup>o</sup>   | Conway                           | D <sup>o</sup>    | Harry Gray.                                 |
| 15             | Tartar             | D <sup>o</sup>   | Rogers                           | Bombay            | Pickman, Rogers, & Co.                      |
| 16             | Saco               | D <sup>o</sup>   | Beckford                         | D <sup>o</sup>    | W. Gray.                                    |
| 17             | Beverley           | D <sup>o</sup>   | Gardner                          | D <sup>o</sup>    | J. Thorndike.                               |
| 18             | Dromo              | D <sup>o</sup>   | Matchet                          | D <sup>o</sup>    | Batch and Wothers.                          |
| 19             | Paragon            | D <sup>o</sup>   | Wilds                            | Canton            | Gone into the Liverpool<br>Trade.           |
| 20             | Augusta            | D <sup>o</sup>   | Pearson,<br>M <sup>c</sup> Neil. | D <sup>o</sup>    | Perkins & Co.                               |
| 21             | Suffolk            | D <sup>o</sup>   | Vrann<br>Frost.                  | Batavia           | Pickman, Rogers, & Co.                      |
| 22             | Canton Packet      | D <sup>o</sup>   | King                             | D <sup>o</sup>    | Perkins & Co.                               |
| 23             | Ophelia            | D <sup>o</sup>   | Proctor                          | D <sup>o</sup>    | - - D <sup>o</sup>                          |
| 24             | Saratoga           | D <sup>o</sup>   | Leach                            | Sumatra           | C. Coolidge.                                |
| 25             | Hope               | D <sup>o</sup>   | Wilkinson                        | D <sup>o</sup>    | Thorndike.                                  |
| 26             | New Orleans Packet | D <sup>o</sup>   | Woodberry                        | D <sup>o</sup>    | Ray and Gray.                               |
| 27             | Magnet             | D <sup>o</sup>   | Blair                            | D <sup>o</sup>    | Salsbury and Wood.                          |
| 28             | Baynard            | D <sup>o</sup>   | Rich                             | Calcutta          | Condemned at Calcutta,                      |
| 29             | Cadinus            | D <sup>o</sup>   | Choat                            | D <sup>o</sup>    | J. Thorndike.                               |
| 30             | Columbus           | Plymouth         | Robins                           | D <sup>o</sup>    | Returned, and out of the<br>Trade.          |
| 31             | Bremen             | Boston           | M <sup>c</sup> Gregor            | D <sup>o</sup>    | W. B. Sivet & Co. and<br>Weston & Son.      |
| 32             | Independence       | D <sup>o</sup>   | Bangs                            | D <sup>o</sup>    | Ropes and Ward.                             |



List of Ships absent from the United States for Ports beyond the Cape of Good Hope—continued.

| N <sup>o</sup>        | Vessels.              | Where belonging.           | Masters.   | Where bound.     | Remarks.                                      |
|-----------------------|-----------------------|----------------------------|------------|------------------|---|
| 33                    | Eliza Ann             | Boston                     | Park       | Calcutta         | W. B. Sivet & Co.                             |
| 34                    | Oscar                 | D <sup>o</sup>             | Hart       | D <sup>o</sup>   | Ropes & Ward.                                 |
| 35                    | Sally                 | D <sup>o</sup>             | Butody     | D <sup>o</sup>   | Perkins & Co.                                 |
| 36                    | Com. Prible           | D <sup>o</sup>             | Bray       | D <sup>o</sup>   | Ropes and Ward.                               |
| 37                    | Agawann               | New <sup>r</sup> Port      | Willis     | Batavia          | Gone out of the Trade.                        |
| 38                    | Ibis                  | Boston                     | Woodberry  | D <sup>o</sup>   | Thorndike and Yanos.                          |
| 39                    | Ship Town             | D <sup>o</sup>             | Austin     | Mocha            | W. Gray.                                      |
| 40                    | Union                 | D <sup>o</sup>             | Oxnan      | Batavia          | - D <sup>o</sup>                              |
| 41                    | Courier               | D <sup>o</sup>             | Standley   | Calcutta         | Ropes and Ward.                               |
| 42                    | Ilolofern             | D <sup>o</sup>             | Sevit      | D <sup>o</sup>   | W. B. Sivet & Co.                             |
| 43                    | Caroline              | D <sup>o</sup>             | Humphrey   | Pacific Ocean    | J. Morland.                                   |
| 44                    | Persia                | D <sup>o</sup>             | Williams   | India            | N. Bridge.                                    |
| 45                    | Clarissa              | D <sup>o</sup>             | King       | Batavia          | W. Gray.                                      |
| 46                    | Canton                | D <sup>o</sup>             | Hinckley   | Canton           | B. Ritch and Wothers.                         |
| 47                    | Milton                | D <sup>o</sup>             | Thomas     | Batavia          | - D <sup>o</sup>                              |
| 48                    | Sachem                | D <sup>o</sup>             | Bancroft   | Calcutta         | John Holland.                                 |
| 49                    | Sea Lion              | D <sup>o</sup>             | Hewitt     | -                | Ropes and Ward.                               |
| 50                    | Midas                 | Salem                      | Cudrist    | Canton           | P. Dodge.                                     |
| 51                    | Powhatteer            | Duxbury from<br>Whale      | Joy        | For Havre        | Clerman & Co. and<br>Cap. Joy.                |
| 52                    | Galatia               | Boston                     | Towne      | India            | Henry Gray.                                   |
| 53                    | American Hero         | D <sup>o</sup>             | Lombard    | Batavia          | J. Cleinents.                                 |
| 54                    | Marcellus             | D <sup>o</sup>             | Oxnard     | -                | Bryant, Sturges & Wothers                     |
| 55                    | John Adams            | D <sup>o</sup>             | Downing    | Sumatra          | Walley and Forster.                           |
| 56                    | Pactolus              | D <sup>o</sup>             | Oxnard     | Batavia          | W. Gray.                                      |
|                       |                       |                            | Blacker    | D <sup>o</sup> . |   |
| 57                    | Barque Flying Fish    | D <sup>o</sup>             | Fitch      | Canton           | J. Wood and Wothers.                          |
| 58                    | Aurelia               | D <sup>o</sup>             | Baker      | Sumatra          | W. R. Gray.                                   |
| 59                    | Brig Alexander        | D <sup>o</sup>             | Bancroft   | North-west Coast | Perkins & Co.                                 |
| 60                    | Brutus                | D <sup>o</sup>             | Meeck      | D <sup>o</sup>   | Formerly Mr. Head, now<br>Mr. Wilcox, Canton. |
| 61                    | Clarion               | D <sup>o</sup>             | Granler    | D <sup>o</sup>   | Winship.                                      |
| 62                    | Cossack               | D <sup>o</sup>             | Brown      | D <sup>o</sup>   | R. W. Lamb.                                   |
| 63                    | Panther               | D <sup>o</sup>             | Lewis      | D <sup>o</sup>   | Ropes & Co.                                   |
| 64                    | Bordeaux Packet       | D <sup>o</sup>             | -          | Sandwich Islands | Josiah Marshall.                              |
| 65                    | New Leader            | New <sup>r</sup> Port      | Young      | Batavia          | J. Wigglesworth, Agent.                       |
| 66                    | Hinder                | Boston                     | Whitney    | Isle of France   | J. Thorndikes.                                |
| 67                    | Chance                | D <sup>o</sup>             | Blacker    | D <sup>o</sup>   | Gone to South America.                        |
| 68                    | Swiftsure             | D <sup>o</sup>             | Linzee     | Mocha            | Jos. Tildea and Bilkempt.                     |
| 69                    | Vancouver             | D <sup>o</sup>             | Bacon      | Canton           | T. Lyman, heavy Ship.                         |
| 70                    | Pickering             | D <sup>o</sup>             | Edis       | South Seas.      |   |
| 71                    | Falcon                | Salem                      | Fanfield   | Bombay           | Pickman & Co.                                 |
| 72                    | Washington            | Boston                     | Abbott     | Batavia          | J. Thorndike.                                 |
| 73                    | Otter                 | D <sup>o</sup>             | Lears      | Sumatra.         |   |
| 74                    | Lascar                | D <sup>o</sup>             | Knowles    | Calcutta.        |   |
| 75                    | Mary                  | D <sup>o</sup>             | Baker      | D <sup>o</sup> . |   |
| 76                    | Ellen Douglas         | Salem                      | Rives      | India.           |   |
| 77                    | Bocca Tigress         | Boston                     | Cununt     | Canton           | Bryant and Sturges.                           |
| 78                    | Bremen                | West Beverley              | Batchelder | India            | Leach of Beverley.                            |
| 79                    | Charles               | Boston                     | Meacom     | Sumatra          | Arrived at Boston, Aug. 5.                    |
| 80                    | Jane Boraman          | D <sup>o</sup>             | -          | Batavia          | E. Bringham.                                  |
| Duty<br>1818.<br>Jan. |                       |                            |            |                  |   |
| 81                    | Ship William and John | New York                   | Brevet     | Canton.          |   |
| 82                    | Caroline              | Salem                      | Dempsey    | Batavia.         |   |
| 83                    | Brig Hope             | Boston                     | Cross      | Calcutta         | Ropes and Ward.                               |
| 84                    | Frances               | New York                   | Swift      | East Indies.     |   |
| 85                    | Ship Edward           | D <sup>o</sup>             | Macey      | Calcutta.        |   |
| 86                    | Brig Leo              | Portland                   | Libby      | India            | Cobb and Clapp.                               |
| 87                    | Ship Ontario          | Salem                      | Bryant     | D <sup>o</sup> . |   |
| 88                    | Stephen               | New York                   | Smith      | D <sup>o</sup> . |   |
| 89                    | John Brown            | Alexandria                 | Aborn      | D <sup>o</sup> . |   |
| 90                    | Brig Macedonian       | Boston                     | Smith      | N. W. Coast      | I. S. Ellery.                                 |
| 91                    | Ship Trio             | New York                   | Isaacs     | India.           |   |
| 92                    | William               | Boston                     | Bachelor   | D <sup>o</sup> . |   |
| 93                    | Mary and Susan        | D <sup>o</sup>             | Curtis     | D <sup>o</sup>   | Ropes and Ward.                               |
| 94                    | Hector                | New York                   | Sheldon    | D <sup>o</sup> . |   |
| 95                    | Solon                 | -                          | Smith      | Batavia          | Hick, Jenkins & Co.                           |
| 96                    | Rubichon              | Boston                     | Derby      | Samarang         | W. Gray, 440 Tons.                            |
| 97                    | Brig Savage           | W. Coast Alex <sup>a</sup> | Perry      | N. W. Coast      | I. I. Actor.                                  |
| 98                    | Sennica               | New York                   | Clark      | Canton           | - D <sup>o</sup>                              |
| 99                    | Ship Cherie           | D <sup>o</sup>             | Haley      | Calcutta         | R. Lenox and Haven and<br>Sheape.             |

## List of Ships absent from the United States for Ports beyond the Cape of Good Hope—continued.

| N <sup>o</sup> | Vessels.                | Where belonging.      | Masters.               | Where bound.                   | Remarks.                                    |
|----------------|-------------------------|-----------------------|------------------------|--------------------------------|---|
| 100            | Ship Anna and Louisa    | Portsmouth            | Humphrey               | Calcutta                       | R. Lenox and Haven and Sheape.              |
| 101            | Caledonia               | New York              | -                      | Liverpool & India.             |   |
| 102            | Rapis                   | D <sup>o</sup>        | -                      | Med. & India.                  |   |
| 103            | Cordelia                | Boston                | Magie                  | Canton                         | I. and L. H. Perkins.                       |
| 104            | Orizimbo                | Balto                 | -                      | Liv'pool & Canton.             |   |
| 105            | Brig Sphinx             | Alexandria            | Page                   | Canton.                        |   |
| 106            | Ship China Packet       | Philadelphia          | Hewitt                 | D <sup>o</sup> .               |   |
| 107            | George Long             | Boston                | -                      | India.                         |   |
| 108            | Calcutta                | D <sup>o</sup>        | Cheaver                | D <sup>o</sup> .               |   |
| 109            | United States           | Balto                 | Wilkinson              | Batavia.                       |   |
| 110            | Brig Viper              | Providence            | Daily                  | Isle of France.                |   |
| 111            | Ship Clothier           | Philadelphia          | Phillips               | Canton.                        |   |
| 112            | High Flyer              | D <sup>o</sup>        | Hawley                 | N. W. L. Canton.               |   |
| 113            | Brig St. Paul           | New <sup>y</sup> Port | Wheelwright            | Java.                          |   |
| 114            | Ship Glide              | Salem                 | Tucker                 | East Indies.                   |   |
| 115            | Eliza                   | D <sup>o</sup>        | Gregerson              | Isle of France                 | Probably gone to S. A.                      |
| 116            | Jane                    | New York              | Saul                   | East Indies.                   |   |
| 117            | Benjamin Rush           | Philadelphia          | -                      | Canton.                        |   |
| 118            | Huntress                | New York              | Mather                 | D <sup>o</sup> .               |   |
| 119            | Bingham                 | Philadelphia          | Bradley                | Batavia.                       |   |
| 120            | Hope                    | D <sup>o</sup>        | Gardner                | Canton.                        |   |
| 121            | Brig Barbara            | Boston                | Nash                   | Corom <sup>l</sup> & Calcutta. |   |
| 122            | Ship Ocean              | D <sup>o</sup>        | Bombane                | Gibraltar & India              | W. B. Sivett & Co.                          |
| 123            | Pekin                   | D <sup>o</sup>        | Comerford              | D <sup>o</sup>                 | Gone to Gibraltar to be sold or given away. |
| 124            | London Trader           | Philadelphia          | Sheave                 | Canton.                        |   |
| 125            | Liverpool Packet        | Boston                | Morgan                 | D <sup>o</sup>                 | T. Lyman.                                   |
| 126            | Ship China              | Salem                 | Putman                 | East Indies.                   |   |
| 127            | Cadmus                  | Boston                | Choute                 | D <sup>o</sup>                 | I. Thorndike.                               |
| 128            | Tawn                    | D <sup>o</sup>        | Austin                 | Mocha                          | W. Gray.                                    |
| 129            | Potomax                 | New <sup>y</sup> Port | Galun                  | Batavia                        | T. Wigglesworth.                            |
| 130            | Paterson                | Providence            | Pierce                 | D <sup>o</sup> .               |   |
| 131            | Gentoo                  | Salem                 | Osgood                 | Calcutta.                      |   |
| 132            | Bengal                  | D <sup>o</sup>        | -                      | Bourbon                        | Loaded at Bourbon.                          |
| 133            | Jason                   | D <sup>o</sup>        | -                      | Isle of France                 | Gone to some other Port in India.           |
| 134            | Neptune                 | Portsmouth            | Place                  | Calcutta.                      |   |
| 135            | Delphos                 | Boston                | Knight                 | Batavia                        | W. R. Grays, New Ship.                      |
| 136            | Brig John               | D <sup>o</sup>        | Alley                  | Pacific Ocean                  | Whaling.                                    |
| 137            | Ellen Douglas           | Salem                 | -                      | East Indies.                   |   |
| 138            | Ship Thomas Scuttlingon | Philadelphia          | -                      | Canton.                        |   |
| 139            | Phoenix                 | D <sup>o</sup>        | M <sup>l</sup> Gibbon  | D <sup>o</sup> .               |   |
| 140            | George and Abbott       | D <sup>o</sup>        | Donaldson              | D <sup>o</sup> .               |   |
| 141            | Pacific                 | D <sup>o</sup>        | Sharpe                 | D <sup>o</sup> .               |   |
| 142            | Neptune                 | D <sup>o</sup>        | Fisher                 | D <sup>o</sup> .               |   |
| 143            | Augustus                | D <sup>o</sup>        | Oliver                 | N. W. C. & Canton.             |   |
| 144            | Bengal                  | D <sup>o</sup>        | Annesley               | D <sup>o</sup> .               |   |
| 145            | Cruttinson              | D <sup>o</sup>        | Turner                 | Calcutta.                      |   |
| 146            | Delaware                | D <sup>o</sup>        | M <sup>l</sup> Pherson | D <sup>o</sup> .               |   |
| 147            | Bainbridge              | D <sup>o</sup>        | Tomlinson              | D <sup>o</sup> .               |   |
| 148            | Caledonia               | D <sup>o</sup>        | Hill                   | D <sup>o</sup> .               |   |
| 149            | Columbine               | D <sup>o</sup>        | Lebar                  | Batavia.                       |   |
| 150            | Matches                 | D <sup>o</sup>        | Warnock                | D <sup>o</sup> .               |   |
| 151            | Margaret                | D <sup>o</sup>        | Benners                | D <sup>o</sup> .               |   |
| 152            | America                 | D <sup>o</sup>        | Eldridge               | D <sup>o</sup> .               |   |
| 153            | Helvetius               | D <sup>o</sup>        | Gallagher              | D <sup>o</sup> .               |   |
| 154            | Rousseaux               | D <sup>o</sup>        | M <sup>l</sup> Leven   | D <sup>o</sup> .               |   |
| 155            | N. America              | D <sup>o</sup>        | Urwin                  | D <sup>o</sup> .               |   |
| 156            | Eliza                   | D <sup>o</sup>        | -                      | Cape Good Hope.                |   |
| 157            | Atlas                   | D <sup>o</sup>        | Gordon                 | Sumatra.                       |   |
| 158            | Governor Hawkins        | D <sup>o</sup>        | Coffin                 | Pacific Ocean.                 |   |
| 159            | Dorothea                | D <sup>o</sup>        | Harman                 | Calcutta.                      |   |
| 160            | Coromandel              | D <sup>o</sup>        | Day                    | de va Antwerp.                 |   |
| 161            | Lachem                  | D <sup>o</sup>        | Fennel                 | C. G. H. & Brazils.            |   |
| 162            | Archimedes              | D <sup>o</sup>        | Neale                  | Pacific Ocean                  | Gone whaling from Havre.                    |
| 163            | Brig Levant             | D <sup>o</sup>        | Skinner                | China, Leghorn, and Smyrna.    |   |
| 164            | America                 | D <sup>o</sup>        | Sea                    | N. W. C.                       |   |
| 165            | Saunders                | Philadelphia          | Chunie                 | Manilla.                       |   |
| 166            | Hosolia                 | D <sup>o</sup>        | Merry                  | Canton.                        |   |
| 167            | Athens                  | D <sup>o</sup>        | Burnham                | Calcutta.                      |   |
| 168            | Governor Brooks         | Salem                 | -                      | India.                         |   |

List of Ships absent from the United States for Ports beyond the Cape of Good Hope—continued.

| N <sup>o</sup> | Vessels.               | Where belonging. | Masters.     | Where bound.     | Remarks.   |
|----------------|------------------------|------------------|--------------|------------------|--|
| 169            | Warrington -           | Salem -          | Upton -      | South Seas.      |  |
| 170            | Cherub -               | Boston -         | Davis -      | Calcutta -       | J. Davis, gone for Indigo.                             |
| 171            | Ramsdollday -          | New York -       | Goodwin -    | D <sup>o</sup> . |  |
| 172            | Syren -                | Salem -          | Cook -       | E. I.            |  |
| 173            | America -              | New York -       | Vebutt -     | Canton.          |  |
| 174            | Nereus -               | Salem -          | Bouditch -   | Calcutta.        |  |
| 175            | Ship Braganza -        | New York -       | Newcombe -   | Bombay -         | A Grace; gone for Cotton.<br>Ship belongs to Q. Byers. |
| 176            | Chancy -               | D <sup>o</sup> - | M'Lay -      | Pacific Ocean.   |  |
| 177            | Tyre -                 | Providence -     | Mathison -   | Batavia.         |  |
| 178            | Palladin -             | Salem -          | Lacombe.     | —                |  |
| 179            | Ellen -                | D <sup>o</sup> - | Cook.        | —                |  |
| 180            | Endeavour -            | D <sup>o</sup> - | Shillibear.  | —                |  |
| 181            | Perseverance -         | D <sup>o</sup> - | Hodgson.     | —                |  |
| 182            | Messenger -            | D <sup>o</sup> - | Buffington - | Sumatra.         |  |
| 183            | Mary Ann -             | D <sup>o</sup> - | Willman -    | D <sup>o</sup> . |  |
| 184            | Two Brothers -         | D <sup>o</sup> - | Gibbrest -   | Batavia.         |  |
| 185            | James -                | D <sup>o</sup> - | Endout.      | —                |  |
| 186            | Argonaut -             | D <sup>o</sup> - | Hodges -     | Batavia.         |  |
| 187            | Wallace -              | D <sup>o</sup> - | Lee.         | —                |  |
| 188            | Restitution -          | D <sup>o</sup> - | Misseray.    | —                |  |
| 189            | Eliza -                | D <sup>o</sup> - | Osgood.      | —                |  |
| 190            | Hope -                 | D <sup>o</sup> - | Fate.        | —                |  |
| 191            | Hercules -             | D <sup>o</sup> - | King -       | Batavia.         |  |
| 192            | Brig Campbell -        | D <sup>o</sup> - | -            | Sumatra.         |  |
| 193            | Elizabeth -            | D <sup>o</sup> - | Treadwell.   | —                |  |
| 194            | Neva -                 | D <sup>o</sup> - | Bowditch.    | —                |  |
| 195            | Happy Couple -         | D <sup>o</sup> - | Pollard -    | Batavia.         |  |
| 196            | Innes -                | D <sup>o</sup> - | Wells -      | Calcutta.        |  |
| 197            | Franklin -             | -                | Kennedy.     | —                |  |
| 198            | Dove -                 | -                | Page.        | —                |  |
| 199            | Ship Gaugy -           | M. Head -        | Doxey -      | Batavia -        | Hooper.  |
| 200            | Brig Orient -          | D <sup>o</sup> - | Girdler -    | Sumatra -        | - D <sup>o</sup>                                       |
| 201            | Ship Exeter -          | Salem -          | Lunder       | -                |  |
| 202            | Brig Veres -           | D <sup>o</sup> - | Stroud       | -                |  |
| 203            | Edward -               | D <sup>o</sup> - | Whitterage   | -                |  |
| 204            | Mary Anne -            | D <sup>o</sup> - | Osgood       | -                | For different Ports in India.                          |
| 205            | Ship Robinson Catlet - | New Port -       | -            | Batavia.         |  |
| 206            | Packet -               | Boston -         | Gallop -     | Sumatra.         |  |
| 207            | Mary -                 | D <sup>o</sup> - | Smith -      | Calcutta.        |  |
| 208            | Aurora -               | D <sup>o</sup> - | Bait -       | D <sup>o</sup> - | Bray and Boch.   |
| 209            | Franklin -             | D <sup>o</sup> - | Rives -      | D <sup>o</sup> - |  |
| 210            | Herald -               | D <sup>o</sup> - | Graves -     | Sumatra -        | W. B. Grays.   |
| 211            | Minerva -              | D <sup>o</sup> - | Bates -      | Batavia -        | N. Bridge.   |
| 212            | Columbus -             | D <sup>o</sup> - | Blanchard -  | Bombay -         | J. Thorndike.  |
| 213            | Cicero -               | D <sup>o</sup> - | Edes -       | D <sup>o</sup> - | - D <sup>o</sup>                                       |
| 214            | Brig Archer -          | D <sup>o</sup> - | Coffin -     | Calcutta -       | For P. Goods.  |

The witness is directed to withdraw.

Ordered, That this Committee be adjourned to Tuesday next, Twelve o'clock.

*Die Martis, 4<sup>o</sup> Julii, 1820.*

The MARQUESS OF LANSDOWNE in the Chair.

*Edward Ellice, Esquire; a Member of the House of Commons;*

Is called in; and Examined, as follows:

*E. Ellice,  
Esq.*

(4 July 1820)

ARE you acquainted with the state and progress of the trade between the western coast of North America and China?—I believe until within the last two years, since the revolution in South America, no British trade was carried on between the western coast of North America and the East Indies, except from the Columbia River to China. This trade was established by the North-west company of Canada, in the year preceding the American war, who then sent vessels round Cape Horn, under licences granted to them by the East India company, to convey the furs collected by them on the north-west coast to China for sale. These licences restricted the North-west company to selling their furs in China for money, and to pay that money into the Company's chest for bills on England; and the loss arising from such a mode of conducting the trade was so excessive, that they were very soon obliged to abandon it. The trade now is carried on by the export of the British manufactures necessary to procure the furs (which were sent in the first instance direct in the ship from England) to a port in the United States, where they are trans-shipped in an American vessel for the Columbia river, the same vessel taking on their furs to China; and an arrangement is made with the American merchant, by which much more beneficial returns are obtained by the North-west company for their trade than by the former mode. The saving between the present mode of conducting the trade and the former by licence from the East India company, in consequence of the restrictions imposed by those licences, may be calculated at, at least, fifty per cent of the charges incident to it.

Supposing the restriction upon the trade from the necessity of taking licences from the East India company to be removed, would it not then be more profitable to export the furs produced upon the north-west coast of America in British-built vessels, than to have recourse to the method which you have described of sending those furs to China?—Most assuredly; and more especially if the merchant was permitted to remit the returns arising from the sale of his furs, in articles the produce of China, for sale in any market in Europe or America. The difference between bartering furs in the China market for Chinese produce, and selling them for money, is generally calculated at about twenty-five per cent; but this varies according to the scarcity or plenty of money at the time in Canton.

So that the result of the restrictions now imposed upon the trade, may be considered to operate as a tax of twenty-five per cent upon the capital engaged in carrying it on?—To a greater extent, because a profit is generally extracted from the sale of Chinese produce in the markets of Europe and America, which must be added to the difference of twenty-five per cent loss in China.

Are you of opinion, then, that there is no chance of the trade which you have described in British vessels reviving, as long as the present restrictions shall continue to subsist?—It is impossible it can.

Are you aware that since the last renewal of the charter, there has been an increasing demand in China for furs, the produce of North America?—There has always been a great demand for furs; and before the renewal of the charter, furs were sent from Canada to New York, and there shipped in American ships to China, the returns of which were brought back and sold in the United States; and furs have been often shipped from this market to China, and been sent through Russia to China, having been brought here from North America: there was also a considerable trade in this article carried on by Russian and American ships, between the north-west coast of America and different islands in the Pacific and China, previous to the establishment of the North-west company.

Were the voyages to which you have alluded, undertaken by British vessels from Columbia to the port of Canton, under licences from the East India Company, or the authority of any Act of Parliament?—They were under licences from the East India company, upon representations made to them, and to the government, that  
unless

unless some mode of disposing of the furs collected in the trade of North America was permitted, the establishments formed on the western coast must be abandoned: the licences were more particularly required during the American war, when American conveyances could not be obtained.

*E. Ellice,  
Esq.*

(4 July 1820.)

Has any trade been carried on between the north-west coast of America and Japan, or the other islands or kingdoms of that sea, under the Act of the 33d Geo. 3, which permits British vessels from North America to dispose of their cargoes in those countries?—The same vessels which were licensed for this trade, between the north-west coast of America and China, occasionally traded with the islands, and with the Spanish ports to the south of the establishments on the Columbia, where they procured provisions and other articles necessary for their settlement and their trade.

Have you reason to think that there exists a demand in those islands for furs, or other articles the produce of North America, which would give additional facility and encouragement to trade with that quarter, if freed from the restrictions which you have stated to impede it at present?—I have no doubt that a very considerable trade might be carried on between the coasts and the islands, and more particularly to obtain means of purchasing, in China, Chinese produce, which might be re-sold to great advantage in those islands, and on the American continent: this trade has been carried on for many years by the Americans and Russians, and is almost entirely a barter trade: probably eight or ten vessels, although I cannot exactly state the number, have been employed annually in bartering between the islands and the coast, and fishing, and killing seals for the Chinese market.

Do the Americans possess any advantage, in your opinion, for that trade, which would not equally attach to British shipping, if allowed to engage fully in it?—Certainly not.

Is the supply of furs, from the part of North America to which you have alluded, likely to continue, for any considerable period, to such an extent as to supply the present or any increased demand?—The supply of furs, till within the last five years, was principally procured on the coast and the islands; but since the establishment of the North-west company's posts extended from Canada to the Pacific, a very large interior trade has taken place; and, as far as our present experience goes, we are led to believe that that may be very much extended, if beneficial markets can be found for the sale of the furs. At the same time, the expense of the establishment has been considerably increased, from the hostile disposition of the Indian population, the tribes being generally engaged in warfare with each other, and extremely jealous of the communications of the traders with the interior; and it has been found necessary to be prepared against attacks from them with a large force of men, who are brought over land from Canada at great expense; unless such markets can be found, it is most probable, at no distant day, under such difficulties, the trade must be abandoned.

Are there no means by which the Indian population to which you have alluded, could be made to feel sensible of the advantages attendant upon commerce, as to afford some hope of greater civilization in their habits, by means of the trade carried on by the North-west company?—It is not impossible that, in the course of time, such results may be accomplished, but our present experience leads us very much to apprehend greater difficulties in this respect with the population to the west of the rocky mountains, than we have found with that to the eastward, where if unfortunately the contests of rival traders had not interfered with the measures taken for this object, there would have been little difficulty in establishing peace between the different tribes, and keeping the country in a state of perfect tranquillity.

What description of vessels, as to burthen, are best fitted to carry on the trade which you have described, between the north-west coast of America and the Chinese seas?—Small vessels of 200 tons or under, which can be navigated at easy expense, as far as the trade between the coast of China and the islands is concerned; but if the produce of China taken in barter or purchased by the proceeds arising from the sale of furs, was permitted to be exported from China to Europe, larger vessels, from three to five hundred tons could be employed; but the trade in such vessels could never be extensive.

Can you state whether any trade has taken place, within the course of the last few years, between the west shore of South America and the Indian seas?—A good deal of trade has taken place within the last two years, and several ships have gone from Chili, and I believe from some of the ports in Peru, with copper specie and other produce of that country, to Calcutta and other ports in India, which vessels have returned again with cargoes of East Indian produce to supply the same markets in

E. Ellice,  
Esq.

(4 July 1820.)

South America; these vessels have touched at different islands on their passage to Calcutta, for the purposes of barter and trade.

Has this trade been carried on under licence from the East India company?—The trade has been greatly impeded by the regulations under which the East India company licence vessels, and more especially by that by which vessels under a certain size are prohibited from carrying on trade with India. I have known one instance, and I believe there are others, in which these restrictions have been evaded, by sending vessels under the size permitted by Act of Parliament to Gibraltar, for licences, under pretence that the vessels were to return to the Mediterranean with the produce of India. One vessel to which I have referred, has already made one voyage from Valparaiso in Chili to Calcutta, and has returned to Valparaiso with a cargo purchased with copper and specie, which she took from Chili; and it would be very material that vessels of any burthen should be permitted to carry on this trade, as much depends upon the success to be expected from it, upon the diminution of the expense attendant upon the voyages; and that no restrictions should be placed upon the trade backwards and forwards among the islands in the seas through which those vessels pass.

Has the trade which you have been describing, been carried on in British vessels exclusively?—I am not aware that it is not exclusively, but certainly principally; and hitherto the British merchants have maintained so great an ascendancy in the South American ports in the Pacific, that with equal advantages the trade might almost be entirely secured to them.

Is there not however some danger that if the restrictions to which you have adverted with respect to licences, and to the size of the vessels employed, are continued, the same circumstances which have enabled the Americans to possess themselves of other branches of the carrying trade to India and China, may enable them to enter into a successful competition with British vessels in the trade you have been now describing?—Most assuredly; those who can carry on the trade at least expense, and with the fewest restrictions, will succeed in obtaining a preponderance. I might add to this, that it would be very essential, and could produce no injury either to the East India company, who do not carry on this trade, or to the revenue of this country, which is the great argument for confining the China trade; that as a great market may be found in South America for the produce of China, it would be very desirable that unlimited freedom of trade, as between China and the dependencies of China and South America might be permitted to British merchants, and more particularly as specie and copper, which are the great means by which the Chinese trade is carried on, are procured in great abundance in South America for British manufactures.

Are you aware that there has been any diminution of the fur trade between America and China, during the last few years?—I should rather say it has increased than diminished.

Can you furnish the Committee with any form of Licence granted for carrying on the trade from the west coast of North or South America to India and China.

*[The Witness delivers in an Extract from the Licence and Charter Party of the Ship Isaac Todd, the First Vessel employed by the North-west company from Columbia to Canton, which is read, and is as follows:]*

“ This indenture, made the thirteenth day of January in the fifty-third year of the reign of our Sovereign Lord George the Third, by the grace of God, of the United Kingdom of Great Britain and Ireland, King, Defender of the Faith; and in the year of our Lord one thousand eight hundred and thirteen,—Between the United company of merchants of England trading to the East Indies, of the one part; and Simon M’Gillivray of Suffolk Lane, London, merchant, and Donald M’Tavish of Arundel Street, in the Strand, in the city of Westminster, merchant, owners of the ship or vessel called the Isaac Todd, of the burthen of three hundred and thirty-eight tons or thereabouts; and Frazer Smith, of London, mariner, commander of the said ship, of the other part. Whereas the said United Company are by law entitled to the whole, sole and exclusive trade and traffic, and the only liberty, use and privilege of trading and trafficking, and exercising the business of merchandize, into and from the East Indies, in the countries and parts of Asia and Africa; and into and from the islands, ports, havens, cities, creeks, towns and places of Asia, Africa,

and

*E. Ellice,  
Esq.*

(4 July 1820.)

and America, or any of them, beyond the Cape of Bona Esperanza to the Straights of Magellan, where any trade or traffic of merchandize hath been or may be used or had; and no person or persons whatsoever, being a British subject or subjects, can lawfully go to or frequent, trade or traffic to or in the places aforesaid, or any or either of them, without the licence and authority of the said United Company, except as is particularly mentioned in an Act of Parliament made and passed in the thirty-third year of the reign of His present Majesty, intituled, "An Act for continuing in the East-India company, for a further term, the Possession of the British Territories in India, together with their exclusive Trade, under certain Limitations; for establishing further Regulations for the Government of the said Territories, and the better Administration of Justice within the same; for appropriating to certain Uses the Revenues and Profits of the said Company; and for making provision for the good order and Government of the towns of Calcutta, Madras, and Bombay." And whereas certain persons trading and adventuring under the firm of the North-west company of Canada, have formed a design to make settlements and establishments on the north-west coast of America, for the purpose of procuring furs and other goods, and of trading from thence to Canton in China; and they have determined at present to engage in an adventure from London into the Pacific Ocean, and to the north-west coast of America, in sending thither the said ship or vessel called the Isaac Todd, whereof the said Frazer Smith is master, for the purpose of disposing of a cargo of goods, to be procured in London, and of fishing and purchasing and procuring furs and goods the produce or manufacture of these parts, and to proceed from thence to Canton in China. And the said Simon M'Gillivray and Donald M'Tavish have applied to the said United Company, and requested the said United Company to grant to them, on the behalf and for the use of the said North-west company of Canada, licence and permission to carry on the said trade, and have offered to let the said ship to the said United Company for a voyage from Canton to London; and the said United Company have agreed to grant such licence, and to hire the said ship for the said voyage, upon and subject nevertheless to such covenants, agreements, provisoes, conditions, and restrictions as hereinafter are mentioned. Now this indenture witnesseth, that for and in consideration of the covenants and agreements hereinafter contained on the part and behalf of the said Simon M'Gillivray and Donald M'Tavish to be kept, done, and performed, the said United Company have given and granted, and by these presents do give and grant, unto the said Simon M'Gillivray and Donald M'Tavish on the behalf of the North-west company of Canada, together with such officers, seamen, super-cargoes, agents, and other persons as shall be necessary for navigating the said ship or vessel called the Isaac Todd, and for conducting or managing the trade to be carried on in the said adventure, full and free liberty, licence, power and authority, at any time within two months from the day of the date of these presents, to send and proceed with the said ship or vessel from England to the north-west coast of America, and the islands adjacent, and in the Pacific Ocean, and there to sell and dispose of the cargo to be carried in the said ship from London, and there to fish, trade and traffic for and to procure furs and peltries, fish and other goods of the produce of those parts, and to proceed from thence with such furs, peltries, and goods to Canton aforesaid, and there to dispose of the goods so procured on the north-west coast of America, and in the Pacific Ocean, and there to end the adventure on the part of the said North-west company of Canada; but subject nevertheless to all the covenants, agreements, provisoes, and restrictions hereinafter contained. And for and in consideration of the said licence, power and authority, so given and granted as aforesaid, the said Simon M'Gillivray and Donald M'Tavish for themselves, their heirs, executors, and administrators, do covenant, promise, and agree to and with the said United Company, their successors and assigns, in manner and form following; that is to say.

First. That the said Simon M'Gillivray and Donald M'Tavish, their executors or administrators, shall within fourteen days next after the said ship or vessel shall sail from England, and proceed on her outward voyage aforesaid, deliver or cause to be delivered to the secretary of the said United Company, a correct list, signed by the said Simon M'Gillivray and Donald M'Tavish, or one of them, or their or one of their executors or administrators, containing the names of the master or commander, officers and seamen of the said ship, distinguishing their respective stations and capacities; as also a list of the stores of the said ship, and of the cargo, and of all other goods and merchandizes carried out in the said ship, for the purpose of sales,

*F. Ellice,  
Esq.*

(4 July 1820.)

sales, trade, or traffick; and in default of delivering such lists within the time aforesaid, or if the same in any material particular shall be false, or shall not contain a complete and perfect list of all such persons, stores, goods and merchandize as aforesaid, then and in every such case, the said Simon M'Gillivray and Donald M'Tavish, their heirs, executors, or administrators, shall and will pay to the said United Company the sum of one thousand pounds of lawful money of Great Britain, for their own use, as and by way of adjusted damages for such breach of covenant.

Second. That the said ship, hereby licenced, shall proceed and go to the north-west coast of America, before she shall proceed or go to Canton aforesaid.

Third. That the said ship or vessel shall not, nor shall any person or persons belonging thereto, proceed or go to any other place in the empire of China than Canton; nor shall the said ship or vessel, nor any person or persons belonging thereto, go or proceed to the East Indies, or any other place within the limits of the exclusive trade of the said United Company, to the westward of the river Canton, unless driven by stress of weather, contrary winds, or some unavoidable accident, in which case the said ship or vessel shall return as soon as possible within the limits allowed by this licence, and that without carrying on any trade whatsoever beyond such limits.

Fourth. That the said Frazer Smith, or the master or commander, or supercargo for the time being of the said ship or vessel shall, within forty-eight hours after her arrival in the river of Canton, or at any other place within the limits of the said exclusive trade of the said United Company, where the said United Company now have or hereafter shall have a settlement, factory, or resident, upon every such arrival, and before the landing or unshipping of any goods or stores whatsoever, give notice of the arrival of the said ship or vessel; and at the same time shall deliver to the said supercargoes, or chief agents or residents of the said United Company at such place, true and exact lists of the agents, supercargoes, commanders, officers, mariners, and other persons whatsoever, in and on board the said ship at the time of her arrival, and also a correct account in writing, signed by such master or commander, to the best of his knowledge and belief, of what has become of every person who at any time shall have sailed on board the said ship, at and after her departure from Great Britain, and who shall not arrive on board such ship in the river of Canton, or at such other settlement, factory, or place as aforesaid; and at what places or place, or in what latitude, and in what manner every such person shall have quitted such ship; and also lists of all goods, wares, and merchandizes, and money, in and on board the said ship or vessel at the time of the arrival aforesaid, and also of all the stores of and belonging to such ship or vessel; and at all times shall and will permit such ship or ships, goods and merchandizes, to be searched and examined by the supercargoes, agents, or residents of the said United Company, or by such person or persons as they shall appoint for that purpose; and in case the said Frazer Smith or the master for the time being, or the supercargoes, or any person or persons navigating or belonging to the said ship or adventure, shall in any way obstruct any such search as hereinbefore mentioned, or in case of any breach of this covenant, the said Simon M'Gillivray and Donald M'Tavish, their executors or administrators, shall and will pay to the said United Company, for their own use, the sum of two thousand pounds of lawful money of Great Britain, as and by way of adjusted damages for such breach of covenant.

Fifth. That the said Frazer Smith and the master for the time being, and the chief mate for the time being of the said ship or vessel, shall respectively keep a regular journal or log-book, in which all the material nautical and other observations and occurrences of the voyage shall be entered, and which said journal or log-book shall be produced to the supercargoes of the said United Company at Canton, for their perusal, and with liberty to cause copies and abstracts thereof; and within twenty days after the return of the said ship or vessel to England, such log-book shall be produced to the court of directors of the said United Company, for their inspection and information, in such manner as the said court of directors shall think fit; and on failure of such journal or log-book as aforesaid being kept, or on refusal or neglect to deliver the same to the said court of directors, the said Simon M'Gillivray and Donald M'Tavish, their executors or administrators, shall pay to the said United Company the sum of two hundred pounds of lawful money of Great Britain, as and by way of adjusted damages for such breach of covenant.

Sixth. That no person or persons whatsoever, who shall proceed in the said ship or vessel to any place within the said limits of the exclusive trade of the said United Company



Company, shall remain at any place within such limits, after the departure of the said ship or vessel, save and except that the said adventurers may be at liberty to send out and leave settlers for forming establishments in the north-west coast of America.

*E. Ellice,  
Esq.*

(4 July 1820.)

Seventh. That the said Simon M'Gillivray and Donald M'Tavish, their executors or administrators, shall not, nor shall any other person engaged or employed in the said adventure, directly or indirectly unload or sell, or in any way dispose of, from the said ship, any goods or merchandizes whatsoever of the growth, produce, or manufacture of Europe, at Canton, or any other place within the empire of China, or the East Indies, or elsewhere within the limits of the exclusive trade of the said United Company, except the coast of America and the Pacific Ocean.

Eighth. That all the sales to be made of the cargo of the said ship by the commander or supercargoes thereof, or other agents of the said adventurers, and not by the supercargoes of the said United Company; and all the money to be received at Canton, or elsewhere in China, for any goods, wares, or merchandizes whatsoever, to be sold there by or on the account of the persons concerned in the adventure hereby licensed, shall be paid by their agents into the treasury of the said United Company at Canton, for bills of exchange to be drawn by the said United Company's supercargoes on the court of directors of the said United Company, payable in London, three hundred and sixty-five days after sight, at the same rate of exchange at which the said supercargoes shall draw bills on the said court of directors in the same season.

Ninth. That there shall not be loaded on board the said ship or vessel at Canton, or elsewhere within the limits of the said United Company's exclusive trade, any sea stores for the use of the ship, in which more than ten pounds weight of tea shall be allowed for each man on board; nor shall any goods whatsoever of the growth, produce, or manufacture of the empire of China or the East Indies, or of any country to the eastward of the Cape of Good Hope, be brought in the said ship to Europe, or elsewhere without the limits of the exclusive trade of the said United Company, save and except on account of the said United Company, as hereinafter is mentioned; nor shall any such goods be delivered to any other persons, nor to any other ship or vessel, for the purpose or with a view of the same being brought to Europe, or carried to North America or the West Indies.

Tenth. In order to prevent a trading contrary to these presents, the supercargo and commander for the time being of the said ship or vessel, shall three days at least before the sailing of such ship or vessel from the river of Canton, or any other place where the said United Company shall have any supercargoes, servants or a resident, deliver or cause to be delivered to the said United Company, supercargoes, chief servants, or resident at such place, a true and correct list of all and every the goods and merchandizes shipped or intended to be shipped at such place, or which shall then be loaded or be on board the said ship; and it shall and may be lawful to and for the said supercargoes, chief servants, or resident of the said United Company, at any time before the said ship or vessel shall have quitted and got out of such port or place, to search or cause her to be searched.

Eleventh. That no officer or seaman belonging to any ship or vessel in the service or employ of the said United Company, shall be taken or received into the said ship or vessel hereby licensed, without the express consent of the commanding officer for the time being of the ship or vessel to which such officer or seamen shall belong; and in case any such officer or seamen shall be taken or received in breach of this regulation, the said Simon M'Gillivray and Donald M'Tavish, their heirs, executors, or administrators, shall and will pay to the said United Company the sum of one hundred pounds for every officer and seaman so taken and received, as and by way of adjusted damages for such breach of covenant; and in case it shall be suspected that any officer or seaman has been taken into, received, and concealed in the said ship or vessel, it shall and may be lawful to and for the supercargoes or any of the chief officers or resident of the said United Company at any settlement, to cause the said ship to be searched, and to cause such officer or seaman belonging to any ship in the service and employ of the said United Company, who shall be found therein without such express consent as aforesaid, to return to his duty; and if such search and carrying away shall be refused or obstructed, the said Simon M'Gillivray and Donald M'Tavish, their heirs, executors, or administrators, shall and will pay unto the said United Company the sum of five hundred pounds of lawful money of Great Britain, as and by way of adjusted damages for the breach of this covenant.

Twelfth. That the said Simon M'Gillivray and Donald M'Tavish, their executors or administrators, or their supercargoes or agents, shall and will in due manner pay

*E. Ellice,  
Esq.*

(4 July 1820.)

and discharge all customs, duties, dues and fees, payable at Canton or elsewhere in China, by law or custom, upon the said ship, or upon the goods and merchandizes therein, or in the said adventure, and shall in all respects conform to and comply with the laws and usages of such port and place, respecting the mode and manner of publicly notifying the transaction, and the times, places and manner of unshipping and delivering such goods and merchandizes, and all circumstances relating thereto: And if any charge or complaint shall be made by the Chinese government, magistracy or public officers, of any refusal or neglect on the part of any person or persons on board the said ship or vessel, to comply with such laws, customs and usages, or of any fraud upon the revenue, or other irregularity of any person whatsoever belonging to the said ship or vessel, contrary to the laws, usage and customs of the place; it shall and may be lawful for the supercargoes, chief servants and residents of the said United Company, to seize the said ship or vessel, with her tackle, apparel and furniture, and the goods and merchandizes on board thereof, and the same to hold, detain and keep until the matters in dispute shall be settled, and satisfaction shall be duly made to the Chinese government, or until security shall be given for that purpose. And, moreover, in case the supercargoes, chief servants or resident of the said United Company, shall be obliged or shall find it necessary and expedient to make any payment in respect of any of the matters aforesaid, or if the said Company shall suffer or sustain any injury or damage by means of such misconduct or irregularity as aforesaid, all such payments, injury and damage shall be repaid, made good and satisfied by the said Simon M'Gillivray and Donald M'Tavish, their heirs, executors or administrators, together with interest on all payments or advances to be made by or on the part of the said United Company.

Thirteenth. In order to avoid irregularities and giving offence to the Chinese government, respecting goods imported, no goods or merchandizes whatsoever shall be sold on ship-board at Whampoa, in the river of Canton, nor shall the said ship or vessel remain in any of the bays adjacent to Macao, but shall proceed with her cargo without breaking bulk to the usual and customary place of unloading ships in the river of Canton, unless the supercargoes of the said United Company there shall order or direct, or by writing under their hands, shall consent to the contrary.

Fourteenth. That in case any debt shall be contracted in China by any person or persons belonging to the said ship or vessel, or if any charge or complaint shall be made by the Chinese government, magistracy, or public officers, of a refusal or neglect to pay the same, it shall and may be lawful for the supercargoes, chief servants or resident of the said United Company, to seize the said ship hereby licensed, with her tackle, apparel and furniture, and the goods and merchandizes on board thereof, and the same to hold, detain and keep, until such debt or debts shall be paid, and all disputes concerning the same shall be decided and ended, or until security shall be given for payment of such debt, or for abiding by such decision as shall be made upon any disputed matter; and in case the supercargoes, chief agents, or resident of the said United Company shall be obliged or shall find it prudent and expedient to pay and satisfy such debt, either whilst the said ship shall remain in China or after her departure from thence, the said Simon M'Gillivray and Donald M'Tavish, their executors or administrators, shall reimburse and repay such money to the said United Company, together with interest.

Fifteenth. That the said Frazer Smith, and the master or commander for the time being of the said ship or vessel aforesaid, during her stay in the river of Canton or elsewhere within the limits of the exclusive trade of the said United Company, shall repair on board his ship or vessel every Saturday evening, and remain on board all day on Sunday, and shall assemble the whole ship's company at a stated hour, and have prayers publicly read to them, at which the captain and officers shall be present.

Sixteenth. That no seaman of the said ship or vessel, shall leave his ship or vessel on a Sunday, except on the necessary business of such ship or vessel, by the order of the master or commander thereof, who shall order such leaving the ship by such seaman, in such manner as much as possible to prevent drunkenness and irregularity during their absence, and to secure their return to the ship in due and convenient time; and that none of the seamen shall at any time be permitted to go on liberty from Whampoa to Canton, nor at any time to visit or frequent any foreign ship or Bawkeel, where liquor can be purchased; and that at all times when any seaman upon any occasion whatever shall be sent or go on shore, a discreet officer shall be sent with them, with authority to control and govern them; and in case of any riot, confusion, disturbance or disorderly conduct, or any appearance or suspicion thereof, that such seaman shall be immediately sent on board the said ship or vessel.

Seventeenth.

E. Ellice,  
Esq.

(4 July 1820.)

Seventeenth. That in case any mutiny or disorder amongst the seamen or crew of the said ship or vessel break out or exist, or there shall be any appearance or suspicion thereof during her stay in the river of Canton, or at any other place where the said United Company have or shall have a factory or a resident, the commanding officer on board the said ship or vessel shall forthwith give or send, or cause to be given or sent, notice thereof, to the supercargoes, agents or resident of the said United Company, with every particular relating or leading thereto. And if the supercargoes, agents or resident of the said United Company shall see fit to interfere therein, the orders and instructions which shall be given by them or him, in respect to the quelling and quieting such mutiny or disorder, and as to the dealing with the mutineers or disorderly persons, either during or after such mutiny or disorder, shall in all things be obeyed and followed by the commander, officers and mariners, and all other persons belonging to or on board the said ship or vessel.

Eighteenth. That during the stay of the said ship or vessel in the river, of Canton, all the agents, supercargoes, officers, mariners and other persons whomsoever, belonging to or on board the said ship or vessel, shall obey, and shall submit and demean themselves according to all such orders and instructions as they shall from time to time receive from the Company's supercargoes at Canton aforesaid, in respecting their conduct and behaviour, as well to the Chinese government and individuals, as to all other person and persons of any foreign nation whatsoever, and also as to the mooring, unmooring, placing or situating of the said ship or vessel, and the boats belonging to the same; and respecting the pretension of any damage, injury or hindrance to the trade of the said United Company; and to the prevention, correction, and settling of all quarrels and disputes whatsoever.

Nineteenth. That no person or persons engaged in the adventure hereby licensed, or going on board of or belonging to the said ship or vessel, shall, upon any account whatsoever, pay any cash or money into the treasury of any European, American or other foreign company, other than the said United Company, or into the hands of any person or persons being a foreigner or foreigners, European or American; nor shall any person or persons engaged in the said adventure, or going on board of or belonging to the said ship, lend any money or security for money to, or borrow any money or security for money from, or sell, buy, barter, or exchange the said ship, or any goods, wares or merchandizes whatsoever, to, of or with any European or American in the said river of Canton, or at or in any other port or place on the coast of Japan, Correea, or the isles thereto adjacent, without the licence or consent in writing of the supercargoes, agents or resident of the said United Company for that purpose first had and obtained.

Twentieth. That in case the said ship, the Isaac Todd, shall be lost or exchanged during this voyage, and the adventure shall be pursued in any other ship or ships, vessel or vessels; then and in such case, such other ship or ships, vessel or vessels, with the cargoes, goods and merchandizes to be laden therein, shall be subject and liable to all the covenants, engagements, provisoes and stipulations herein contained, and to the said forfeitures and detensions; and the adventure shall be conducted in the same manner as herein mentioned, as to the said ship the Isaac Todd.

Twenty-first. Provided always, that nothing herein contained, shall any ways extend to license or authorize the said Simon M'Gillivray and Donald M'Tavish, or any other person or persons whomsoever, to send any ship or vessel, other than the said ship, the Isaac Todd, within the said United Company's exclusive limits of trade, or to send the said ship or vessel the Isaac Todd, for more than the one voyage hereinbefore mentioned and licensed, nor to authorize or enable her, or the said Simon M'Gillivray and Donald M'Tavish, or their agents, to proceed, go to, or remain within the limits of the said exclusive trade of the said United Company for any longer time than three years from the day of the date of these presents, save and except settlers on the northwest coast of America as hereinbefore mentioned, and that on her return from within the said United Company's limits of trade, or the expiration of the said term of years, whichever shall first happen, the licence hereby granted shall cease, and shall not be available to authorize her or any persons concerned in the said adventure to remain within or again return within the same limits.

Twenty-second. Provided always, and it is hereby declared and agreed by and between the said parties to these presents, that the licences hereby granted, for the adventure hereinbefore mentioned, is granted only upon condition that all the covenants, articles, clauses, agreements and provisoes herein contained, and by and

E. Ellice,  
Esq.

(4 July 1820.)

on the part of the said Simon M'Gillivray and Donald M'Tavish, their executors and administrators, or of the said Frazer Smith, and of the commander and officers and seamen of the said ship, and of all other persons to be engaged, interested or employed in the said adventure under and by virtue of this licence, shall be well and punctually observed, performed, fulfilled and kept; and in case of any breach whatever of the said covenants, articles, clauses and agreements, and provisoes hereinbefore contained, or of any of them, then the licence hereby intended to be granted, and also the letting and hiring of the said ship to the said United Company hereinafter mentioned, shall be and become absolutely null and void to all intents and purposes; and the said Simon M'Gillivray and Donald M'Tavish, their executors and administrators; and the said Frazer Smith, and the commander, officers and seamen of the said ship, and all other persons to be engaged or employed in the said adventure; and the said ship or vessel, and her cargo and stores, and all goods, wares and merchandizes to be acquired in the course of the said adventure, shall be subject and liable to all the penalties, seizures and forfeitures, and to all the remedies for recovery thereof, or of removal from within the limits of the exclusive trade of the said United Company, as they would have been liable to in respect of the acts to be done, as they would have been liable to for the same acts in case these presents had never been made and executed; these presents, or any thing herein contained to the contrary thereof in anywise notwithstanding. Nevertheless, the said Simon M'Gillivray and Donald M'Tavish, their executors and administrators, shall remain answerable for damages for breach of the covenants herein contained, whether adjusted or liquidated damages are or not agreed upon, and although the said licence hereby granted shall become void."

Has there been any trade between the eastern coast of South America and the East Indies?—A considerable trade has also taken place; and more especially, vessels have been sent out to carry money from Buenos Ayres, to purchase cargoes in the East Indies for the European markets; and some vessels have taken cargoes from the East Indies for sale in Buenos Ayres.

Do you conceive that the existing distress in the United States is much owing to their having over-traded with China and the east?—I should think a very small proportion of it is to be attributed to that cause: there are many others very obvious; particularly the sudden cessation of the general trade which they enjoyed during war in their neutral character, and the recent alteration in their paper currency.

You mentioned that the fur trade between America and China had latterly increased; how do you account for the difference between this answer and the returns to Congress?—The fur trade to the eastward of the Rocky Mountains, both from Canada and the United States of America, has probably decreased one-half, both from the Indians having been driven back by the cultivation of their lands, and also from their being in a greater state of civilization. On the western side, the ports have been newly established, and the country only discovered within the last seven or eight years from which the principal returns in furs are now obtained; and as I said before, from our experience, which is of very recent date, we have every reason to believe that the returns from that particular country may be very much increased, if an adequate and remunerating market is found for them in China.

In the event of its being impossible to obtain a free trade to China direct, would the same object be in any degree accomplished by the establishment of free ports in the islands of the Indian Archipelago?—Every facility would be of very great advantage to the trade; but still the Americans, who could go directly to China, would trade under much greater advantages than British vessels going to a free port, where they must receive the produce of China loaded with the charges of carrying it from China to that free port.

Do you know whether any impediments are thrown in the way of trade, and delays occasioned, by the regulations in the port of London?—Certainly; without entering into the detail of those delays, we find that vessels are more speedily dispatched almost from every other port, either of this kingdom or the continent.

Will you state your opinion whether those regulations are essential to the protection of the revenue, or whether in a great degree that evil might be got rid of?—I should think the revenue might be as well protected if every facility was given to the discharge of vessels with the utmost dispatch.

[The Witness is directed to withdraw.]

*George Abercrombie Robinson, Esq.* Chairman, and *Thomas Reid, Esq.* Deputy Chairman, of the Court of Directors of the East India Company,

Are called in; and Examined as follows :

Will you state to the Committee whether the restrictions, now imposed upon the free trade with the continent of India, since the last renewal of the East India company's charter, are essential in their full extent to the interests of the East India company, both as respects the licences required to carry it on, and the limitation of tonnage for the shipping engaged in it?—[*Mr. Robinson.*] I am not aware of any restrictions upon a perfectly free trade with India, except in the two points your lordship has mentioned: the first is a restriction that is a point rather of form, inasmuch as I know no instance of a licence having been applied for that ever was refused; with regard to the restriction as to the tonnage of the ships to be employed in that trade, it was a measure decided upon when the last charter was renewed, with reference, I believe, to laying impediments in the way of smuggling, by not permitting ships of a smaller burthen than 350 tons to trade between England and India; it is therefore a question in which the revenue, I conceive, are more immediately concerned than the East India company.

*G. A. Robinson,  
Esq.  
and T. Reid,  
Esq.*

(4 July 1820.)

You are not of opinion, then, if any difficulty arising from considerations of revenue could be got over, to the employment of vessels of a smaller burthen in the free trade with India, that any obstacle would arise to this being permitted, connected with the interests of the East India company?—I hold the opinion myself, that it is essential to the revenue. It is a question that I have no means of answering, if I am to speak the sense of the court of directors, because not being aware that such a question would be put to me, I have had no means of collecting their sentiments; giving my own opinion, I believe that it was purely adopted on the principle of protecting the revenue.

Would any inconvenience arise from the free trade being permitted along the coast, without being confined, as it now is by law, to the three presidencies?—I think the objection to that enlargement would arise chiefly from the injury it would do to the property and shipping usually called the country trade. That at a time when the trade between India and England is strictly confined to the transit between the two countries, it would be extremely hard upon the owners of ships in India, that ships from this country should be permitted to enter into competition with them in the coasting trade of India, while the India shipping is prevented from entering into the general trade of the empire. The capital and property engaged in the country trade amounts to a very large sum, and is clearly entitled, I think, to protection.

Do you mean to state, that the country ships are navigated and employed at such an expense as to make them unable to enter into a fair competition with the British ship, if permitted to engage in the same trade in India?—I think that the expense of navigating an Indian ship, is less than would be the expense of navigating a British ship in India, the one being manned by natives chiefly, the other by Europeans; but the value and price of ships built in India is so much greater, that it necessarily requires the employment of a greater capital; and the introduction of a number of British ships into the trade from port to port in India, must necessarily interfere with the benefits and advantages of those whose capital is already so embarked.

The greater expense of building ships in India, then, you conceive is more than a compensation for the advantage derived by them from the greater cheapness of equipment?—Certainly.

Do you conceive that if Indian-built ships were permitted to engage in the general trade of the empire, that would operate as a compensation to them for British-built ships being permitted to engage in the coasting trade from port to port in India?—By no means; because Indian-built ships would come to this country manned by a description of seamen, who would not be well calculated to undertake the navigation of European seas.

Are you of opinion that the capital engaged in the country trade, would find no other employment, if, from the British shipping being freely admitted into that trade, any part of it were forced to seek another direction?—No doubt; capital forced out of one channel will necessarily find its way for employment into some other; but I think it would be highly inexpedient to drive out of employment, and out of existence, a great number of ships that are and have been so long employed in the country trade of India.

Has the country trade with the Indian Archipelago, commonly called the Malay trade,

102 MINUTES OF EVIDENCE (before Committee of Lords) RELATIVE

G. A. Robinson,  
Esq.  
and T. Reid,  
Esq.

trade, increased or diminished since the last renewal of the East India company's charter?—I can refer to a paper, that would enable me to answer with certainty: it contains the value of imports and exports from the principal settlements to the eastern islands, and other islands in the Indian seas, from which it appears, that from

(4 July 1820.)

[The Witness delivers in the same,

STATEMENT of the VALUE of IMPORTS into, and EXPORTS from, the Territories subject to the Presidencies of Fort  
(Extracted from the Reports of External Commerce

| From the 1st of May 1814 to the 30th April 1815. |                         |                      |                |                         |                      |                |
|--|-------------------------|----------------------|----------------|-------------------------|----------------------|----------------|
| IMPORTS FROM<br>and<br>EXPORTS TO                | VALUE IMPORTS.          |                      |                | VALUE EXPORTS.          |                      |                |
|  | Merchandize.<br>Rupees. | Treasure.<br>Rupees. | Total Imports. | Merchandize.<br>Rupees. | Treasure.<br>Rupees. | Total Exports. |
| United Kingdom                                   | 67,06,283               | 5,25,127             | 72,31,410      | 1,64,07,364             | 22,054               | 1,64,29,418    |
| Continent of Europe, &c.                         | 9,49,259                | 7,16,591             | 16,65,850      | 18,02,847               | -                    | 18,02,847      |
| Mediterranean                                    | -                       | -                    | -              | -                       | -                    | -              |
| United States of America                         | -                       | -                    | -              | -                       | -                    | -              |
| South America                                    | 6,15,942                | 11,79,874            | 17,95,816      | 17,99,104               | -                    | 17,99,104      |
| Eastward Islands, &c.                            | 60,60,288               | 25,40,252            | 86,00,540      | 95,95,560               | 7,17,446             | 1,03,13,006    |
| China  | 57,33,148               | 46,70,487            | 1,04,03,635    | 1,52,65,761             | 70,000               | 1,53,35,761    |
| Arabian and Persian Gulphs                       | 27,93,532               | 39,97,653            | 67,91,185      | 79,10,554               | 14,380               | 79,24,934      |
| Indian Coasting Trade                            | 1,85,28,958             | 37,33,221            | 2,22,62,179    | 1,98,00,089             | 33,35,686            | 2,31,35,775    |
| Total Rupees                                     | 4,13,87,410             | 1,73,63,205          | 5,87,50,615    | 7,25,81,279             | 41,59,566            | 7,67,40,845    |

  

| From the 1st May 1816 to 30th April 1817. |                         |                      |                |                         |                      |                |
|---|-------------------------|----------------------|----------------|-------------------------|----------------------|----------------|
| IMPORTS FROM<br>and<br>EXPORTS TO         | VALUE IMPORTS.          |                      |                | VALUE EXPORTS.          |                      |                |
|   | Merchandize.<br>Rupees. | Treasure.<br>Rupees. | Total Imports. | Merchandize.<br>Rupees. | Treasure.<br>Rupees. | Total Exports. |
| United Kingdom                            | 1,25,37,295             | 22,68,762            | 1,48,06,057    | 1,69,85,509             | -                    | 1,69,85,509    |
| Continent of Europe, &c.                  | 9,92,603                | 75,81,508            | 85,74,111      | 58,92,575               | -                    | 58,92,575      |
| Mediterranean                             | 17,002                  | 6,913                | 23,915         | 8,75,933                | -                    | 8,75,933       |
| United States of America                  | 13,00,506               | 55,71,092            | 68,71,598      | 65,15,068               | -                    | 65,15,068      |
| South America                             | 1,55,467                | 46,29,501            | 47,84,968      | 32,23,359               | 29,163               | 32,52,522      |
| Eastward Islands, &c.                     | 65,65,992               | 49,97,512            | 1,15,63,504    | 1,01,27,457             | 1,94,157             | 1,03,21,614    |
| China                                     | 69,65,892               | 72,41,173            | 1,42,07,065    | 1,59,11,147             | 2,22,102             | 1,61,33,249    |
| Arabian and Persian Gulphs                | 26,09,874               | 93,44,761            | 1,19,54,635    | 1,03,47,752             | 3,960                | 1,03,51,712    |
| Indian Coasting Trade                     | 1,55,00,511             | 26,56,460            | 1,81,56,971    | 1,74,88,892             | 17,21,655            | 1,92,10,547    |
| Total Rupees                              | 4,66,45,142             | 4,42,97,682          | 9,09,42,824    | 8,73,67,692             | 21,71,037            | 8,95,38,729    |

Memorandum.—The intrinsic Value of the Bengal Sicca Rupee is - - - - - 24 566  
 Madras Rupee - - - - - 23 247  
 Bombay Rupee - - - - - 23 004  
 70 817  
 Common or average Value - - - - - 23 606  
 Say, to avoid the Fraction, 2s. per Rupee.

TO THE TRADE WITH EAST INDIES AND CHINA. 103

from May 1814 to April 1815, the value of the exports was 1,031,300*l.* in the following year it amounted to 1,115,720*l.*; from 1816 to 1817 the amount was 1,032,161*l.*; and the following year it is 921,697*l.*; this is valuing the rupee at 2*s.*

G. A. Robinson,  
Esq.  
and T. Reid,  
Esq.

Will you deliver in the paper to which you have referred?—It refers to other subjects as well as that to which I have spoken.

(4 July 1820.)

which is read, and is as follows:]

William, Fort Saint George, and Bombay, by Sea, in the following Years, exclusive of the Trade of the East India Company. received from Bengal, Madras, and Bombay respectively.)

| TOTAL<br>VALUE<br>RUPEES. | From the 1st May 1815 to the 30th April 1816. |                      |                |                         |                      |                | TOTAL<br>VALUE<br>RUPEES. |
|---------------------------|---|----------------------|----------------|-------------------------|----------------------|----------------|---------------------------|
|                           | VALUE IMPORTS.                                |                      |                | VALUE EXPORTS.          |                      |                |                           |
|                           | Merchandize.<br>Rupees.                       | Treasure.<br>Rupees. | Total Imports. | Merchandize.<br>Rupees. | Treasure.<br>Rupees. | Total Exports. |                           |
| 2,36,60,828               | 97,48,847                                     | 12,09,271            | 1,09,58,118    | 2,08,66,679             | 8,313                | 2,08,74,992    | 3,18,33,110               |
| 34,68,697                 | 6,37,886                                      | 35,28,337            | 41,66,223      | 30,06,133               | - - -                | 30,06,133      | 71,72,356                 |
| - - -                     | 25,542  | 6,75,000             | 7,00,542       | 3,49,242                | - - -                | 3,49,242       | 10,49,784                 |
| - - -                     | 2,46,220                                      | 47,93,886            | 50,40,106      | 44,52,680               | - - -                | 44,52,680      | 94,92,786                 |
| 35,94,920                 | 3,76,204                                      | 23,44,166            | 27,20,370      | 26,16,682               | 6,300                | 26,22,982      | 53,43,352                 |
| 1,89,13,546               | 63,48,690                                     | 24,62,633            | 88,11,323      | 1,10,51,688             | 1,05,315             | 1,11,57,203    | 1,99,68,526               |
| 2,57,39,396               | 53,29,856                                     | 37,77,878            | 91,07,734      | 1,46,14,499             | 68,031               | 1,46,82,530    | 2,37,90,264               |
| 1,47,16,119               | 21,40,716                                     | 63,65,332            | 85,06,048      | 81,44,663               | 10,800               | 81,55,463      | 1,66,61,511               |
| 4,53,97,954               | 1,67,64,930                                   | 31,08,162            | 1,98,73,092    | 1,72,57,106             | 20,55,126            | 1,93,12,232    | 3,91,85,324               |
| 13,54,91,460              | 4,16,18,891                                   | 2,82,64,665          | 6,98,83,556    | 8,23,59,372             | 22,54,085            | 8,46,13,457    | 15,44,97,013              |

  

| TOTAL<br>VALUE<br>RUPEES. | From the 1st May 1817 to 30th April 1818. |                      |                |                         |                      |                | TOTAL<br>VALUE<br>RUPEES. |
|---------------------------|---|----------------------|----------------|-------------------------|----------------------|----------------|---------------------------|
|                           | VALUE IMPORTS.                            |                      |                | VALUE EXPORTS.          |                      |                |                           |
|                           | Merchandize.<br>Rupees.                   | Treasure.<br>Rupees. | Total Imports. | Merchandize.<br>Rupees. | Treasure.<br>Rupees. | Total Exports. |                           |
| 3,17,91,566               | 2,09,00,608                               | 66,89,390            | 2,75,89,998    | 2,29,53,470             | - - -                | 2,29,53,470    | 5,05,43,468               |
| 1,44,66,686               | 15,88,238                                 | 35,76,598            | 51,64,836      | 47,28,454               | - - -                | 47,28,454      | 98,93,290                 |
| 8,99,848                  | 36,629                                    | 90,000               | 1,26,629       | 18,90,628               | - - -                | 18,90,628      | 20,17,257                 |
| 1,33,86,666               | 13,97,360                                 | 73,65,326            | 87,62,686      | 57,02,196               | - - -                | 57,02,196      | 1,44,64,882               |
| 80,37,490                 | 5,21,492                                  | 32,71,584            | 37,93,076      | 36,91,631               | - - -                | 36,91,631      | 74,84,707                 |
| 2,18,85,118               | 55,70,716                                 | 63,65,117            | 1,19,35,833    | 91,14,792               | 1,01,998             | 92,16,790      | 2,11,52,623               |
| 3,03,40,314               | 80,83,630                                 | 89,30,420            | 1,70,14,050    | 1,59,32,164             | 3,31,490             | 1,62,63,654    | 3,32,77,704               |
| 2,23,06,347               | 33,22,489                                 | 91,31,392            | 1,24,53,881    | 1,06,95,841             | 76,408               | 1,07,72,249    | 2,32,26,130               |
| 3,73,67,518               | 1,60,00,863                               | 19,60,661            | 1,79,61,524    | 1,72,53,551             | 18,85,848            | 1,91,39,399    | 3,71,00,923               |
| 18,04,81,553              | 5,74,22,025                               | 4,73,80,488          | 10,48,02,513   | 9,19,62,727             | 23,95,744            | 9,43,58,471    | 19,91,60,984              |

If the Total Number of Bengal, Madras, and Bombay Rupees were reduced into Sterling, at the several Values before stated, the Amount would be £. 66,663 s. 394  
 And if the whole were so reduced at 2*s.* for each Rupee, as the common Value, the Amount would be £. 66,963 s. 10  
 Difference . . . . . 299 707

Or less than half per cent, from which it is assumed that the Rupees may be taken generally at 2*s.* with advantage, as such rate affords the ready means for reducing the Indian money into sterling at once.

G. A. Robinson,  
Esq.  
and T. Reid,  
Esq.

(4 July 1820.)

Can you account for the apparent decrease of that trade?—I think I can account for the decrease on one of the years satisfactorily; there has been a deficiency in that year of the cotton crops of the last year, and there was also the same year an indifferent year of produce, in India, of opium.

Can you state whether any portion of the country trade between the continent of India and the islands, consists of British manufactures re-exported from the continent of India, or whether it consists exclusively of the produce of the continent?—I am disposed to think, from the great influx and abundance of the manufactures of Britain that have reached India since the opening of the free trade, that adventures have sent, of the superabundance of the importations in India, and of cotton goods especially, to the eastern islands.

It appears from accounts delivered into the Committee, that the quantity of British manufactures, and particularly of woollen goods, exported by the East India company to the continent of India, since the period of the last renewal of the Company's charter has considerably diminished; will you explain the cause of that diminution?—The most probable cause is, the great quantity which has been carried out by private traders.

You conceive, then, that private traders have a great advantage over the Company in the export of British manufactures?—I do not conceive that that consequence follows at all, inasmuch as I believe a great many of the private traders have been ruined by their over speculations.

Can you explain to the Committee the meaning of the term "long-ells," as a designation of a particular description of cloth which the East India company has long been in the habit of exporting to India?—The article of "long-ells" is a manufacture peculiar to the west of England; it is something in the texture of the manufacture of kerseymere, but of a very coarse description, approaching nearer to Shalloon or Camblet. A considerable diminution has taken place in the export of that article, I am aware, owing to its being a very unprofitable trade to China; I believe 100,000 pieces a year less have been sent to China latterly than formerly; the export of long-ells to India has been trifling, compared with that to China.

Has the East India company been in the habit of exporting large quantities of cotton manufactures to the continent of India?—Not large quantities, they have occasionally made experiments.

What has been the result of those experiments?—In some instances, I believe, they have been attended with profit, but not in all.

Have not large quantities of cotton manufactures been introduced into India during the last six years, by means of private traders?—I believe a large quantity.

Have you any reason to think that the market in India has been considerably overstocked with cotton manufactures, by the means referred to?—I have no means of answering that question from any knowledge I possess.

Has any inconvenience resulted to the Company, or to its establishments upon the Indian continent, in consequence of the admission of a free trade to the extent to which it has been admitted, since the last renewal of the East India company's charter?—If the question is put commercially, I conceive none; if politically, I hold to the opinion I have always entertained, that it is highly inexpedient that encouragement should be given to the access of Europeans to India, which I think has been in part the result of opening the trade, and which no means of precaution intended by the charter to prevent the effects of, has hitherto been able to accomplish; by the access I mean the increase of European residents.

Has the residence of Europeans considerably increased in India during the period referred to?—Very much.

Are the vessels of the United States permitted to enter into the coasting trade of the dominions of the East India company, or to what restrictions are they subject in doing so?—I am not aware of any restrictions imposed on the Americans in carrying on their coasting trade.

If no restrictions are imposed on the Americans, with respect to the coasting trade, what would the ship owners in the country-trade have to dread from the competition of British shipping, which they have not equally to dread from the competition of American shipping, engaged as that shipping is in the carrying trade throughout the east?—I am not aware, that the Americans have much entered into the coasting trade in India; I believe that the plan of their voyages has been generally to dispose of their outward cargoes, and to return to their own country or to foreign Europe with their return cargoes. I am not aware of any American ships having been laid up in India for want of employment, though that has been very much the case with ships belonging to free traders.

It



It is to that last circumstance, then, that you advert, when you express an apprehension that British free traders might, if permitted to engage in the coasting trade, draw a large portion of it out of the hands of the country traders, when the Americans would not?—I think mainly to that cause.

G. A. Robinson,  
Esq.  
and T. Reid,  
Esq.

To what cause do you attribute the circumstance of so many British free traders being laid up in India for want of employment, as you have stated?—To the failure of their speculations outwards; to their having over speculated on their trade to India, and wanting thereby the means of returning with Indian produce, I think it has been further increased by the great depreciation of Indian produce in Britain; there remains at this time, in the Company's warehouses alone, exclusive of what there may be at the outports, such a quantity of Indian goods as, I conceive, would not be taken off the market in two or three years, if no other importations were to arrive, I have the means of laying before the Committee the extent and value of the goods that are now in the Company's warehouses, not only belonging to the Company, but also to individuals: it is independent not only of what may be lying at the outports, but also of what may be in private warehouses.

(4 July 1820.)

Have you any objection to furnish the Committee with that paper?—None in the world: the amount of the article in cotton wool alone exceeds two millions two hundred thousand pounds, calculated at a price less than that which it must have originally cost in India, exclusive of the freight and charges.

[The Witness delivers in the Paper, which is read, and is as follows:]

East India House, 20th June 1820.

AN ACCOUNT showing the ESTIMATED VALUE of all the Goods in the Warehouses of the East India Company, distinguishing the principal Items; and also distinguishing the Goods imported by the Company from those imported by Private Merchants, as they stood on the First Instant.

Goods imported by the Company.

|   | Goods which have passed the Sales. | Goods unsold. | TOTAL.       |
|---|------------------------------------|---------------|--------------|
|   | £. Sterling.                       | £. Sterling.  | £. Sterling. |
| Tea - - - - -                           | 342,598                            | 4,302,900     | 4,645,498    |
| Bengal Piece Goods - - - - -            | 79,456                             | 496,946       | 576,402      |
| Coast and Surat Piece Goods - - - - -   | 54,502                             | 1,145,000     | 1,199,502    |
| Nankeen Cloth and China Silks - - - - - | 16,798                             | 21,868        | 38,666       |
| Bengal Raw Silk - - - - -               | 97,592                             | 305,529       | 403,121      |
| China Raw Silk - - - - -                | 19,744                             | 44,135        | 63,879       |
| Cinnamon and other Spices - - - - -     | 103,041                            | 405,499       | 508,540      |
| Cotton Wool - - - - -                   | 1,832                              | 106,894       | 108,726      |
| Coffee and Sugar - - - - -              | 14,927                             | 27,301        | 42,228       |
| Pepper - - - - -                        | 71,564                             | 70,335        | 141,898      |
| Saltpetre - - - - -                     | 5,087                              | 256,221       | 261,308      |
| Drugs - - - - -                         | 2,618                              | Nil.          | 2,618        |
|   | 809,759                            | 7,182,628     | 7,992,387    |

Goods imported by Private Merchants, including the Commanders of the Company's Ships.

|  | Goods which have passed the Sales. | Goods unsold. | TOTAL.       |
|--|------------------------------------|---------------|--------------|
|  | £. Sterling.                       | £. Sterling.  | £. Sterling. |
| Tea - - - - -                          | 13,256                             | 125,550       | 138,806      |
| Bengal Piece Goods - - - - -           | 23,493                             | 4,052         | 27,545       |
| Coast and Surat Piece Goods - - - - -  | 42,509                             | 3,300         | 45,809       |
| Nankeen Cloth and China Silk - - - - - | 92,214                             | 41,000        | 133,214      |
| Bengal Raw Silk - - - - -              | 27,467                             | 41,181        | 68,648       |
| China Raw Silk - - - - -               | 24,441                             | 55,678        | 80,119       |
| Spices - - - - -                       | 15,417                             | 215           | 15,632       |
| Cotton Wool - - - - -                  | 997,721                            | 1,066,849     | 2,064,570    |
| Coffee and Sugar - - - - -             | 189,731                            | 117,509       | 307,240      |
| Pepper - - - - -                       | 108,164                            | 13,719        | 121,883      |
| Indigo - - - - -                       | 969,192                            | 212,409       | 1,181,592    |
| Saltpetre - - - - -                    | 11,324                             | 24,901        | 36,225       |
| Rice - - - - -                         | 95,284                             | 47,892        | 143,176      |
| Grocery - - - - -                      | 54,233                             | 14,249        | 68,482       |
| Drugs and Sundries - - - - -           | 489,906                            | 73,141        | 563,047      |
|  | 3,154,352                          | 1,841,636     | 4,995,988    |

G. A. Robinson,  
Esq.  
and T. Reid,  
Esq.

(4 July 1820.)

Is there any reason why the British free trade with India, although necessarily, in the first instance after its being opened, the subject of experiment and uncertainty, should not, after a short time, find its own level, with reference to the wants and means of supply in both countries, as much as any other branch of trade that is now carried on, and as much as that which is carried on by the Americans with the same country?—There is no doubt that British prudence and British experience, will bring a trade of that kind, at least, to its level; the evidence that I am giving before the Committee, I consider as referring to the immediate effects that resulted from opening the free trade.

When that level has once been found, will there be greater room for apprehension, from the admission of the British free shipping into the coasting trade, than there appears now to be from the admission of the Americans into that trade, upon which there is no existing restriction?—Doubtless there will be no other effect produced, in that case, than the interference, to the extent to which it might then chance to go, of the free traders in the port to port trade, and which before the opening of the charter, the Indian ship owners enjoyed exclusively.

Is there not now a greater demand for British manufactures in the Indian market, than has existed at any former period?—Certainly; the additional European population must contribute to that in a great degree; and I have no doubt, that by degrees also British manufactures do increase in use among the natives.

Are there any opinions or prejudices entertained by the natives, which can create an obstacle to a further demand for British manufactures, beyond the limitation of their means for procuring them?—There are prejudices existing among the natives, no doubt, to the use of some articles of British manufacture, that never will be overcome; but exclusive of those prejudices which religious feeling and religious opinions inculcate, I see no reason why they should not adopt whatever they may find useful and convenient.

Do any of those prejudices apply to the principal articles of British manufacture; namely, woollen goods, cotton goods, and hardware?—None.

(To Mr. Reid.) Do you concur in the answers which have been made?—I concur generally in every thing which has been mentioned in reply to the questions which have been put.

Is there any thing you would wish to add on any point?—I am not aware of any thing.

(To Mr. Robinson.) Will you state generally, your opinion as to any inconvenience which could arise from permitting the vessels engaged in the British free trade, from bringing to the other countries of the continent of Europe, and to America, the produce of China, which are now brought by the ships of the United States, and are not permitted to be brought in any other vessels of British build, except those that are navigated by the East India company?—The first question that would be to be decided in that case, would be where and how the produce of China was to be obtained by vessels of that description; if such an idea is ever entertained as that of the ships going to Canton, I conceive that the interests of the East India company would be most essentially injured thereby, that it would completely change the whole character of that trade, and that the change could not take place without producing very injurious effects to the Company.

Will you state the grounds of that opinion?—The grounds of that opinion are, that the whole of the foreign trade in China, is conducted by a company of merchants called the Hong, who have the exclusive monopoly of that trade, on the part of the Chinese; the only intercourse that is maintained between that government and the East India company, is through the respective mediums of the Hong and the servants of the East India company composing the factory; the introduction of ships belonging to individuals, would require one or other of two things, either that the free trader should be submitted to the control of the factory, or that a new authority should be constituted in China, to be the medium of communication on the part of the free trader; but the first expedient I conceive would be very much complained of, and would lead to a thousand complaints and grievances hardly any how to be redressed; the other expedient would be, as I said before, to produce a complete and thorough change in the relations that now exist between the British and the Chinese.

How do you account for the increasing and the prosperous trade carried on by the subjects of the United States with the port of Canton, and in the same articles as that carried on by the East India company, without those restrictions, and that particular mode of directing it, which you have described as essential to the success of such a trade?

a trade?—I account for it clearly in this way, that the Americans are a distinct nation from us, and no act of theirs commits us in any respect in responsibility; but it would be utterly impossible to draw a distinction between the acts of Englishmen, so as not to make the Chinese government hold the only British authority that exists at present in China, responsible for the acts of their own countrymen.

G. A. Robinson,  
Esq.  
and T. Reid,  
Esq.

(4 July 1820.)

Do you conceive, that without the existence of a British factory in Canton, the Americans would not be able to carry on an advantageous trade with that port?—I see no connexion that the British factory has with the American China trade, though it would have with the free trade of British merchants.

How then do you explain that no inconvenience appears to arise to the subjects of the United States, from a want of that responsible authority representing them, to which you think it necessary that the Chinese government should be enabled, in all cases of difference or dispute, to appeal?—I am afraid I have been misunderstood in my answer, which was intended to exhibit the inconvenience and injury that the East India company would sustain from the introduction of a trade, which might involve them in disputes with the Chinese, and over which they could not well exercise a control.

Can you state through what authority, or by what channel, the subjects of the United States communicate with the Chinese government, as to any questions or disputes which may arise in the course of their trade with China?—I should certainly rather refer that to those whose local habits would enable them best to answer it; but I have understood, that the Americans have a resident consul at Canton.

Are you aware of any objection that would exist to the appointment of a resident consul, or any other authority similar to that, by means of which the Americans adjust their differences and communications with the Chinese government, for the purpose of fulfilling the same office for the British free trade, supposing it to exist concurrently with the exclusive trade of the East India company with Great Britain?—I think it would be absolutely impracticable to raise up at the same place, two distinct authorities; that is to say, a consulate for the transaction of the concerns of the free traders and the factory, as now established for the conduct of that trade, which it would be intended should still remain exclusively to the East India company; I think not only would the two authorities clash, but I think that even a better constituted government than that of the Chinese, would be very much at a loss to draw a distinction between two co-existing authorities of that kind.

(To Mr. Reid.) Is there any thing which you are desirous of adding upon the subject of the foregoing questions?—It strikes me, that the anxieties that are entertained to carry on this tea trade, are not likely to meet with the success that parties expect at this time; because, now, foreign countries to which the tea goes, are supplied by their own shipping; in the time of war, the Americans, in consequence of their neutral character, carried tea to those countries; at the present moment, the interests of those respective countries will lead the governments of them, to import the tea themselves.

The Witnesses are directed to withdraw.

Ordered, That this Committee be adjourned to Thursday next, twelve o'clock.

Die Jovis, 6<sup>o</sup> Julii, 1820.

The MARQUESS OF LANSDOWNE in the Chair.

Charles Grant, Esquire,

Is called in; and Examined, as follows:

YOU have been for many years one of the directors of the East India company?—From the year 1794, saving the periodical years of vacation.

Have you been particularly acquainted with the China trade carried on by the East India company under their charter?—I think I must necessarily have become, in a certain degree, acquainted with it from my situation.

Will you state to the Committee, whether you are of opinion, that the prohibition of all private trade to Canton, is essential to the security of the Company's trade with China, as carried on at Canton?—I confess I have been, and am of opinion, that a free trade to China from this country, would be incompatible with the existence of

C. Grant,  
Esq.

(6 July 1820.)

C. Grant,  
Esq.

(6 July 1820.)

the East India Company upon their present footing. As to what other modes might be proposed short of that, I should be glad to answer to the particular points as they suggest themselves.

Will you state in what way you conceive that a permission to the British free traders to export British commodities, and touch at the port of Canton for the purpose of receiving commodities the growth of China, and transporting them to European countries, exclusive of Great Britain, or to America, would affect the interests and trade of the East India company?—I conceive that this would be very little short of the free trade which I mentioned before, as in my apprehension incompatible with the existence of the Company on their present footing; and I should likewise conceive, that so large and free an admission of the ships and subjects of this country into Canton, if it did not work immediately the abolition of the Company, would endanger the stability of that system of trade, which is now conducted through the medium of the Company, between Great Britain and China, by the very great influx which would follow of the private ships, and the subjects and sailors of this country, among a people remarkably jealous, peculiar in their usages and in their mode of government; the government itself arbitrary, not fond of trade, exercising capricious powers, and nowise unlikely, on some sudden impulse or provocation, to shut out the trade altogether.

Independently of the consequences you apprehend from the effect which you have stated might be produced upon the Chinese government or the persons in office under it, would such permission immediately deprive the Company of any branch of trade they now actually carry on?—I do not know that it would have immediately the effect of depriving them of any one branch of trade; but as I conceive tea to be the main object of the speculations of the mercantile people of this country in their present applications with regard to China, I mean a participation in the trade of tea, I do conceive that such a participation would go greatly to diminish the trade of the Company in that article, and, in process of time, to render the whole of it quite insecure.

That apprehension, however, is founded, if you are rightly understood, exclusively in your apprehension that the Chinese government, or persons in employment under it, might be induced to abandon the trade with England altogether, in consequence of differences that might occur under such an arrangement?—No, not so. I think that a participation by the subjects of this country in the trade of tea to be carried to foreign Europe, would most probably end in the smuggling of a great quantity of the tea so imported into this country, which would of course diminish the Company's sales and their profits, and might reduce them to the state in which they were before the Commutation Act of 1784.

What probability is there of such smuggling taking place, owing to the circumstance of tea being imported from Canton to Europe in British vessels, when it does not take place while tea can be imported from Canton to Europe in American vessels, to the same ports from whence such smuggling trade would be carried on?—I have no conviction at all that there is not smuggling, and even to a considerable extent, carried on now. I will briefly state my reasons for that opinion, though I cannot follow up my answer with quoting instances of actual smuggling to any great extent. It is well ascertained that the imports of tea to the Continent of Europe before the French revolution did not exceed five millions and a half of pounds: there is no reason, in my apprehension, to suppose that the Continent of Europe is now either more populous or more rich than it was at that period; and the importations of late years into the Continent of Europe, though it is difficult to get accounts that can be absolutely relied upon, appear by various statements that have been procured from different quarters, to have amounted to no more than ten millions of pounds per annum. There is no reasonable account, therefore, in my opinion, to be given of the final disposal of that surplus imported into foreign Europe from year to year, but the supposition that it has found its way clandestinely into this country. And I have a further reason for my opinion upon this point: the consumption of tea in Great Britain about the year 1782 was reckoned at eighteen millions of pounds; the East India company's present sales, upon an average, amount to about five-and-twenty millions of pounds per annum. I conceive, that in consequence of the increase of population in this country, and of wealth, since the year 1782, to which I would add the increased taste for tea in that period, being nearly forty years, the consumption of tea in Great Britain and its dependencies, including Ireland, has increased more than seven millions of pounds per annum; and therefore I am the more strengthened in supposing that whatever the excess of consumption of this country has gone to beyond twenty-five millions of pounds, has been supplied in the  
private

private clandestine manner I have mentioned. There is reason to believe that there is at this time a considerable quantity of unsold tea lying on hand in Holland and other ports of the Continent; that is a confirmation of my idea that the importations there are beyond the consumption of the Continent, and likewise a confirmation of that other idea, that the consumption now in foreign Europe is not greater than before the French revolution.

C. Grant,  
Esq.  
(6 July 1820.)

Has the gross annual sale of the East India company in tea diminished much since the peace?—No, it has not.

Has it increased?—It has not much increased.

Without supposing that the continent of Europe is either more rich or more populous, might not an increased taste for tea greatly augment the consumption of tea on the Continent?—I should not conceive so, because of the great quantities now lying on hand unsold, and the very great reduction of price which is known to have taken place there in the course of those large importations which have been made in the last few years. The selling price of tea is very much reduced from what it was three or four years ago.

Will not the reduction of the selling price of any commodity naturally increase the consumption of it?—I do not conceive that to be an universal rule applicable in all cases; the increase of consumption must depend, in a great measure, upon the taste of the people; there are parts in the eastern world in which the importation of the commodities of this country at almost any price would not much increase the consumption of them.

Assuming the fact that, agreeably to your supposition, smuggling of tea to a considerable extent does actually take place from European ports to Great Britain, is it probable that it would make any difference in the amount of tea so smuggled, or in the temptation to smuggle it, whether it was imported into those ports from China in a British or other European or American vessel?—I apprehend it would make a difference; British merchants having much more connexion in this country, and consequently greater facilities than foreign merchants can be supposed to have with respect to operations of that kind.

You are of opinion then that whereas you have stated that a large surplus quantity of tea is actually in the magazines of Holland and other countries in want of a vent, that quantity would be still greater if it could have been imported into those countries in British vessels?—I believe I have not stated that; I think it, however, no way improbable such should be the effect for a time; but I conceive this trade of importing tea into foreign Europe on the present scale cannot last in whatever hands it is, unless smuggling into this country should prevail to a degree that would go to undermine the sales of the East India company; and I consider that at this moment, from the glut of tea on the continent, and the very low price to which it is reduced there, the importation of tea thither must, as things now are, diminish and not increase, in whatever hands the trade may be.

Can you produce any comparative account of the prices of various sorts of teas on the Continent and at the Company's sales?—I can.

[The Witness delivers in a Statement, which is read, and is as follows:]

PRICES of TEA at ROTTERDAM, in May 1820.

|                 | Per Dutch Pound. | Equal to per English Pound. |              | Average Price of Tea sold at the Company's Sales in 1819. Per English Pound. | Prices of Tea sold at the Company's Sales in 1820. |              |                                  |              |
|-----------------|------------------|-----------------------------|--------------|--|--|--------------|----------------------------------|--------------|
|                 |                  |                             |              |  | In March 1820. Per English Pound.                  |              | In June 1820. Per English Pound. |              |
|                 |                  | <i>Stivers.</i>             | <i>s. d.</i> |  | <i>s. d.</i>                                       | <i>s. d.</i> | <i>s. d.</i>                     | <i>s. d.</i> |
| Bohea - -       | 12 a 16          | 0 11 009                    | to 1 2 679   | 1 10 016   | 1 9 a  | 2 2 ½        | 1 11 ¾ a                         | 2 1 ½        |
| Congo - -       | 20 — 34          | 1 6 348                     | — 2 7 192    | 2 8 508  | 2 4 —  | 3 4 ½        | 2 3 ¼ —                          | 3 9 ½        |
| Campoi - -      | 20 — 36          | 1 6 348                     | — 2 9 027    | 3 4 749  | 2 8 ½ —  | 3 10 ½       | 2 11 —                           | 4 1 ½        |
| Souchong - -    | 20 — 54          | 1 6 348                     | — 4 1 540    | 3 11 883   | 3 9 ½ —  | 4 3          | 3 2 ½ —                          | 5 2 ½        |
| Pekoe - -       | 65 — 80          | 4 11 633                    | — 6 1 394    | 4 8 624  | - - -  | - - -        | 4 0 —                            | 4 8 ½        |
| Twankay - -     | 20 — 28          | 1 6 348                     | — 2 1 688    | 2 10 484   | 2 10 ¼ —   | 4 7          | 2 10 ¾ —                         | 4 3          |
| Hyson Skin - -  | 18 — 34          | 1 4 513                     | — 2 7 192    | 3 5 991  | 2 10 —   | 4 10         | 2 10 ¾ —                         | 4 6          |
| Hyson - -       | 36 — 55          | 2 9 027                     | — 4 2 453    | 5 1 566  | 5 3 ½ —  | 6 0          | 5 2 ½ —                          | 6 0 ½        |
| Young Hyson - - | 31 — 44          | 2 4 440                     | — 3 4 367    | - - -  | - - -  | - - -        | 5 2 —                            | 5 3          |
| Gunpowder - -   | 54 — 84          | 4 1 540                     | — 6 5 064    | - - -  | - - -  | - - -        | 5 10 —                           | 7 8          |

Note.—The Prices of Tea at Rotterdam, in May 1820, are stated to be somewhat advanced beyond preceding quotations; and this advance is imputed to 10,000 chests less being imported in 1819 than 1818, and to the markets not being so regularly supplied by the Americans as they used to be.

C. Grant,  
Esq.

(6 July 1820.)

Are the teas of the same qualities?—I cannot assert that; in general, I believe that the Company's teas are of superior qualities to any others imported; they get the prime, and the Americans get what they leave.

Can you lay before the Committee any further information on the subject of the tea imported into the respective countries?—I can; I will add to this account some memoranda, collected from the Continent, of the quantities of tea imported there from the year 1815 to the year 1819. They exhibit the importations into the Low Countries, and likewise the importations into Copenhagen, Hamburg, and Gottenburgh.

These accounts are collected and framed from private information, are they not?—From the information of houses of business in those cities mentioned in the memorandums.

[The witness delivers in the same, which are read, and are as follow:]

MEMORANDA.

Number Chests Tea imported into the kingdom of the Netherlands in the following years:

|                     | 1815           | 1816           | 1817           | 1818           | 1819           |
|---------------------|----------------|----------------|----------------|----------------|----------------|
|                     | <i>Chests.</i> | <i>Chests.</i> | <i>Chests.</i> | <i>Chests.</i> | <i>Chests.</i> |
| Amsterdam - - - -   | 24,718         | 20,647         | 19,817         | 54,717         | 31,690         |
| Rotterdam - - - -   | 2,841          | 3,055          | 2,144          | 7,842          | 25,353         |
| Middleburgh - - - - | -              | -              | -              | 11,669         | 6,091          |
| Antwerp - - - -     | -              | -              | -              | 14,546         | 9,165          |
| Total Chests - - -  | 27,559         | 23,702         | 21,961         | 88,174         | 72,299         |

TEA imported into the Continent of Europe in the following years:

|  | English Pounds Weight. |           |           |           |           |
|--|------------------------|-----------|-----------|-----------|-----------|
|  | 1815                   | 1816      | 1817      | 1818      | 1819      |
| Amsterdam, Rotterdam, Middleburgh, and Antwerp - }   | 1,635,000              | 1,417,000 | 1,308,000 | 5,450,000 | 4,360,000 |
| Bremen - - - -   | 253,000                | -         | 279,000   | -         | -         |
| France (the total only in four years and five months is given from 1816 to end of May 1820, being English, 261,039 lb.—say four years average per annum) - } | -                      | 65,260    | 65,260    | 65,260    | 65,260    |
| Copenhagen - - - -   | -                      | 341,732   | 410,536   | -         | 70,762    |
| Hamburg - - - -  | -                      | 626,250   | 1,525,000 | 249,490   | 1,003,084 |
| Gottenburgh - - - -  | -                      | 335,000   | -         | -         | -         |
| Total Pounds - - -   | 1,888,000              | 2,785,242 | 3,587,796 | 5,764,750 | 5,499,106 |

The American exports from China intended for foreign Europe, are only stated for the four last years of the above period. In the four years, 1816 & 1819, the total quantity tea imported into foreign Europe was,

Pounds weight - - - - - 17,636,894

Which, it is computed, was imported in the following proportions:

|  | Pounds weight.    |
|--|-------------------|
| By the Americans direct from China - - - -   | 10,800,906        |
| — Ditto from the United States - - - -   | 3,348,743         |
|  | <u>14,149,649</u> |
| By French ships - - - -  | 261,039           |
| Danish - - - -   | 823,030           |
| Swedish - - - -  | 335,000           |
| Portuguese and other ships, which include importations into Amsterdam from Batavia, Lisbon, Hamburg, &c. &c. - } | 2,054,968         |
| Pounds Weight - - - -  | <u>17,623,686</u> |

It appears that in the five years 1815 a 1819, and to the end of May 1820, the number of chests imported into the kingdom of the Netherlands was,

|  |           |               |
|--|-----------|---------------|
| Chests   | - - - - - | 254,957       |
| And that the stock in hand was                                 | - - - - - | 118,000       |
| From which it appears that the consumption of the Netherlands, |           |               |
| from January 1815 to May 1820 inclusive, was                   | - - - - } | 136,957       |
| Or per annum   | - - - - - | Chests 25,284 |

In a communication from Rotterdam, the annual consumption of the Netherlands is stated at 30,000  $\frac{1}{2}$  Chests.

C. Grant,  
Esq.  
(6 July 1820.)

May not the ingenuity and knowledge of British traders be as actively and extensively employed in introducing tea fraudulently into British consumption from any European port, whether the tea be carried to that European port from China in a British vessel, or a vessel of any other country?—I believe I have already said, that British merchants would have additional motives and additional facilities for introducing tea clandestinely into this country if imported by them into foreign Europe; I confess that is my opinion.

Do you think that the smuggling trade into this country is in any instance conducted by the importer of teas into the continent of Europe?—To that point I cannot speak.

Referring to the objection, which in your former answer you have stated to exist to the admission of any British private trade to Canton, in consequence of the effect which it might produce upon the Chinese authorities, how do you account for the increase and prosperity of the free trade carried on by the subjects of the United States, subject to no restriction whatever with the port of Canton?—In the same way as I account for the prosperity and the facility of the trade carried on by British subjects from the ports of India to Canton and back again to India. I conceive that both have flourished in consequence of the establishment of the East India Company's system there, and the protection which it affords, not only to the subjects of this country trading from India, but likewise to the American subjects, who at first were hardly distinguished in India from the subjects of Great Britain, and by slow degrees rose to the magnitude they have lately had in the trade there, partly in consequence of the countenance given them at an earlier period by the Company's establishment, as well as by their being considered as a second sort of Englishmen. The disappearance also of several of the foreign European companies whose place they supplied, may have made them more readily accepted by the Chinese government.

What reason is there why the same degree of protection and facility should not be afforded by the East India company's establishment at Canton to British free traders, as you now state to be afforded by them to the traders of other countries engaged in a trade precisely similar?—My idea is, that if the subjects and the ships of this country were admitted without limitation into Canton, the Company's system could not continue, and that by the much greater number of our people, our seamen particularly, and the difference of character between them and the American seamen, they would be much more likely to give offence to the Chinese government, whose character I have already described.

In what way do you mean to state that the system of the East India company's trade at Canton would be overturned by the free admission of British subjects to the enjoyment of the same privileges with the Americans?—I think I have already stated several reasons; the numbers and the different characters of the subjects of this country who would resort to Canton; their much greater means of launching out very extensively into that trade, whether they would be ultimately successful is another question, and the perpetual collision that must arise between them and the Company's establishment there, and likewise (it is to be apprehended) between them and the officers of the Chinese government; by which the trade of this country to China in any form might be endangered, owing to the arbitrary and jealous character of that government.

What is the difference of character between British and American seamen, on which you found your observation?—It is a recognized fact by those acquainted with Canton, that the American seamen are far more orderly and better conducted than the British seamen are, more easily kept in due subjection in that country; whereas British seamen are with the greatest difficulty kept from getting into disputes with the people of the country or officers of the government, several of which disputes have been likely to terminate fatally, and some actually have done so.

C. Grant,  
Esq.

(6 July 1820.)

In that answer, do not you compare the character of the sailors employed in the Company's ships with that of the American free traders?—Undoubtedly; but, I conceive, the sailors employed by the Company to be of exactly the same character as the rest of the British seamen.

Do you attribute the circumstance of the American seamen being more easily kept in order than the English seamen solely to the difference of national character?—I believe there may be another circumstance; but I am not certainly informed of it; I will, however, mention it as an hypothesis, that the American seamen are of such a description of sober and orderly persons as to have an interest in the voyage given them, a small one doubtless, but to be in fact interested in the voyage, and of course interested in the good conduct of the expedition, the safety of the ship, and every thing that relates to it; but I am so little particularly informed, that I cannot speak more precisely to that point.

Would it not be practicable for a British free trader to give the seamen navigating his ship the same species of interest to which you have referred?—I believe there is no such thing known in this country; and I should think it difficult to establish such a practice.

Are there not other adventures carried on by British trade, in which a similar interest is now given to the seamen engaged in them?—I have just heard the whale fishery mentioned. I am certainly not aware of any other where such a thing prevails in the trade of this country to the eastward.

Do you mean to extend the observation to the conduct of the British seamen employed there, as compared with the conduct of those of other European countries?—I believe it might be extended so far; but during almost the whole period of the French revolution the foreign companies had nearly disappeared in Canton, and of course the sailors employed by them.

Can you state at what time the foreign companies disappeared from Canton?—In the year 1788-9, the foreign companies exported from Canton nearly eleven millions of pounds of tea; in the year 1789-90, about seven millions; in the year 1790-91, two millions two hundred and ninety-one thousand. From that time I consider the trade of foreign Europe with China to have decreased, until in the year 1799-1800, when the exports of tea from Canton, which were confined to the Swedes and Danes, amounted only to one million and a half of pounds.

Does the American consul at Canton exercise any considerable authority over the American seamen at that port?—I have not distinctly heard that there is an American consul regularly established there; I do not know the fact that there is one.

Do you know whether British capital is not embarked in the American trade with Canton to Europe and to America?—I believe the American trade to the East owed its origin to British capital, as it owed its continuance and increase to the belligerent state of Europe for so long a period; but I do not know that at the present time there is any British capital employed in the American trade to India and China, their own capital having very much increased; though I believe that they obtain facilities from their English correspondents in respect of the operations they carry on in the East.

In one of your answers you have stated, that the opening of the private trade with Canton would be incompatible with the existence of the Company on their present footing, and in another, that the same circumstance would work the abolition of the Company; do you mean to confine that answer to the interests of the Company as connected with the China trade, or to extend it generally to the existence of the Company in India and in China as a mercantile and political body?—My immediate meaning undoubtedly was the Company's establishment in China; but it cannot be unknown that the stability of the Company, and their means of conducting the Indian administration, at present entirely depend upon the profits of the China monopoly, because they derive no income whatever from the territory, nor have done for many years; not owing, I presume to say, to their management, but to the course of great public events in that quarter of the world, which were not under their control, but under the control of His Majesty's government; so that if the China monopoly were now to fail, they would not have wherewithal to pay the dividends to the proprietors, nor to pay the capital stock invested by the proprietors; the Indian territory not only yielding nothing to them, but being very largely in debt.

Have the directors of the East India company ever turned their minds to discover whether any system of restriction with regard to the tea trade, admitting British free traders, might be adopted that could secure to them their monopoly of teas, leaving



C. Grant,  
Esq.

(6 July 1826.)

to the British subject the advantage of a free intercourse with China in other articles?—I believe it is the universal opinion of the directors of the Company that their monopoly would not be safe if there was such a general admission given to British subjects into China, even if they were restricted from dealing in the article of tea; and that the directors do not conceive that any system of restrictions which they could devise would be effectual to the end mentioned.

What articles do the Company at present import from China besides teas?—Tea is the grand material of their trade from China; they import besides raw silk, nankeen and perhaps a few other articles of very inferior value.

Are there any articles which can be procured in China that are prohibited by the East India company from being imported into this country on board of their ships?—None, except some articles of drugs, which are of so strong a scent as that, if they were brought in their ships, which are loaded with tea, they would destroy the character of the tea and render it unsaleable; they have been therefore obliged, contrary to any original wish of their's, to forbid their commanders and officers from bringing certain articles of that description in the ships that convey the tea home.

Can you enumerate the articles so prohibited?—I have not a recollection of all the articles; but there are public orders in which they are enumerated.

Can you furnish the Committee with a copy of those public orders?—I will endeavour to do so.\*

What does the Company export from this country?—They export woollens and metals, and likewise bullion.

What species of metal?—Lead, iron, tin and other metals; occasionally copper.

Can you furnish the Committee with an account of the quantity of bullion, and of the value of cloth and metals annually exported in the course of the last five years, for China?—I have such an account here for the last six years, but it does not distinguish the woollens from the metals; the total to China, in the last six years ending with 1819-20 was, goods 4,977,902*l.* being an average of 829,650*l.* per annum; and of bullion in the same six years, 1,521,821*l.* making per annum 253,637*l.*; I can furnish a fuller account if it is desired.

Have there not been large sums of bullion paid into the Company's treasury at Canton?—Certainly, from the proceeds of cotton and other articles brought from India to China, which proceeds are paid into the Company's treasury there, for their bills on India.

Can you state the amount of the sums actually paid in, in that way, during the same period?—I have no such account with me, but the supplies to the Company's treasury in China, by means of their bills upon India, and the consignments made from India to China, on account of the Company, may be, one year with another, nearly a million sterling per annum.

Can you state what quantity of teas, sold within these last four or five years at the Company's sales, have been exported?—I do not happen to have any account of that description with me; but from recollection, I conceive the exports of tea, including Ireland and the British colonies in America, to be nearly four millions of pounds; very little being exported to the continent of Europe.

Can you furnish an account for the last eight years, stating the quantities exported to Ireland, the quantities exported to our colonies, and the quantities exported to foreign Europe?—I will procure such an account. [See next page.]

---

\* An Account of the Articles which the Commanders and Officers of the Company's Ships are forbidden to bring in those Ships from China.

|   |  |
|---|--|
| Anniseeds   | Galanga Root                                   |
| Arrack and other Spirits, except for the Ship's use | Mace   |
| Arsenick  | Musk   |
| Hartall and Orpiment                                | Nutmegs  |
| Assafœtida  | Oils, Chemical, of Anniseed, or any other kind |
| Camphor   | Pepper   |
| Cassia Buds   | Serra Japonica, and                            |
| Cloves  | Turmerick.                                     |

*Note.*—In the event of rhubarb or cassia lignea being shipped, those articles must be stowed in the orlop deck only, and separated from the teas by a sufficient bulk-head, built expressly for the purpose.

## MINUTES OF EVIDENCE (before Committee of Lords) RELATIVE

An ACCOUNT of the Quantity of TEA exported from Great Britain in the following Years:

| Countries to which exported.                              | 1810           | 1811           | 1812           | 1814           | 1815           | 1816.          | 1817           | 1818           |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Ireland - - -   | lbs. 2,824,181 | lbs. 3,668,349 | lbs. 3,517,812 | lbs. 3,713,746 | lbs. 3,513,326 | lbs. 2,868,353 | lbs. 3,176,829 | lbs. 3,439,742 |
| The Rest of Europe, including Guernsey, Jersey, and Man - | 216,937        | 196,535        | 241,875        | 3,642,395      | 979,711        | 253,229        | 166,528        | 155,409        |
| British Colonies and West Indies -                        | 292,422        | 219,502        | 236,144        | 1,219,569      | 794,579        | 500,251        | 571,520        | 771,075        |
| United States of America                                  | 2,471          | 360            | 63             | 169            | 14,459         | 23,247         | 214            | 213            |
| Asia and Africa -   | 10,531         | 8,814          | 8,249          | 9,629          | 10,003         | 9,516          | 9,889          | 12,168         |
| TOTAL - - lbs.  | 3,346,542      | 4,093,560      | 4,004,143      | 8,576,508      | 5,303,078      | 3,654,596      | 3,924,980      | 4,378,607      |

*Mem*—The Records of the Year 1813 were burnt at the Custom House.

C. Grant,  
Esq.

(6 July 1820.)

Is the Committee to understand that the only objections which you state to British subjects enjoying the same freedom of trade to China that is enjoyed by American subjects, either arise out of the consideration of the character of British seamen, or from the circumstance of the probable increase of smuggling of teas from Europe into this country?—I conceive both those are objections; but I do not mean to limit the objections to those two. I think, from the tenor of my answers, it will have appeared that I consider the existence of such a trade from Britain, carried on by British subjects there, the numbers both of ships and seamen that would follow, and the difficulty of maintaining the same subjection to the Chinese government which is now maintained, would by degrees render the situation of the Company in effect untenable. I should consider such an admission as I mentioned, of a free trade by British subjects, to be in effect a participation with the Company in their monopoly; and we have already had the experience from the first admission of free trade to India, in the year 1793, that the traders never will rest whilst any exclusive privilege remains to the Company. Agreeably to this the trade to India into which individuals were admitted first in the year 1793, was by their means entirely thrown open in the year 1813. I should expect a revolution of the same kind to happen in China, if the same admission were given there.

Supposing means could be devised of preventing the smuggling of teas from the Continent, and of making the conduct of British seamen similar to that of the Americans, what other reasons would induce you to think that the Company could not go on conducting their trade in teas as they do at present?—I beg to say, in the first place, that I am not aware of any means that could be devised to answer those two purposes, and unless they were secured in the first place, they would alone, in my apprehension, form a strong impediment to the suggested freedom of trade. But besides, I believe that it would be impossible in such an opening as is speculated upon for the Company's establishment in Canton, to maintain that footing of authority which they do now, and which is necessary to their continuance. I should, to speak fairly, expect a continued spirit of opposition to them from the free traders, such as they have evinced in the other case during the last twenty years.

Supposing the legislature was to give additional powers for the maintenance of order, to the Company's servants at Canton, do you then think that under this arrangement the Company might continue to carry on their trade in tea as at present?—I am not aware of any authority that His Majesty can give to his subjects there which would answer the purpose, one of the greatest difficulties being with the government of China; but besides this, no authority that His Majesty could give could prevent the free traders there from making perpetual representations against the Company's establishment; and from long experience I should expect that to follow, and should expect likewise that the influence of their representations in this country would have the same baneful effect on the Company's affairs as they have with respect to their commercial privileges in India.

What is the nature of the opposition that the Company has experienced from the free traders to India during the last twenty years, to which you alluded in your answer to the question before the last?—In the year 1793, for the first time, the subjects of Great Britain were allowed a certain quantity of tonnage in the Company's Indian ships for the purpose of exporting the manufactures of this country to India, which

C. Grant,  
Esq.

(6 July 1820)

which tonnage was never filled by them, and of bringing back the proceeds of those manufactures in Indian goods; the traders almost immediately began to complain of the Company's mode of dispensing this privilege, as intended to thwart the effect of it with regard to the free traders, and by perseverance in this way, in my apprehension, more in the spirit of opposition than from any real causes afforded, they at length got a much greater change introduced into the Indian trade, in the year 1801, by which a certain class of ships were established by the Company solely for the purpose of carrying out their trade; they were likewise dissatisfied with this larger concession, and went on complaining till the renewal of the Company's charter came on in the year 1813, when, by representations of the same nature circulated all over the kingdom, they effected the object which it was known they had long in view of entirely putting at end to the Company's commercial privileges to India, and of getting their own ships introduced into that trade. I should fear the same course would be gone over, if Canton were opened to the free traders of this country.

Are the Committee then to understand that the opposition on the part of the free traders which the Company experienced was conducted by means of remonstrances to the government and legislature upon the general good effect to the country which would attend a further opening of the trade?—No, not in the first instance; there were a long series of complaints for years of the mode in which the Company conducted themselves in affording them the privileges enjoined by the legislature; it was almost a continual state of warfare between the parties; and though the Company were induced for the sake of peace to enlarge the privileges given them in 1793, that did not satisfy them; their object was known to be the introduction of their own ships into that trade, without any restriction whatever. No doubt the general good was mainly pleaded.

Can you state the comparative gains or losses of the Company from their trade to India before 1793, and their comparative gains or losses by their trade to India at the present time?—Such a statement can certainly be given, if the Committee will be pleased to require it; but the profits of the trade have been, within the period mentioned, affected by other circumstances besides the admission of the subjects of this country generally into it. The immense rise of the cotton fabrics of Great Britain has in a very great degree displaced the cotton fabrics of India, which were formerly the grand staple of the Indian trade to Europe, and one of the most gainful articles of the Company's commerce. The trade in that article has now nearly ceased.

Can you prepare an account of the annual profits to the Company of their trade with India within the last five years, exclusive of all profits on cotton goods, and the profits of the Indian trade, exclusive of all cotton goods, for five years, antecedent to the year 1792?—That certainly may be done.

Supposing a British consul, with ample authority over all British subjects, conferred upon him by the legislature, to be established at Canton, and all communications between the East India company and the free traders on one side, and the Chinese government on the other, to take place through the medium of the consul, do you conceive that the adoption of such a measure would tend in any degree to remove the inconvenience and danger which you apprehend would arise from the admission of free traders into the trade with China?—I apprehend that to reduce the Company to carry on their intercourse with the Chinese government, through the medium of a consul, would essentially alter their situation there; and I would beg to state my reasons: the Company's establishment has grown to what it is now in a long course of years; it is in possession there, of a great stock of commercial property; it has the command of a large fleet of formidable ships; it has acquired, by the probity and the liberality of its dealings, a great deal of weight and influence even with that proud and capricious people; and, in consequence, it has not only the sole authority at present over the British subjects there, but has a certain degree of consideration in the mind of the Chinese government, that government being in a measure reconciled to the tolerance of foreigners within its empire, because of the uniform good conduct of the Company's establishment, and the effect of long usage, which is a principle of great respect among the Chinese, and has given a degree of sanction to the Company's establishment. There is also another kind of monopoly in China, that of a set of Chinese merchants by the appointment of the Chinese government, a monopoly of a small number of merchants, very wealthy, and consequently not without influence, having also a mutual interest in upholding the Company's establishment there. By means of these circumstances, peculiar to the establishment itself, and with the influence of this Chinese Hong, as it is called, together with the permanence and regularity of the Company's operations, they are enabled to carry on their large affairs

C. Grant,  
Esq.

(6 July 1820.)

affairs in general with great success; but if they were to be reduced all at once to be dependant on another organ, and that a single individual, I conceive it would essentially alter their situation and lower their credit and importance with that government; and I do not think that the establishment of a consul, with any power from his own government, would enable him to do that with the Chinese authorities which the Company's establishment can do, and has long done. The Chinese respect the wealth and property, the ships and the servants of the Company, and that respect is intimately connected with their own interest; but I do not think they would at all equally respect an individual, though having the commission of the King of Great Britain; and I can conceive that it would be extremely difficult for an officer, having the King's commission, not to compromise the interests of his sovereign and his country with that people, because the servants of a commercial body can bear many things which a King's officer could not, with due regard to the honour of his Sovereign, submit to; and the system of employing a consul there, as far as I can judge, would be extremely likely to fail altogether, even if there were no company at all in question.

Do you think that the same difficulties would arise on the supposition of the power of a consul being given to the chief of the select committee?—Certainly not the same difficulties; it would be a much easier mode of introducing the King's power there, and much more effectual, in my apprehension, in controlling British subjects; but I should fear that it would only increase the indisposition of the free traders to the Company's system, because then more power would be lodged in the officer conducting that system.

Before concluding this subject I would beg to observe, generally, that there is at this time a very large trade carried on by British subjects resident in India with China, and that no particle of the manufactures of this country is prevented from entering by that course into China unless it be woollens, for the introduction of which into China there is no temptation, because the Company, from public spirited motives, have long carried on a large trade in that article from England to Canton at an annual loss to themselves; that is to say, they could carry bullion to Canton on better terms, commercially speaking, than they carry woollens, but from a desire to promote the manufactures of this country, they submit to a certain loss upon the article of woollens, taking teas in barter for them, and being indemnified in the result by the exclusive privilege of selling tea in this country; in like manner every article produced in China may be exported by the British Indian traders, and find its way to Europe, the article of tea only excepted.

Are you aware that British woollens and other manufactured goods, to a considerable amount, are imported into China through the Russian dominions?—I conceive that trade, which has long existed, must be comparatively small; it is carried on by caravans from the Russian dominions to those of China, a very long overland journey at a great expense. I believe it formerly suffered a considerable reduction from the point at which it once stood; and I have not heard, that of late this trade has become more flourishing. Any acquaintance, however, which I have with the subject is from reading, and relates to former periods of the trade, not happening to be informed of the recent state of it. But as it is a trade of barter, or of the exchange of commodities, and carried on through the wide regions of the higher Asia, for the supply chiefly of people remote from any water conveyance, it may be inferred that it will be limited in its extent, and not likely to be superseded by any operations of maritime commerce.

Do you mean to state, that the export of British manufactures in particular, through the channel which has been referred to, has diminished of late years?—I meant to speak generally of the extent of the trade carried on in that way. I am not particularly informed of the quantity of British manufactures which may have gone through that channel; but I should apprehend they can reach no further than the north of China, because it is known that the Company's woollens are diffused through almost the whole of that empire, and go there unopened, upon the credit of the Company's mark; which, I may observe, would not be likely ever to happen in the case of individual traders; whence it is, I suppose, that of late we have heard of fabrications of the Company's mark upon some woollens surreptitiously sent from this country to Canton.

Can you deliver in a statement of the export of British manufactures and produce, by the East India company to Canton, together with the profit or loss incurred thereby?—I can.

[*The Witness delivers in the same, which is read, and is as follows:*]

An ACCOUNT of the PROFIT or LOSS on BRITISH WOOLLENS and METALS shipped to China from England, commencing with the China Season 1793-4 to the China Season 1818-19, distinguishing Invoice Value in China in Tales, in each Year, of each article, and the Profit or Loss on such Invoice Value, also in Tales; exhibiting also the Total Annual Value of British Produce and Manufactures exported, as well as the Total Annual Profit or Loss thereon.

| YEARS.    | BROAD CLOTH.   |               |               | LONG ELLS.     |               |               | CAMLETS.       |               |               |
|-----------|----------------|---------------|---------------|----------------|---------------|---------------|----------------|---------------|---------------|
|           | Invoice Value. | Profit.       | Loss.         | Invoice Value. | Profit.       | Loss.         | Invoice Value. | Profit.       | Loss.         |
|           | <i>Tales.</i>  | <i>Tales.</i> | <i>Tales.</i> | <i>Tales.</i>  | <i>Tales.</i> | <i>Tales.</i> | <i>Tales.</i>  | <i>Tales.</i> | <i>Tales.</i> |
| 1793-4    | 506,432        | -             | 44,035        | 1,332,982      | 975           | -             | 106,873        | 48,001        | -             |
| 1794-5    | 516,694        | -             | 76,603        | 1,432,855      | -             | 240,326       | 131,830        | 5,218         | -             |
| 1795-6    | 447,559        | -             | 48,618        | 1,302,964      | -             | 165,543       | 119,660        | 10,072        | -             |
| 1796-7    | 354,231        | -             | 33,863        | 1,401,973      | -             | 166,341       | 90,369         | 19,325        | -             |
| 1797-8    | 225,857        | -             | 24,561        | 967,828        | -             | 139,082       | 141,915        | 20,957        | -             |
| 1798-9    | 221,158        | -             | 24,207        | 1,063,474      | -             | 112,215       | 49,768         | 6,007         | -             |
| 1799-1800 | 529,522        | -             | 79,954        | 1,696,765      | -             | 217,094       | 127,204        | 24,037        | -             |
| 1800-1    | 541,769        | -             | 84,440        | 1,705,913      | -             | 225,493       | 226,956        | 27,479        | -             |
| 1801-2    | 534,679        | -             | 103,709       | 1,870,042      | -             | 238,389       | 260,789        | 9,838         | -             |
| 1802-3    | 555,262        | -             | 95,280        | 2,049,586      | -             | 270,612       | 485,134        | 8,200         | -             |
| 1803-4    | 658,690        | -             | 102,596       | 1,920,693      | -             | 159,575       | 500,907        | -             | 21,503        |
| 1804-5    | 813,151        | -             | 126,909       | 2,433,930      | -             | 205,539       | 579,603        | -             | 74,359        |
| 1805-6    | 697,814        | -             | 83,438        | 1,886,258      | -             | 175,921       | 541,531        | -             | 53,454        |
| 1806-7    | 716,032        | -             | 52,445        | 2,149,532      | -             | 120,604       | 559,681        | -             | 12,415        |
| 1807-8    | 623,951        | -             | 31,933        | 1,903,004      | -             | 72,971        | 450,957        | 14,324        | -             |
| 1808-9    | 798,864        | -             | 61,311        | 2,314,367      | -             | 39,407        | 484,015        | 42,656        | -             |
| 1809-10   | 588,585        | -             | 37,673        | 1,698,875      | 34,393        | -             | 421,248        | 74,384        | -             |
| 1810-11   | 413,769        | -             | 28,083        | 1,552,819      | 29,903        | -             | 429,538        | -             | 185           |
| 1811-12   | 461,722        | -             | 4,515         | 1,678,497      | -             | 74,897        | 510,222        | 16,826        | -             |
| 1812-13   | 471,914        | 7,588         | -             | 1,711,390      | -             | 106,038       | 527,019        | -             | 9,106         |
| 1813-14   | 578,248        | -             | 8,014         | 1,739,490      | -             | 64,288        | 558,228        | -             | 29,231        |
| 1814-15   | 708,877        | -             | 50,796        | 1,576,561      | -             | 110,983       | 495,822        | -             | 64,197        |
| 1815-16   | 702,173        | -             | 91,028        | 1,183,715      | -             | 154,058       | 397,169        | -             | 57,353        |
| 1816-17   | 911,854        | -             | 48,072        | 1,359,748      | -             | 204,330       | 450,338        | -             | 19,821        |
| 1817-18   | 663,110        | 10,836        | -             | 932,122        | -             | 110,257       | 406,929        | 4,526         | -             |
| 1818-19   | 459,204        | 78,920        | -             | 948,905        | -             | 17,997        | 296,286        | 49,214        | -             |

(continued.)

| YEARS.    | WORLEYS.       |               |               | SUNDRY WOOLLENS. |               |               | TOTAL WOOLLENS. |               |               |
|-----------|----------------|---------------|---------------|------------------|---------------|---------------|-----------------|---------------|---------------|
|           | Invoice Value. | Profit.       | Loss.         | Invoice Value.   | Profit.       | Loss.         | Invoice Value.  | Profit.       | Loss.         |
|           | <i>Tales.</i>  | <i>Tales.</i> | <i>Tales.</i> | <i>Tales.</i>    | <i>Tales.</i> | <i>Tales.</i> | <i>Tales.</i>   | <i>Tales.</i> | <i>Tales.</i> |
| 1793-4    | -              | -             | -             | 1,419            | -             | 701           | 1,947,706       | 4,240         | -             |
| 1794-5    | -              | -             | -             | -                | -             | -             | 2,081,379       | -             | 311,711       |
| 1795-6    | -              | -             | -             | -                | -             | -             | 1,870,183       | -             | 204,089       |
| 1796-7    | -              | -             | -             | -                | -             | -             | 1,846,573       | -             | 180,379       |
| 1797-8    | -              | -             | -             | -                | -             | -             | 1,335,600       | -             | 142,686       |
| 1798-9    | -              | -             | -             | -                | -             | -             | 1,334,400       | -             | 130,415       |
| 1799-1800 | -              | -             | -             | -                | -             | -             | 2,353,491       | -             | 273,011       |
| 1800-1    | -              | -             | -             | -                | -             | -             | 2,474,638       | -             | 282,454       |
| 1801-2    | -              | -             | -             | -                | -             | -             | 2,665,510       | -             | 332,260       |
| 1802-3    | -              | -             | -             | -                | -             | -             | 3,089,982       | -             | 357,692       |
| 1803-4    | -              | -             | -             | 2,752            | -             | 22            | 3,083,042       | -             | 283,696       |
| 1804-5    | 43,502         | -             | 6,520         | 34,282           | -             | 8,227         | 3,904,468       | -             | 421,554       |
| 1805-6    | -              | -             | -             | -                | -             | -             | 3,125,603       | -             | 312,813       |
| 1806-7    | 28,223         | 10,277        | -             | 5,192            | -             | 456           | 3,458,660       | -             | 175,643       |
| 1807-8    | 40,384         | 13,965        | -             | 12,132           | -             | 906           | 3,030,428       | -             | 77,521        |
| 1808-9    | 27,840         | 14,631        | -             | 10,456           | 316           | -             | 3,635,542       | -             | 43,115        |
| 1809-10   | 40,293         | 23,779        | -             | 4,602            | -             | 550           | 2,753,603       | 94,333        | -             |
| 1810-11   | 39,489         | 3,741         | -             | 5,252            | -             | 986           | 2,440,858       | 4,390         | -             |
| 1811-12   | 34,559         | 5,732         | -             | -                | -             | -             | 2,685,000       | -             | 56,854        |
| 1812-13   | 37,593         | 1,914         | -             | 17,498           | -             | 6,119         | 2,765,414       | -             | 111,761       |
| 1813-14   | 50,429         | 2,330         | -             | 97,019           | -             | 43,290        | 3,023,414       | -             | 142,493       |
| 1814-15   | 50,619         | 538           | -             | -                | -             | -             | 2,831,879       | -             | 225,438       |
| 1815-16   | 44,899         | -             | 1,238         | 7,054            | -             | 2,569         | 2,335,010       | -             | 306,246       |
| 1816-17   | 79,493         | -             | 1,439         | 46,998           | -             | 5,539         | 2,848,341       | -             | 279,201       |
| 1817-18   | 77,260         | 715           | -             | -                | -             | -             | 2,079,421       | -             | 94,180        |
| 1818-19   | 43,169         | 8,806         | -             | 45,006           | -             | -             | 1,792,579       | 118,943       | -             |

An Account of the Profit or Loss on British Woollens and Metals—*continued.*

| YEARS.    | LEAD.          |               |               | IRON.          |               |               | TIN.           |               |               |
|-----------|----------------|---------------|---------------|----------------|---------------|---------------|----------------|---------------|---------------|
|           | Invoice Value. | Profit.       | Loss.         | Invoice Value. | Profit.       | Loss.         | Invoice Value. | Profit.       | Loss.         |
|           | <i>Tales.</i>  | <i>Tales.</i> | <i>Tales.</i> | <i>Tales.</i>  | <i>Tales.</i> | <i>Tales.</i> | <i>Tales.</i>  | <i>Tales.</i> | <i>Tales.</i> |
| 1793-4    | 42,171         | 10,427        | -             | -              | -             | -             | 204,802        | -             | 421           |
| 1794-5    | 104,980        | 6,881         | -             | -              | -             | -             | 301,823        | -             | 6,962         |
| 1795-6    | 16,063         | 6,209         | -             | -              | -             | -             | 223,895        | 1,866         | -             |
| 1796-7    | 62,158         | 4,118         | -             | -              | -             | -             | 287,733        | 8,602         | -             |
| 1797-8    | 39,780         | 11,137        | -             | -              | -             | -             | 278,902        | 7,770         | -             |
| 1798-9    | 12,966         | 3,696         | -             | -              | -             | -             | 299,072        | 2,808         | -             |
| 1799-1800 | 18,170         | 12,113        | -             | -              | -             | -             | 191,673        | 5,838         | -             |
| 1800-1    | 66,527         | 18,754        | -             | -              | -             | -             | 150,809        | -             | 6,864         |
| 1801-2    | 206,526        | 41,745        | -             | 11,641         | -             | -             | 174,962        | -             | 14,373        |
| 1802-3    | 257,092        | -             | 24,284        | -              | -             | -             | 75,009         | -             | 4,555         |
| 1803-4    | 91,643         | 9,293         | -             | -              | -             | -             | 85,213         | -             | 4,871         |
| 1804-5    | 189,647        | -             | 13,791        | -              | -             | -             | 153,062        | -             | 13,602        |
| 1805-6    | 70,505         | 5,564         | -             | -              | -             | -             | 184,176        | -             | 3,526         |
| 1806-7    | 117,160        | -             | 25,578        | -              | -             | -             | 93,277         | 994           | -             |
| 1807-8    | 132,172        | -             | 15,142        | -              | -             | -             | 133,860        | 11,383        | -             |
| 1808-9    | 199,652        | -             | 2,980         | -              | -             | -             | 206,806        | 1,880         | -             |
| 1809-10   | 146,862        | -             | 10,092        | -              | -             | -             | 199,006        | 13,197        | -             |
| 1810-11   | 228,578        | -             | 65,462        | 2,504          | -             | 183           | 94,129         | 1,017         | -             |
| 1811-12   | 135,515        | -             | 35,382        | 10,472         | 855           | -             | 7,452          | 326           | -             |
| 1812-13   | 121,630        | -             | 34,173        | 21,633         | 225           | -             | 90,121         | -             | 2,560         |
| 1813-14   | 13,306         | -             | 2,830         | 59,503         | 4,028         | -             | 207,350        | -             | 30,916        |
| 1814-15   | 28,016         | -             | 9,409         | 75,421         | -             | 12,266        | 161,545        | -             | 42,649        |
| 1815-16   | 70,721         | -             | 2,462         | 41,281         | -             | 15,866        | 121,055        | -             | 26,408        |
| 1816-17   | 86,278         | 8,567         | -             | 40,217         | -             | 3,397         | 73,242         | -             | 5,067         |
| 1817-18   | 45,938         | 15,624        | -             | 14,459         | 5,327         | -             | 96,613         | -             | 4,108         |
| 1818-19   | 38,047         | -             | 2,758         | 20,526         | 5,849         | -             | -              | -             | -             |

(continued.)

| YEARS.    | SUNDRY METALS. |               |               | MISCELLANEOUS ARTICLES. |               |               | TOTAL Annual Value of British Produce and Manufactures exported to China. | Net Annual Profit or Loss. |
|-----------|----------------|---------------|---------------|-------------------------|---------------|---------------|---|----------------------------|
|           | Invoice Value. | Profit.       | Loss.         | Invoice Value.          | Profit.       | Loss.         |   |                            |
|           | <i>Tales.</i>  | <i>Tales.</i> | <i>Tales.</i> | <i>Tales.</i>           | <i>Tales.</i> | <i>Tales.</i> | <i>Tales.</i>   | <i>Tales.</i>              |
| 1793-4    | -              | -             | -             | -                       | -             | -             | 2,194,679   | Profit 14,246              |
| 1794-5    | -              | -             | -             | 6,103                   | -             | 218           | 2,494,285   | Loss 312,010               |
| 1795-6    | -              | -             | -             | 3,171                   | -             | -             | 2,113,312   | - 196,014                  |
| 1796-7    | -              | -             | -             | -                       | -             | -             | 2,196,464   | - 168,159                  |
| 1797-8    | -              | -             | -             | -                       | -             | -             | 1,654,282   | - 123,779                  |
| 1798-9    | -              | -             | -             | -                       | -             | -             | 1,646,438   | - 123,911                  |
| 1799-1800 | -              | -             | -             | -                       | -             | -             | 2,563,334   | - 255,060                  |
| 1800-1    | -              | -             | -             | -                       | -             | -             | 2,691,974   | - 272,564                  |
| 1801-2    | -              | -             | -             | 190                     | -             | -             | 3,058,829   | - 304,888                  |
| 1802-3    | -              | -             | -             | 2,704                   | -             | -             | 3,424,787   | - 386,531                  |
| 1803-4    | -              | -             | -             | -                       | -             | -             | 3,259,898   | - 279,274                  |
| 1804-5    | -              | -             | -             | 2,514                   | -             | 11            | 4,240,691   | - 448,958                  |
| 1805-6    | -              | -             | -             | -                       | -             | -             | 3,380,284   | - 310,775                  |
| 1806-7    | -              | -             | -             | -                       | -             | -             | 3,669,097   | - 200,227                  |
| 1807-8    | -              | -             | -             | -                       | -             | -             | 3,296,460   | - 81,280                   |
| 1808-9    | -              | -             | -             | -                       | -             | -             | 4,042,000   | - 44,215                   |
| 1809-10   | -              | -             | -             | -                       | -             | -             | 3,099,471   | Profit 97,438              |
| 1810-11   | 10,813         | -             | 4,772         | 2,977                   | -             | 684           | 2,779,859   | Loss 65,694                |
| 1811-12   | 4,798          | -             | 1,938         | 1,851                   | -             | 296           | 2,845,088   | - 93,289                   |
| 1812-13   | -              | -             | -             | 14,923                  | -             | 4,766         | 3,013,721   | - 153,035                  |
| 1813-14   | -              | -             | -             | 21,896                  | -             | 9,808         | 3,325,469   | - 182,019                  |
| 1814-15   | -              | -             | -             | 5,250                   | -             | 5,200         | 3,102,111   | - 294,962                  |
| 1815-16   | -              | -             | -             | 825                     | -             | 247           | 2,568,892   | - 351,229                  |
| 1816-17   | -              | -             | -             | 203                     | -             | -             | 3,048,231   | - 279,098                  |
| 1817-18   | -              | -             | -             | 555                     | -             | -             | 2,236,986   | - 77,337                   |
| 1818-19   | -              | -             | -             | 226                     | -             | -             | 1,851,369   | Profit 122,034             |

*Memorandum.*—The Total Profit and Loss in the above period of twenty-six years is *Tales* 5,238,026; and deducting the Profits in the three years of *Tales* 233,718 therefrom, and the Net Loss in the whole period appears to be *Tales* 5,004,308; or, at 6s. 8d. per *Tale*, the rate used for more than 100 years past, such Net Loss is equal to £. 1,668,103.

C. Grant,  
Esq.

(6 July 1820.)

To what do you attribute the loss, which, it appears from the statement you have delivered in, accrues from the trade in woollens carried on by the East India company to Canton?—We cannot get the Chinese to raise the price of the woollens sufficiently beyond what they stood at at a remote period, when woollens were, from many causes, much cheaper in this country than they are now. They are a people so much of habit, that notwithstanding all the reasons we have assigned for raising the price of woollens, in consequence of the increase of prices in Europe, they will not submit to have them properly advanced upon any grounds of that sort. Having been accustomed, at a remote period, to get them cheaper, they insist upon keeping them pretty much to that standard even now.

The Committee are to understand there is not a sufficient demand for woollens in China, to create the increase of price which almost must take place where there is a large demand, and where the market is not clogged?—We certainly cannot find that there is that demand, or the inclination to extend the use of those articles, though they are the best that this country can furnish for such a climate as China. Having mentioned this circumstance, I beg to state it as my opinion, that it appears extremely problematical whether, with the freest admission of British subjects into that country, the trade in British manufactures could be greatly extended, if indeed it could be extended at all, unless upon a considerable fall of prices in this country.

Do you attribute no part of the loss to the necessarily superior expense at which the company carry on their trade, on account of the size of their ships, and other circumstances, which must render their's a more expensive trade than that of private individuals?—No; because with regard to the ships, we charge very little of the freight on the outward cargo. It is the homeward cargo that bears the main body of the freight; and with respect to the charge of the Company's China establishment of servants, I apprehend it is at a cheaper rate than private traders could possibly manage their business at, as, from the great magnitude of the Company's concerns, a small commission upon them is sufficient to pay their establishment.

It is therefore your opinion, that a trade in woollens to the port of Canton, carried on under every possible facility, would in all probability, be a losing trade?—I confess I think so, unless some change should happen in the Chinese government or manners, which we are not at liberty to assume at present, or a great fall of prices at home.

Will you state in what way the invoice value is estimated in the account you have delivered in?—Until the passing of the last charter, in 1813, the usual practice was, in forming the invoices, to add a sum of ten per cent, to the prime cost from the manufacturer, which sum of ten per cent, was supposed to cover the charges of interest, insurance, and freight; the chief of the freight for the voyage, being charged on the homeward cargo, and the Company being their own insurers, a half per cent was added besides, to cover the shipping charges. Since the passing of the last charter, the mode has been different. The practice now is to add interest of money, insurance and freight, at eight pounds per ton, on all measurable goods, woollens, &c. and four pounds on all goods calculated at twenty hundred weight to the ton, except iron, tin, and lead, which pay two pounds per ton, being considered as ballast. I understand the column of this account, which states the invoice value of the goods sent out, to comprehend every charge upon them, and the head of profit or loss, to give the result of the adventure in China, after deducting the charges which attach there.

How do you account for the great loss which you have stated in the Company's exporting cloth to China from England, and for the circumstance of the Americans exporting cloth to China with a profit?—I believe the Americans export but very little cloth, and that the profit upon it, if any, is very small. I would say further, not wishing to impugn the American mode of carrying on their trade, that there is such a thing as evading the Chinese duties, in which the Company cannot engage. I do not mean to impute that to the Americans; but I know in the private trade in the Company's ships, it has been done, and the cloth got into the Chinese market without the payment of Chinese duties. With respect to the American trade in woollens, into Canton, it appears by an account which has been presented to the House of Lords, of their imports into that port, from the year 1804-5 to the year 1818-19, there are no woollens, except 10,856 pieces of camlets, and an article called bombazets, to the amount of 20,400 dollars, in the year 1817-18.

Will you state whether, in your opinion, any prejudice would apply to the Company's interests, commercial or political, from vessels of a smaller burthen than that to which the free trade is now confined by law, being permitted to trade with India?

C. Grant,  
Esq.

(6 July 1820.)

—That restriction was not imposed on any commercial account at the last renewal of the charter, but from an apprehension that if vessels of a smaller size than 350 tons, were permitted to range the India seas, and particularly the Eastern Archipelago, where there was then hardly any regular government, and great multitudes of people of the different islands very ill protected, there might be mutual injuries between the adventurers in those small vessels, and the natives; it having been supposed, that the success of the trade, when so many new adventurers would rush into it, could not possibly answer the expense of their equipments, and that some might seek to indemnify themselves by injurious acts towards the natives, especially in the Eastern Archipelago, where they would be amenable to no local British authority. This was the reason why the ships to be employed in the free trade, were limited to the size of 350 tons as the minimum, it being supposed such ships could only be fitted out with cargoes by persons of some capital and credit. At present, with respect to the eastern islands, and likewise to the Indian seas, I have for my own part, not all the apprehension that I had in the year 1813, of admitting ships under 350 tons. This has already been partially done as to ships fitted out from Malta or Gibraltar; but on the other hand, I expect no great advantage from it, believing that the business can be better carried on in general, by ships of 350 tons and upwards, than by smaller ships; and it having been the practice of all European nations trading to India, to rise from small ships to larger, when they found their means would afford it.

Are there not a great many ports and rivers, as well on the continent as in the Indian Archipelago, which cannot conveniently be entered by large ships?—I doubt not there are such ports; but from their very nature they cannot be places of much trade. Trade makes its own channels where it finds the greatest conveniences; there it establishes itself; where capital and traders are established, there strangers may be expected generally to go, and to fare the best; it would be very little advantage, I apprehend, to a ship to be allowed to go into one of the small obscure ports, either in India or in the Eastern Archipelago, because there but little trade and comparatively few people could be found. It would seem that ships acting thus, would waste their time to little purpose.

You do not, however, feel any material objection now to exist to the free admission of vessels of smaller burthen into the trade referred to, other than what may arise in the opinion of the undertakers?—My opinion certainly is, that the trade is already overstocked; and that if there are more vessels go into it, which probably may be from admitting those of a smaller size, that will only make the evils of overtrading, greater than they are now.

Do you conceive then, that that trade will continue to be carried on to an increased extent, at a loss to the undertakers?—Certainly not, permanently; but I conceive, that at present there are a great number of ships in this country left without employment, in consequence of the peace, which the owners would rather employ, even if they can save the freight, getting nothing by the articles of trade, than let them lie by the walls; and that when the question comes to be about the renewing of those ships, after they are worn out by other ships, the Indian trade, however free, will not support the same number of ships as are now engaged in it, nor be carried on at the same reduced rate of freight.

Would any inconvenience arise to the Company from vessels being permitted to trade along the coast, with other ports than the four principal ports to which they are now confined, with the exception of particular cases, for which a licence is necessary?—I am not aware that when licences are applied for, comprehending specifically, other places besides the principal ports, they are ever refused; but with respect to the advantage of such a trade, I should conceive, for the reason I have already given, that it can be very small. If ships go to the great marts of commerce, where there is capital and trade, merchants, and a considerable population, I conceive their best objects are secured, and that going to small ports, where there is little capital, and few merchants, little business can be expected.

If such licences are never refused, is it essential to the Company to retain the power of prohibiting the trade, unless such licences are granted?—That power was given for a political object, to prevent the influx of Europeans into obscure ports, where there was no judicial authority to controul the irregularities of which they might be guilty, nor to prevent their even going into the interior of the country. That reason for the licences, I apprehend, still remains.

Is there any great expense in obtaining those licences?—There is but a trifling expense, and, as far as I know, no delay.

Will



Will you state to the Committee what has been the progress of the trade with the islands of the Eastern Archipelago, whether carried on by British or country vessels, and whether in your opinion it is capable of any further extension?—I beg leave to say, that the Company, as a commercial body, have no particular interest in this question, their own trade to the eastern islands being very limited; but with respect to the national interests which may be concerned in that trade, I conceive that it may be made of importance under due regulations and encouragements. My meaning is, that whereas at present the islands exceedingly numerous scattered over the eastern seas, are almost all very ill governed, and that whole region in a state nearly of anarchy; if there was any commanding station in the Eastern Archipelago, under the government of such a power as the British, which, acting upon the principles of justice and liberality, might afford an asylum and a general resort for many of the trading part of that numerous population, and be the means of repressing disorder and piracy, which now so much prevail, and of encouraging a legitimate trade, the general interests of commerce and of humanity in that region would be promoted. Of this we have had some example in the small island of Penang, or Prince of Wales Island, which, since we possessed it, has become a considerable resort of natives, who have settled there, and are under the protection of the Company, carrying on trade and cultivation; but that is too far remote from the centre of the Eastern Archipelago to answer the idea I have taken the liberty to throw out. There is wanting a commanding station further within the Archipelago; I think such a station has lately been acquired by Sir Stamford Raffles at Sincapore; and if the government of this country should feel no obstacles to the establishment of a British settlement there, I apprehend it would contribute greatly to the objects I have mentioned; my meaning certainly is, that such a settlement should be connected with our present system of administration in continental India, and therefore under the government of the Company, but with no further advantage to them than might suffice for the maintenance of their establishment. I should, at the same time, take this opportunity of observing, that there is a great trade carried on with those eastern islands, even as they are circumstanced, by British residents in India. Thinking it possible the Committee might be pleased to make some inquiry on this point, I have brought here a book of record from the India House, merely to lay it before the Committee, in order to illustrate further the nature and extent of that trade. The Company have an officer at each of the principal settlements in India, whose business it is to report annually the commercial imports and exports of that settlement. This book is the report for Bengal for one year, 1817-18, and exhibits at length the species of goods exported from that country to the eastern islands, the value of them, and the number of ships employed, as well as the imports from thence in return. I produce this book with another view; to satisfy the Committee that there is now a very large trade carried on by British subjects, as well to the westward as the eastward in the Indian seas; and my opinion certainly is, that British merchants resident in India have greater advantages for the carrying on that trade than the merchants of Great Britain can have; because they are much nearer in point of distance; they inhabit another division of the same region of Asia; they know perfectly the wants of the Asiatic people, and can better dispose of such returns as those people have to make; and therefore whatever improvements may be made in the trade to the eastern Archipelago, will be better made by the British residents in India than by the British residents in Great Britain.

C. Grant,  
Esq.

(6 July 1820.)

*[The Book is produced, which is inspected by their Lordships.]*

Does the establishment at Sincapore, to which you have alluded, offer the best station we could occupy for British commerce?—It is, I apprehend, the best now within our command; but, if, by negotiation with the government of the Netherlands, a station still more advanced in the Archipelago, and now in the possession of that government, could be obtained, I should conceive such a station would be still better.

The Witness is directed to withdraw.

Ordered, That this Committee be adjourned to Saturday next, Twelve o'clock.

*Die Sabbati, 8<sup>o</sup> Julii, 1820:*

The MARQUESS OF LANSDOWNE in the Chair.

*Daniel Beale, Esquire,*

Is Called in; and Examined, as follows :

*Daniel Beale,  
Esq.*

(8 July 1820.)

YOU have been in the service of the East India company?—My first voyage to China was in the year 1777, in the East India company's service. I made four voyages in the Company's service. I afterwards established myself as a resident at Canton in the year 1787.

In the Company's service?—No, as consul to his Prussian Majesty.

Are you now in the service of the East India company, or engaged in trade?—I left China in the year 1798, and since then have been out of business, excepting occasionally employed by some of my friends resident in China, as a gratuitous agent.

During the period that you were resident at Canton, did the trade of the United States of America make any considerable progress?—In the year 1787, I believe not above three or four Americans had visited China. In 1788, I recollect the arrival of the American ship Alliance, formerly a frigate, but then fitted as a merchant ship, belonging to Willing Morris of Philadelphia. I mention these names merely as names of some note, with respect to the ship and with respect to the owners, and also from the circumstance of the peculiar manner in which she effected her voyage. I understand she was not furnished with any charts on board, but made her voyage to China solely with the assistance of a general chart of the world; she passed to the southward and eastward of New Holland, and never let go an anchor from the time she left Philadelphia till the time of her arrival in China. With respect to the American trade to China, I attribute the extensive trade of the Americans to China greatly to the neutral character which America possessed during the twenty years war; and when all the advantages attending this character are duly appreciated, there does not appear to my mind any thing extraordinary in their present situation; but in speaking of that trade, I draw a great distinction between the trade carried on immediately between China and America, and that carried on by the Americans to foreign ports. The trade from China to America I consider as exclusive, from the extra duties on importations in foreign bottoms. For their own consumption, they import from China, teas of all kinds, nankeens, silks of various kinds in pieces, silk handkerchiefs, sewing silk, Chinese drugs, and porcelain. For all the above articles, excepting teas, dollars are paid; no credit is given by the Chinese, or rarely so; and when it is considered that America does not manufacture any silk goods, the sum invested in the articles I have enumerated naturally shows that the cargoes exported from China to America must be very valuable, when the present population of America is taken into consideration. Perhaps I may be allowed to state some memoranda respecting the American population: in 1790, the population was estimated at 3,921,326; in 1800, at 5,319,762; in 1810, at 7,239,903; and I now estimate it at ten millions, for it is supposed to double in two and twenty years, and what I have stated goes up only to 1810. The value of the exports immediately from China to America, I have no means of estimating. Respecting their foreign trade, it is to be observed, that one of the effects of the late war, was to exclude the Dutch flag from the port of Canton. The Dutch trade to China was exclusively in the hands of the Dutch East India company. In addition to some articles from Europe, they supplied China with spices, tin, pepper, &c. &c. and all their ships invariably stopped at Batavia in their passage to China. Excluded from China, the supply of Holland with teas was principally from America. When the Americans were at war with this country, shipments of teas were made from Lisbon, and I believe also from England, to Holland. Imports of teas into Holland previously to 1817 were made under licenses from the Dutch East India company; on arrival in Holland, they were deposited in the Company's warehouses, and sold under the Company's directions, twice in the year, in quantities of about twenty thousand quarter chests each sale. This practice continued until the year 1818, when cargoes after landing, were warehoused and sold by the importers. I am enabled to state, from the actual sale  
of

Daniel Beale,  
Esq.

(8 July 1820.)

of teas at Amsterdam, under the circumstances first described, the prices which they produced. A consignment from Lisbon sold, in November 1815, at Amsterdam, of 250 chests of hyson tea, at from sixty-two to seventy-one stivers per pound, the stiver being a fraction more than a penny. Twenty-nine chests of gunpowder, at from seventy-one to ninety-one stivers. An importation from Macao sold at Amsterdam, also in November 1815, consisting of 829 chests of hyson, at from sixty-five to seventy-five, and a few chests from eighty-three to eighty-five; 622 chests of hyson skin (an inferior sort of hyson), from 38 to 50 stivers; 738 chests of young hyson, from 50 to 63 and 72 stivers; 255 chests of gunpowder, from 67 to 90 and to 108. A consignment from Lisbon, made in 1816, and sold in May 1817, at Amsterdam, consisting of 66 chests of souchong, from 23 to 24½ stivers; 50 chests of hyson skin, from 28 to 32½; 186 chests of hyson, from 74 to 80; 141 chests of young hyson, from 68 to 73; 144 chests of gunpowder, from 69 to 80½ stivers. I beg leave also to state, that this consignment from Lisbon, though it arrived at Amsterdam early in 1816, was not brought forward for sale till the month of May 1817; this tea was imported from Lisbon under a license from the Dutch East India company, such as I have had the honour to describe before. I believe that with the year 1817 terminated the practice of limited sales under the direction of the Dutch East India company; the tea trade in 1818 was no longer under their controul; cargoes, as they arrived in Holland, were warehoused and sold by the importers or their agents. I am enabled to state the particulars and results of a shipment of teas from China to Holland under the following circumstances: In the month of October 1818, after the English supercargoes had engaged the cargoes of their ships then in port, one of the Hong merchants was left in possession of 2,392 chests of congo tea, 600 boxes of souchong tea, and 140 chests of hyson tea; freight was engaged for those teas on an American, at the rate of 74½ dollars per American ton; the ship sailed from China at the end of November 1818, and the teas were sold at Rotterdam in August 1819. The papers I deliver exhibit the result of the operation. Copies of the account sales are here also.

[The Witness delivers in the same, which are read, and are as follow:]

ACCOUNT of the Cost at Canton of 2,392 Chests Congo Teas,  
140 Chests Hyson Teas,  
600 Boxes Souchong Tea.

|   | £.     | s. | d. | £.     | s. | d. |
|---|--------|----|----|--------|----|----|
| Congo Teas, 2,392 chests, w <sup>t</sup> 1,565 peculs, 62 cuttys, at 20 tales per pecul.              |        |    |    |        |    |    |
| Tales 31,324.4 at 72 cunds. per dollar - -  |        |    |    |        |    |    |
| Dolls. 43,489.50 at 5s. each - - -  | 10,872 | 7  | 6  |        |    |    |
| Insurance at Canton, 5. per cent, dolls. 2,284 at 5s. each  | 57½    | —  | —  |        |    |    |
|   |        |    |    | 11,443 | 7  | 6  |
| Hyson Tea, 140 chests, w <sup>t</sup> 70.19 cuttys, at 50 tales per pecul.                            |        |    |    |        |    |    |
| Tales 3,509.5 at 72 cunds. per dollar   |        |    |    |        |    |    |
| Dolls. 4,874.½ at 5s. each - - -  | 1,218  | 11 | 3  |        |    |    |
| Insurance at Canton, dolls. 260 at 5s. each - - -   | 65     | —  | —  |        |    |    |
|   |        |    |    | 1,283  | 11 | 3  |
| Souchong Tea, 600 boxes, w <sup>t</sup> 153 peculs, at 17 tales per pecul.                            |        |    |    |        |    |    |
| Tales 2,601 at 72 cunds. per dollar   |        |    |    |        |    |    |
| Dolls. 3,612½ at 5s. each - - -   | 903    | 2  | 6  |        |    |    |
| Insurance at Canton, dolls. 205 at 5s. each - - -   | 53     | 15 | —  |        |    |    |
|   |        |    |    | 956    | 17 | 6  |
| Nett proceeds of the foregoing quantity of Teas, sold at Rotterdam, August 1819, viz. (as per Sales.) |        |    |    | 13,683 | 16 | 3  |
| Congo Teas, 2,392 chests, paid 35,312 produce sterling - -  | 3,032  | 4  | —  |        |    |    |
| Hyson Teas, 140 - 14,466.16 - ditto - -   | 1,233  | 17 | 7  |        |    |    |
| Souchong Teas, 600 boxes - 2,795.19 - ditto - -   | 240    | 15 | —  |        |    |    |
|   |        |    |    | 4,506  | 16 | 7  |
| Loss - - -  |        |    |    | 9,176  | 19 | 8  |

The freight on the above Teas amounted to dolls. 24,553½, at 5s. each, 6,138½ 7s. 6d. being for tons 329,050, at 74½ dolls. per ton, (18l. 13s. 4d.)

The Americans estimate their tonnage at 40 cubic feet per ton.

The East India company estimate 19 cwt. black tea, or 8 cwt. green tea, per ton.

And the above teas actually paid at the rate of 28l. 10s. 10d. per ton; as they would have occupied only tons 215,041, according to the Company's estimate.

124 MINUTES OF EVIDENCE (before Committee of Lords) RELATIVE

Daniel Beale,  
Esq.

(COPY.)—ACCOUNT Sale of 600 Boxes of Souchong Tea received from Canton  
on account of Hong Merchant.

(8 July 1820.)

| Mark.  | Date.    | Boxes. | W <sup>t</sup> Gross. | Tare. | W <sup>t</sup> Nett. | Price. | Gross proceeds.  | —          |
|--|----------|--------|-----------------------|-------|----------------------|--------|------------------|------------|
|  |          |        | lbs.                  | lbs.  | lbs.                 | St.    | £. s. d.         | £. s. d.   |
| (C)  | Aug. 15, | 566    | 23,011                | 6,974 | 16,037               | 17     | 13,631 9 —       |            |
| N <sup>o</sup> 701   | 1819.    | 18     | 700                   | 234   | 466                  | 16     | 372 16 —         |            |
| a  |          | 15     | 558                   | 180   | 378                  | 14     | 264 12 —         |            |
| 1,300  |          | 1      | 40                    | 13    | 27                   | 4½     | 6 2 —            |            |
|  |          | 600    | 24,309                | 7,401 | 16,908               |        | 14,274 19 —      |            |
|  |          |        |                       |       |                      |        | Discount per Ct. | 142 15 —   |
|  |          |        |                       |       |                      |        |                  | 14,132 4 — |
| <b>CHARGES.</b>  |          |        |                       |       |                      |        |                  |            |
| Freight £. 551. 10s. 0½d. share lighterage, and harbour dues -   |          |        |                       |       |                      |        | 6,483 — —        |            |
| Duty inward, weigh duty, cocket, and permits, landing, housing,<br>repairing, sampling, taring, cooperage, preparing for sale, and<br>delivering - - - - - |          |        |                       |       |                      |        | 265 — —          |            |
| Charges of public sale, advertisements, printing notes, &c. -  |          |        |                       |       |                      |        | 30 — —           |            |
| Half brokerage - - - - -   |          |        |                       |       |                      |        | 142 15 —         |            |
| Warehouse rent and entrepot dues - - - - -   |          |        |                       |       |                      |        | 173 12 —         |            |
| Fire Insurance - - - - -   |          |        |                       |       |                      |        | 43 4 —           |            |
| Interest on duty 5½ months at 5 per cent - £. 81. 5s. 0d. }  |          |        |                       |       |                      |        | 148 15 —         |            |
| Freight, 2½ - - - - - 67. 10s. 0d. }   |          |        |                       |       |                      |        |                  |            |
| Commission and del Credere, 3 per cent - - - - -   |          |        |                       |       |                      |        | 11,002 6 —       |            |
|  |          |        |                       |       |                      |        | 423 19 —         | 11,426 5 — |
| Nett proceeds, due 15th Dec. 1819 - - - - -  |          |        |                       |       |                      |        |                  | 2,705 19 — |

Rotterdam, 12th Nov. 1819.

(Errors excepted.)

(COPY.)—ACCOUNT Sales of 2,392 Chests Tea received from Canton on  
account of Hong Merchant.

| Date.   | Chests. | W <sup>t</sup> Gross. | Tare.  | W <sup>t</sup> Nett. | Price. | Gross Proceeds.     | —            | —            |
|---|---------|-----------------------|--------|----------------------|--------|---------------------|--------------|--------------|
|   |         | lbs.                  | lbs.   | lbs.                 | St.    | £. s. d.            | £. s. d.     |              |
| 15th Aug.   | 2,160   | 207,607               | 49,200 | 158,407              | 17     | 134,645 19 —        |              |              |
| 1819.   | 31      | 2,832                 | 705    | 2,127                | 14     | 1,488 18 —          |              |              |
|   | 79      | 7,436                 | 1,761  | 5,675                | 13     | 3,688 15 —          |              |              |
|   | 53      | 5,069                 | 1,182  | 3,887                | 10     | 1,943 10 —          |              |              |
|   | 31      | 2,969                 | 705    | 2,264                | 11     | 1,245 4 —           |              |              |
|   | 8       | 765                   | 184    | 581                  | 12     | 342 12 —            |              |              |
|   | 7       | 671                   | 161    | 510                  | 11½    | 293 5 —             |              |              |
|   | 23      | 1,962                 | 529    | 1,433                | 4½     | 322 19 —            |              |              |
|   | 2,392   | 229,311               | 54,427 | 174,884              |        | 143,976 12 —        |              |              |
|   |         |                       |        |                      |        | Discount 1 per cent | 1,439 15 —   | 142,536 17 — |
| <b>CHARGES.</b>   |         |                       |        |                      |        |                     |              |              |
| Freight, £. 5,195. 12s. share of lighterage, and harbour<br>dues - - - - -                                  |         |                       |        |                      |        |                     | 60,826 — —   |              |
| Duty inwards, weigh duty, permits, and cockets - -  |         |                       |        |                      |        |                     | 34,743 10 —  |              |
| Landing, housing, repairing, sampling, taring, cooper-<br>age, preparing for sale, and delivering - - - - - |         |                       |        |                      |        |                     | 2,732 10 —   |              |
| Charges of public sale, advertisements, printing notes,<br>&c. &c. - - - - -                                |         |                       |        |                      |        |                     | 270 — —      |              |
| Half brokerage - - - - -  |         |                       |        |                      |        |                     | 1,439 15 —   |              |
| Warehouse rent and entrepot charges - - - - -   |         |                       |        |                      |        |                     | 1,287 12 —   |              |
| Fire insurance and policies - - - - -   |         |                       |        |                      |        |                     | 264 10 —     |              |
| Interest on duty 5½ months at 5 per cent £. 751. 5s. 0d. }  |         |                       |        |                      |        |                     | 1,384 18 —   |              |
| Freight, 2½ - - - - - 633. 15s. 0d. }   |         |                       |        |                      |        |                     |              |              |
| Commission and del Credere, 3 per cent - - - - -  |         |                       |        |                      |        |                     | 102,948 15 — |              |
|   |         |                       |        |                      |        |                     | 4,276 2 —    | 107,224 17 — |
| Nett proceeds, due 15th Dec. 1819 - - - - -   |         |                       |        |                      |        |                     |              | 35,312       |

Rotterdam, 12th Nov. 1819.

(Errors excepted.)

ACCOUNT Sales of 140 quarter Chests Hyson Tea, received from Canton, on account of Hong Merchant.

Daniel Beale,  
Esq.

(8 July 1820.)

| Mark.             | Date.    | Boxes. | Wt Gross.  | Tare. | Wt Nett. | Prices.          | Gross Proceeds. |       |    |        |    |    |  |
|-------------------|----------|--------|--|-------|----------|------------------|-----------------|-------|----|--------|----|----|--|
|                   |          |        | lbs  | lbs.  | lbs.     | St.              | £.              | s.    | d. | £.     | s. | d. |  |
| (C)               | 1819     | 56     | 4,199  | 1,064 | 3,135    | 50 $\frac{1}{2}$ | 7,915           | 18    | —  |        |    |    |  |
| N <sup>o</sup> 1. | July 5th | 43     | 3,229  | 817   | 2,403    | 50 $\frac{1}{4}$ | 6,037           | 11    | —  |        |    |    |  |
| "                 |          | 24     | 1,809  | 456   | 1,353    | 50               | 3,382           | 10    | —  |        |    |    |  |
| "                 |          | 8      | 598  | 152   | 446      | 49 $\frac{1}{2}$ | 1,098           | 6     | —  |        |    |    |  |
| 140               |          | 9      | 657  | 172   | 486      | 44 $\frac{1}{4}$ | 1,087           | 9     | —  |        |    |    |  |
|                   |          | 140    | 10,483   | 2,660 | 7,823    | -                | 19,521          | 14    | —  |        |    |    |  |
|                   |          |        | Discount 1 per cent - - -  |       |          |                  |                 | 195   | 4  | —      |    |    |  |
|                   |          |        |  |       |          |                  |                 |       |    | 19,326 | 10 | —  |  |
|                   |          |        | <b>CHARGES:</b>  |       |          |                  |                 |       |    |        |    |    |  |
|                   |          |        | Freight, £. 237 16s. 3d., share of lighterage, harbour dues, &c.                             |       |          |                  |                 | 2,786 | 11 | —      |    |    |  |
|                   |          |        | Duty on 8 boxes weigh duty on 140 rockets, &c.   |       |          |                  |                 | 233   | 6  | —      |    |    |  |
|                   |          |        | Landing, housing, repairing, sampling, cooperage, preparing for public sales, and delivering |       |          |                  |                 | 122   | 10 | —      |    |    |  |
|                   |          |        | Charges of public sale, advertisements, printing notes, lot money, and extra-brokerage       |       |          |                  |                 | £34   | —  | —      |    |    |  |
|                   |          |        | Brokerage  |       |          |                  |                 | 195   | 4  | —      |    |    |  |
|                   |          |        | Warehouse rent, and entrepot charges   |       |          |                  |                 | 115   | 10 | —      |    |    |  |
|                   |          |        | Registration, 3 $\frac{1}{4}$ per cent.  |       |          |                  |                 | 634   | —  | —      |    |    |  |
|                   |          |        | Fire Insurance   |       |          |                  |                 | 41    | 10 | —      |    |    |  |
|                   |          |        | Interest on duty 6 months, at 5 per cent   |       |          |                  | £. 5 16s. 0d.   | 17    | 7  | —      |    |    |  |
|                   |          |        | Freight  |       |          |                  | 11 11s. 0d.     |       |    |        |    |    |  |
|                   |          |        | Commission and del Credere, 3 per cent   |       |          |                  |                 | 4,279 | 18 | —      |    |    |  |
|                   |          |        |  |       |          |                  |                 | 579   | 16 | —      |    |    |  |
|                   |          |        | Net Proceeds, due Nov. 5, 1819   |       |          |                  |                 |       |    | 4,859  | 14 | —  |  |
|                   |          |        |  |       |          |                  |                 |       |    | 14,466 | 16 | —  |  |

Rotterdam, 12th Nov. 1819.

(Errors excepted.)

The witness further says, the quantity of teas now in Holland, are estimated from 118 to 130,000 quarter chests, enough for four years consumption or thereabouts. The Americans are now in possession of the supply of teas to Holland, under circumstances that admit of explanation, At the general peace in Europe, Holland did not possess either ships, colonies or commerce; but some equipments were made from thence to China in 1815 and 1816. They were not fortunate; one ship proved leaky, put into the Isle of France to repair, and lost her season to China; another was burnt by accident in the China seas; those which arrived safely at China were short of funds, obtained money at the high exchange of 6s. per dollar, and paid also high prices for their teas. Thus these voyages were not sufficiently profitable to encourage a continuance; for a rival was found in the Chinese merchant Howgua, who freighted American ships with teas from China to Holland on his own account; his consignments were extensive, and until the last two years, his profits large. I have heard his later speculations have lost to him 700,000 dollars, which the sales of the speculation I have related, tends to confirm. There is an extra duty charged by the Americans upon teas imported into America in foreign vessels. In 1815 the following was the statement: Bohea teas in American vessels paid a duty of 24 cents per lb.; the same in foreign vessels, 36 cents and 12 parts; souchong and other black teas in American vessels, 36 cents; in foreign vessels, 56 and 7 parts; hyson, imperial, gunpowder or gomee, (a superior kind of green tea) in American vessels, 64 cents; in foreign vessels, 105; other green teas, 40 cents in American vessels, 63 in foreign vessels. The Americans likewise make a distinction, or did make a distinction at that time, for I am not capable of saying whether the same distinction still continues though I presume it does. Supposing teas imported into America from Europe in American vessels, the duty would be 28 cents for bohea; in foreign vessels, 36—12; souchong and other black teas; 42 cents in American vessels, 56—7. in foreign vessels; hyson, imperial, gunpowder

Daniel Beale,  
Esq.

(8 July 1820.)

powder or gomee, 80 cents in American vessels, 105 in foreign vessels; other green teas, 48 cents in American vessels, and 63 cents in foreign vessels. The Americans have provided a duty in case of importations from other places than from China and Europe; bohea teas in American vessels, 34 cents per lb.; in foreign vessels, 39—27; souchong and other black teas, 54 cents per lb.; in American vessels, 62—37 in foreign vessels; hyson, imperial gunpowder or gomee, 100 cents in American vessels, 115—5 in foreign vessels; other green teas, 60 cents in American vessels, 69—5 in foreign vessels.

You have stated the American ton as different from that of other shipping employed in the China trade, will you explain in what you apprehend that difference to consist?—The Americans estimate their tonnage by the measurement of every individual package put on board their ships, at the rate of 40 cubic feet per ton. Thus the freight of 74 dollars and 1—3d, per ton paid for the congo and hyson teas sold at Amsterdam in 1819, actually amounted to 28*l.* 10*s.* 10*d.* per ton, estimated at the rate per ton at which the East India company calculate their tonnage. The East India company calculate their tonnage at the rate of 10 cwt. of black teas per ton, or 8 cwt. of green teas per ton.

Are you of opinion, from your experience of the trade with Canton, that any inconvenience would arise from British free traders being admitted to the port of Canton, upon the same footing with the Americans?—That question branches into more parts than one. If I am asked whether I conceive any immediate bad consequences would arise, in consequence of the introduction to China of so many more Europeans, or so many more Englishmen, I should certainly say, that if the ships were put under the same regulations as now exist, that is, if they were put under the direction and control of the English supercargoes resident at Canton, subject to their orders, in the same manner as the Company's ships and the country ships, I do not conceive any very great inconvenience would arise.

Do you think any inconvenience would arise?—Some inconvenience might arise, for at present the English seamen, I believe, are not allowed to come upon liberty, that is, upon leave of absence, from their ships to Canton. I have, during my residence in China, known great enormities committed by English sailors at Canton.

Do you mean enormities against the Chinese, or their government?—Quarrels arising from the seamen getting drunk.

Quarrels with whom?—With the Chinese.

Did not those quarrels arise totally between seamen in the Company's service and the Chinese?—They were seamen belonging to the East India company's ships. At that time it was the practice for them to come up in gangs of 20, 30 or 40, and to receive two months pay, and to spend it in the manner most agreeable to themselves.

Do you remember any instances of quarrels between the American seamen and the Chinese, during the period you have referred to?—No, none.

Are you aware of any circumstance of difference in the character of the American and British seamen, that would make it probable that under similar regulations greater inconvenience would arise from British seamen being admitted into the port of Canton, than from American seamen being admitted?—In answer to that question, I should speak from hearsay, and I understand that the American seamen are in many instances interested in the ship, looking forward to promotion eventually, as officers in the same ship; to that I attribute the difference of character.

Are the American seamen allowed to go to Canton freely?—They were at the time I was resident at Canton.

Supposing the American seamen were precluded from going to Canton, and permitted to go only in gangs of forty, receiving their pay, do you think they would not exhibit a character and conduct pretty much like the English seamen under similar circumstances?—In my own opinion, I should think there is a greater sobriety of character in the American seamen than there is in the English seamen under the circumstances I have stated.

Referring to your former answer, that the inconvenience which might be apprehended from the admission of British sailors in free ships into Canton, divided itself into more than one branch, are there any other remoter inconveniences than those which you described in your answer to that question, which you would apprehend from such admission?—I merely alluded to the circumstance that the persons to be introduced were to be introduced as traders; then it is very well known that the more ships the greater competition. The first appearance of an extraordinary number  
of

of ships occasions an expectation in the Chinese of higher prices for some of their articles.

You do not mean to say that ultimately the mere circumstance of a greater competition being introduced into the trade, would be injurious to the trade itself?—I consider the trade to China, as now carried on by the East India company, to be perfect in all its parts; by their resident supercargoes they contract annually for their teas, and by that means are enabled to establish, in a great degree, the maximum of price; the prices of teas for the last three and forty years, to which I am now referring, in China, have, from the circumstances before stated, very little advanced; and most foreigners visiting Canton, in contracting for teas, contract that they shall be supplied at the Company's prices.

Are you of opinion, that the American trade in tea with the port of Canton, could not be carried on to the same advantage, if the establishment of the British East India company there did not exist?—I am certain that the establishment of the British East India company is a general benefit to every foreigner and to every trader visiting Canton.

Is there any reason why the establishment of the British East India company should not afford the same benefit to British free traders at the port of Canton, supposing them to be admitted there, that according to your apprehension it actually does to the American traders?—I am at a loss to conceive for what purpose any British trader would go to the port of Canton during the existence of the Company's monopoly of teas, (alluding to the close monopoly which now exists in the exclusive supply of this country with teas.)

But assuming the fact that they would find it for their interest to frequent the port of Canton, if permitted to do so, is there any reason why they should not derive the same benefit from that protection?—None.

Why do you conceive that while the Americans find it their interest to trade with the port of Canton, for the purpose not only of supplying the consumption of the United States, but that of other parts of the world, British shipping would not, if permitted, find it their interest to engage in the same trade?—Portugal, Holland, Denmark, Sweden, France, and Spain, being subtracted from the rest of Europe, what tonnage could be advantageously employed in a trade from China, I am at a loss to know; I have enumerated those different nations, because they have natural connexions with China. I mean to say, that Portugal has an exclusive trade to China from the settlement at Macao, and none but Portugueze ships are allowed to trade from Macao to Lisbon or the Brazils. Holland also had formerly an exclusive trade to China. Denmark and Sweden also have an exclusive trade to China. Spain now has, by the existence of the Philippine company, who trade from Canton to Manilla, and from Manilla to South America.

Why do you conceive that, while the Americans find it their interest to trade with the port of Canton, for the purpose not only of supplying the consumption of the United States, but that of other parts of the world, British shipping would not, if permitted, find it their interest to engage in the same trade?—After subtracting from the rest of Europe the countries I have enumerated, I am ignorant what quantity of British tonnage can be advantageously employed in the trade to which I have referred.

Do not the Americans go from Canton to any of those countries which you have enumerated?—I have already stated that I conceive the Americans to be greatly in possession of the carrying trade to Holland.

Have not the Americans traded between Canton and Hamburgh?—Yes, doubtless they have.

Have not the Americans traded to Italy?—Not to my knowledge.

In your answer, you have stated that Spain, Portugal, and the countries, you have enumerated, have a natural connexion with China, because they have companies that conduct the trade exclusively?—They formerly did so; but the operation of the last war was to do away almost all the exclusive companies.

Do you think one country could not have a natural connexion with another in trade, independently of the establishment of an exclusive company?—Certainly, I do not conceive an exclusive company to be absolutely necessary to form a connexion in trade between one country and another.

Do you think it a natural way for two countries to trade together?—Most certainly not; it is the general result of experience.

Do you conceive it to be the result of experience that established the monopoly of the

Daniel Beale,  
Esq.

(8 July 1820.)

Daniel Beale,  
Esq.

(8 July 1820.)

the East India company in the trade to India, and that it was a want of regarding the due effects of experience that induced the legislature to open it?—The question is extremely difficult for me as an individual to reply to; but I do not think that any very great benefit has arisen to those who have participated in the trade to India since it was thrown open. I am fortified in this opinion by extracting from a monthly publication a list of the licensed ships that have for the last six years gone to India. I think, if an account of the profit and loss of their adventures were laid before the public, the latter speculations to India would not appear advantageous. I observe that in 1818 the number of ships licensed were 313, amounting to 147,748 tons; that in 1820 the number of ships licensed was 158, amounting to 73,821 tons; which is exactly one-half; and a most singular circumstance it is.

Do you not know, that since the trade to India was opened, there have been much more British manufactures and British commodities exported to that country than there ever were during the existence of the exclusive privilege?—I believe there have.

Do you conceive that beneficial to the manufacturer, and to the general industry of this country?—I conceive it has been beneficial to the manufacturer, but the merchant has in many cases been ruined.

Have you not known, of late years, in many cases, merchants ruined in every line of trade that is conducted in this country with benefit to the manufacturer?—Certainly.

Have you reason to think that a larger proportion of those that have been engaged in this trade have suffered loss, than of those that have been engaged in other branches?—I have known some individuals ruined; it is impossible to answer a question of that description.

Are you aware that a considerably increased demand for English cotton goods has lately arisen in China?—I am; but I consider that any demand for English cotton goods, or other goods, the manufacture of this country, can always be supplied to China by the tonnage occupied by the commanders and officers of the Honourable East India company's ships.

Do you think that the circumstance you have now mentioned fully accounts for the East India company having taken no steps to meet that demand on their own account?—The East India company reserve to themselves the exclusive trade in cloth, camlets and other woollen articles, leaving to the commanders and their officers the supply of any other article that they may conceive a beneficial speculation by carrying to China.

You have said the private trade of the Company's officers is sufficient to supply the Chinese market with any British commodities for which there may be a demand in China; are you not aware that there is no servant of the Company who goes to China that leaves it with a certainty of having the voyage to China next year?—I conceive every commander of a Company's ship, of the burthen of 1,200 tons, is certain, upon that ship being taken up, of being sent to China.

Then you mean to say that the tonnage allotted to the commander is sufficient for his purpose?—In my humble opinion.

When the Company possessed the exclusive privilege to India, had not the Company's officers similar privileges of private trade to India?—Yes.

How do you account for the great extension of the sale of our manufactures since the free trade to India; when, according to your principle, the demand for our commodities might be amply satisfied by the trade of the Company's officers to India?—Your Lordship's question now refers to India: I did not exactly so state it. With respect to China, I retain my first opinion.

Can you state any reason why the demand for our manufactures having much increased since the trade was opened to India, beyond what was supplied by the Company's officers, the same consequences should not take place with regard to China?—The trade to China is confined to the port of Canton.

If the trade to China was not confined to the port of Canton, do you suppose a free trade to China would be highly advantageous?—The question is too speculative for me to reply to.

Do you not know that at present there are many articles of China produce which the Company prohibit their officers from bringing out of China?—The article of musk, I recollect: I do not exactly recollect any prohibited articles upon which it is likely a profit could arise on the export from China.

Do you mean to state that musk is the only article which the Company prohibit?

—I do



—I do not, at present, recollect the immediate articles to which the question alludes. Musk is prohibited for obvious reasons, that it would spoil the cargo of tea.

Can you recollect any others?—I do not at this moment.

Are you aware that there are others?—I am not aware of others on which a profit might be made; I am not in the immediate recollection of any other prohibited article.

You think there is no other article but musk which the Company would be authorized to prohibit on the ground of its spoiling their teas?—None within my immediate recollection; if your Lordships are alluding to any particular article, I would reply to it; but none occur to me at present.

In your belief there is no other prohibited article but musk?—None which occurs to my immediate recollection.

Is not the tonnage allotted to the officers of the East India company's ships invariably the same?—Yes.

Are they not in the habit of occupying the whole of the tonnage allotted to them?—Not in a direct importation from England to China; but they frequently, in voyages from Bombay to China, occupy a considerable portion of the tonnage.

What is the proportion of tonnage allotted to the commander of a ship in the China trade?—I cannot exactly state from memory.

Do you suppose the captain of a ship in the China trade is in the habit of leaving any portion of the tonnage allotted to him between England and China unoccupied?—Never.

If he is not in the habit of leaving any portion of the tonnage allotted to him between England and China unoccupied, how can he meet any increased demand in China for British manufactures?—I consider that the ship is taken up for the immediate advantage of the East India company, and that the tonnage occupied by the commander and officers is a matter of indulgence, being freight free.

It being necessary then to limit the amount of tonnage as an indulgence to the officers of the East India company, how is it possible that any increased quantity can, through that channel which you have described as the best for meeting the demands of the Chinese market, be supplied?—It frequently happens that a ship sailing from London to China in the East India company's service is not completely loaded, and I believe that for the exportation of any article not prohibited by the Company, leave would be given to the commanders to ship it on board, upon petitioning the Company for such permission.

Is there any relation between the accidental circumstance to which you have alluded, of the vessels in the service of the East India company, not being completely loaded, so as to admit of an additional quantity of exports by the officers, and the demands of the Chinese market for British manufactures?—Not within my knowledge.

Have the exports of the East India company to China increased within the last twenty years?—I conceive they have.

To any considerable extent?—Not having reference to the Company's documents, it is impossible for me to state.

Are you aware that the trade of the Americans to Canton has increased during that period?—Doubtless.

Do you suppose the Company's officers have it in their power to supply the increased demand of the China market, which has in fact been supplied by the Americans?—I have lately heard that an American ship has left this port with a considerable quantity of woollen goods, and woollens are prohibited as an article of trade to the Company's officers; excepting in this particular, I retain my first opinion, that the tonnage occupied by the Company's officers is sufficient for any demand for English manufactures in China.

Your answer applies not merely to the description of the article, but the quantity?—Exactly.

Are you of opinion that the whole quantity of goods, exclusive of woollens and camlets, imported by the Americans into the port of Canton, can be imported by the officers of the East India company's ships?—Yes.

Are you aware of any large quantity of tea being sent from Canton to Russia?—I know that Russian ships have visited Canton since I left it; objections were made on the part of the Chinese to receiving them into the port, but they were afterwards allowed to load and proceed to Russia with cargoes; I think there were two.

Not to any considerable extent?—I never heard of more than two, and I conceive there

Daniel Beale,  
Esq.

(8 July 1820.)

*Daniel Beale,*  
*Esq.*

(8 July, 1820.)

there is naturally an objection on the part of the Chinese to receive the Russian ships into the port of Canton, arising from this circumstance, that they are in the habit of trading with Russia by communications with Kiakta.

[The witness is directed to withdraw.]

*Sir George Thomas Staunton, Bart.* a Member of the House of Commons,

Is called in; and Examined, as follows:

*Sir G. T. Staunton,*  
*Bart.*

You have been in the service of the East India company?—I have been in the service of the East India company from the year 1799.

Have you during that time, resided for any considerable period in China?—The longest period I have resided there at any one time is between three and four years.

Will you state to the Committee whether, in your opinion, any inconvenience would arise from the admission into the port of Canton of British free traders upon the same footing that the subjects of the United States and the other countries are now admitted?—I think the inconvenience would depend in a considerable degree upon the extent to which British merchants availed themselves of that admission. I conceive that any considerable entry of British ships navigated by British seamen, and bringing out to China British agents not in the service of the East India company, would be viewed by the Chinese with considerable suspicion, and would be likely to induce them to endeavour to impose new restrictions on the trade, the consequence of which naturally would be extremely embarrassing to the commercial interests of the East India company and the British nation.

Do you conceive that there are any circumstances attaching to the character of such British agents or British seamen as it might be expected would be employed in a free trade with the port of Canton, which do not attach to the persons similarly employed in the American trade, and which would be likely to produce consequences with respect to the Chinese government which do not now occur?—I believe, generally speaking, that the subjects of Great Britain stand higher with the Chinese than those of any other foreign nation, but that the known power and supposed ambition of Great Britain expose them in a peculiar degree to be objects of jealousy to the Chinese, which would occasion the suspicion I have already adverted to.

Do you apprehend that that suspicion would be increased from the mere circumstance of a greater number of British traders coming to the port of Canton, independently of any other circumstance?—It would depend upon the conduct of the persons who visited China under the British flag; it has been supposed that British seamen have not always conducted themselves with the same degree of subordination as those of other nations; if that should be found to be the case; it would of course increase the suspicion and jealousy of the Chinese towards them.

In referring to the greater degree of insubordination of British seamen as compared with those of other nations, in China, do you not refer exclusively to seamen in the service of the East India company?—I refer exclusively to those, as no others have been in the habit of visiting China.

During the period of your residence at Canton, had any quarrels or inconveniences arisen between the Americans and the Chinese local government in consequence of the increased American trade with that port?—I do not recollect any particular instance of a quarrel of that nature, though some may have occurred which did not come to my knowledge.

Do you conceive that the establishments of the British East India company at Canton have any effect, beneficial or otherwise, upon the trade of other nations with that port?—I should conceive that indirectly they have a beneficial effect in a considerable degree; and that the exertions that have been made by the servants of the East India company, to prevent the trade being oppressed by unnecessary restrictions, when successful, have been beneficial to the trade generally.

Is there any reason why the benefit, whatever it may be, which other nations in their trade with Canton have experienced from the existence there of the establishments of the East India company should not be equally derived from them by British free traders, supposing them to be admitted to trade with that port?—I am not aware of any reason why they should not equally benefit.

Are you of opinion that an increased demand would be likely, under any circumstances, to exist for British manufactures in the Chinese market?—I am not inclined to think that, under the present restrictions the Chinese impose upon the trade,

trade, any material increase in the demand for British manufactures can take place.

Sir G. T. Staunton,  
Bart.

(8 July 1820.)

Will you describe what the restrictions are, to which you particularly allude?—The confining the trade to one port of the Chinese empire, and that not the most favourable for the purposes of the trade; and also the limitation to a small number of privileged merchants, as well as other restrictions of minor importance.

Are you aware that a considerable quantity of British manufactures is introduced into China through Russia, by means of caravans?—I was not aware of that circumstance.

Are you aware that a considerable quantity is introduced by means of American traders?—I have recently heard a report that a quantity of British manufactures have been introduced by the Americans.

Is there any reason why that quantity, whatever it may be, should not be introduced by means of British free traders, were they permitted to trade with the port of Canton?—I should have imagined, that the private trade which the commanders and officers in the service of the East India company are permitted to carry on, would be sufficient for the purpose of the present demand of the Chinese, in addition to the trade which is carried on by the East India company.

Do you conceive the channel to which you have alluded, of a supply by means of the officers of the East India company, to be the best for supplying any increased demand that might arise in the Chinese market?—I am not aware of any advantages that would attach to any other channel, in preference to that possessed by the officers of the East India company.

Do you conceive the peculiar situation and circumstances of the officers employed in the service of the East India company, with a reference to their habits of life, to the mode of their appointment, and to the uncertainty of their continuance in the same line of trade, to be the best calculated for increasing and supplying the trade which you have referred to?—I should imagine that if any very considerable demand existed for British manufactures, they might not possess every qualification calculated for supplying it; but in the existing state of the demand, I should conceive that they are competent to do so.

Independently of the peculiar restrictions to which you have alluded, are there any opinions or prejudices prevalent in China likely to interfere with the demand for British manufactures?—Certainly not as far as I am aware.

Do you apprehend that a demand for British manufactures might, under favourable circumstances, take place in Cochin China, or any of the other adjacent countries?—I should suppose that a demand might exist to a certain and perhaps considerable extent, if the Cochin Chinese government were favourably disposed to British trade; but the attempts that have been made to open an intercourse have proved unsuccessful.

Are you aware that a treaty was once concluded between the French government and that of Cochin China, for the purpose of promoting an intercourse between those countries?—I have heard that such a treaty had taken place.

Are there any circumstances which would render a political or commercial intercourse with France and Cochin China, more practicable than between this country and Cochin China?—The French had an advantage which we do not possess, from having several resident missionaries of that nation in Cochin China, for the purpose of propagating the Christian religion; and their power is not so well known to the government of Cochin China as that of Great Britain; and therefore they are less an object of jealousy.

Are you aware to what restrictions the introduction of European produce and manufactures, by means of caravans from Russia, is subject in the Chinese market?—I know it has at all times been subject to considerable restrictions, greater at one time than another; it has been carried on sometimes by caravans to Peking, and sometimes solely at the frontier; but always under very considerable restrictions.

Is it, like that of Canton, made the subject of a monopoly for the benefit of a particular company of merchants?—I am not aware of the precise manner in which it is carried on; but I apprehend it is in a mode similar to that of the trade of Canton.

If it were to appear, that an increased demand in the Chinese market for British manufactures, were likely to be attended with an increase of revenue to the Chinese government by the consumption occasioned, is it not probable that such a circumstance might induce the Chinese government to alter its measures, with respect to the restrictions

Sir G. T. Staunton,  
Bart.

(8 July 1820.)

restrictions on that trade?—I do not apprehend that it would, while under the influence of present sentiments and feelings with respect to the power of the British nation.

You conceive, then, that a jealousy of British power would overbalance any other consideration with the Chinese government with respect to trade?—I conceive it would.

[*The following Questions and Answers, from the former part of the examination of the Witness are read:*]

“Do you apprehend, that that suspicion would be increased from the mere circumstance of a greater number of British traders coming to the port of Canton, independently of any other circumstance?—It would depend upon the conduct of the persons who visited China under the British flag; it has been supposed, that British seamen have not always conducted themselves with the same degree of subordination as those of other nations; if that should be found to be the case, it would of course increase the suspicion and jealousy of the Chinese towards them.

“In referring to the greater degree of insubordination of British seamen as compared with those of other seamen in China, do you not refer exclusively to seamen in the service of the East India company?—I refer exclusively to those, as no others have been in the habit of visiting China.”

Do you, or do you not, found your opinion of the danger of a free trade to China upon the character which British seamen have acquired when in the employ of the Company conducting an exclusive trade?—That is by no means the chief ground of the objection which I conceive to exist, though it might operate as one of the objections to such an admission.

Have you had in China, any experience whatever of the conduct of British seamen when engaged in a free trade?—A few ships have arrived from the north-west coast of America, but those instances are too few to be the foundation of any general opinion on the subject.

Is there any thing in China which should create, on the part of British seamen, an unaccommodating spirit, of which we have no experience in the conduct of their trade to other countries?—I am not aware of any thing, except, generally, the extreme difference in the habits and manners of Europeans and Asiatics; and which, I conceive, is the occasion of that want of accommodation.

Is there a smaller difference between the habits of the Chinese and the Americans, than there is between the habits of the Chinese and British subjects?—The difference I have already alluded to, as being supposed to exist between those of British and American seamen, is the only one that I should suppose to exist in this instance.

Can you state any instances of conduct on the part of the British seamen, on which you found that opinion?—Several instances of insubordination, by which the trade has been interrupted, and much inconvenience experienced, have occurred during my residence in China.

Did not all those instances occur with regard to seamen in the Company's employ?—They necessarily did so, as there were no other British seamen at the port of Canton at the time.

Are there any objections to a free trade, excepting the insubordination which you attribute to British seamen; if there are, have the goodness to state them?—I should conceive, that in addition to what I have already stated, and which I might consider the political objections, there may be commercial ones also.

What are they?—That the opening it would give to speculation, would necessarily raise the price of the produce of China; and in the same proportion, disturb the commercial arrangements of the East India company.

Would not that be equally effected by the Americans and other free traders?—I should imagine after a time, the trade would return to its present level, but the opening to British capital would probably give rise to considerable speculations in the first instance, and produce an unusual demand for Chinese produce.

Would it not also create a demand for English produce?—I do not see in what manner it would produce that effect.

Are you acquainted with the conduct of our seamen in the general merchant service of this country?—No, I am not particularly acquainted with it.

Do

Do you mean to convey an opinion, by your answer to former questions, that the British merchants and the British seamen, are less able to carry on a difficult trade, than the seamen and merchants of other countries?—My opinion on the subject, is entirely drawn from experience and facts which have occurred in China. Sir G. T. Staunton,  
(8 July 1820.)

Of seamen not in the general merchant service of the country?—Of seamen in the service of the Company; but I am not aware of any reason why seamen in any other service might be expected to conduct themselves in a different manner.

Have you ever been at sea on board a merchant ship not in the service of the East India company?—I have not.

You have no means of forming a comparison between the discipline of vessels in the service of the Company and others?—No.

Nor of the manner in which they are paid?—No.

Nor of the trades in which the seamen derive an interest?—No.

Do you consider yourself competent to give a decided opinion upon the subject with regard to the general conduct of seamen in the merchant service?—I can only say, that I infer that those instances of insubordination which have occurred, would be likely to occur again, in proportion to the extent to which British ships, navigated by British seamen, were admitted into the port of Canton; and if they were not equally under the controul of the East India company's servants, I should imagine the danger would be increased.

Do you therefore infer, that because seamen want subordination under one system of discipline, they must equally want subordination under another system?—It depends, of course, upon the nature of that system of discipline, whether more or less efficient.

Can you state the particular circumstances of any one of those cases of insubordination?—I recollect a riot which occurred in the year 1807, in which several Chinese were wounded, and one supposed to be killed; the trade was in consequence suspended for a considerable time, and great inconvenience suffered by the East India company in consequence.

Do you know what led to the riot?—The seamen were at Canton agreeably to a privilege which had long existed, of coming up on liberty, and which was abolished in consequence of the disturbance which occurred on that occasion.

To what numbers were those seamen assembled on liberty?—I am uncertain as to number, but certainly I think upwards of an hundred.

From one ship?—I do not positively recollect.

Can you state the circumstances and the nature of that privilege granted to the seamen, of going up on liberty to Canton?—It is an indulgence, that I believe had been granted ever since the trade commenced, to the sailors to come up to Canton for two or three days, at some period during the stay of the ships in China.

In a body?—In divisions, such as were most suitable to the service of the ships.

Is it not granted at the time they receive their pay?—I am not aware whether that is the case or not; it probably may be, as one of their objects is to purchase necessary articles for the use of the homeward voyage.

And it is always granted to a number at a time, is it not?—It is granted to divisions of the ship's crew; when a great number of ships are in port at a time, several divisions from different ships, would naturally meet in Canton.

You are understood to say, that the stoppage of trade that took place upon the occasion of this riot, was not a stoppage of trade between the Chinese and any particular ship to which those seamen belonged, but a stoppage of trade between them and the Company, who are considered as the sole masters of all the vessels trading?—That was the case, certainly.

Has this privilege and liberty been abolished?—It has been abolished as far as respects the mode of granting it; being so modified, that a much smaller number are permitted to come to Canton together, at one time.

Has there been any riot or disturbance since the abolition or modification of that privilege or liberty?—I recollect that some have occurred, though not attended with the same serious consequences with that to which I have alluded.

State the date and time of any disturbance that has taken place since the abolition or modification of that privilege?—An instance occurred in the early part of the year 1810, but I was not at that time in China.

How do you know that that instance occurred?—I know it from its general notoriety, and having read the account of it on the records of the East India company.

In stating the probability of disturbance, do not you take into your consideration

Sir G. T. Staunton,  
Bart.

(8 July 1820.)

the character and usages of the Chinese as well as the habits and character of British seamen?—Certainly; I found my apprehensions of disturbance on the extreme dissimilarity of the habits and manners of the two nations.

Inasmuch as they are more dissimilar than in almost any other portion of the world which British seamen frequent?—Certainly; that is the foundation of the apprehension I entertain on the subject.

Do you not believe that were the merchants of this country fully impressed with the necessity of preserving the most perfect good conduct on the part of the officers and crew they employed in the trade with China, in order to avoid exciting the jealousies of the Chinese, they might, by a small increase of pay, and by using great caution in the selection of the officers and crew, form a ship's company in all respects equal, as far as regarded good conduct, to the ordinary crews of American ships trading to Canton?—I should conceive that the chief difference would arise in the difference of the character and habits of American and British seamen.

Do you not know that a great many British seamen are in the American merchant service?—I am not acquainted with that fact.

Is the East India Company still in the habit of permitting, under licence, and under certain restrictions, the importation of furs obtained on the north-western coast of America, to the port of Canton?—I believe that they are so: one or two ships have imported within my recollection.

Of late years?—The last, to my recollection, was in 1815; but I left China in 1817.

Is it not your belief, that if the trade were thrown open, the general commerce between this country and China would be greatly increased?—I should be rather disposed to draw the contrary inference: I conceive the question applies to a permanent increase; an increase in the first instance undoubtedly would take place, provided it gave an opening to speculation.

In your opinion the speculations would fail, and the commerce would in the end be diminished?—That is my view of the subject.

Then you must conceive that the increase of trade and the resort of our shipping, which you stated to be the objections in the first instance, would not be a permanent but only a temporary objection?—I believe I have already stated my apprehension that it would excite the suspicion and jealousy of the Chinese, and induce them to impose embarrassing restrictions; when those restrictions were once imposed it is doubtful whether they would be removed, though the occasion which gave rise to them had ceased.

Then, in your opinion, provided the trade could be carried on on the footing on which it is now carried on with China, with the exception only of being generally thrown open to British traders, it would considerably increase?—I believe I already mentioned that I do not conceive, under the restrictions which the Chinese have imposed upon the trade, there is any considerable prospect of increase, but that the present system affords as large or a larger opening than any other.

Do you know whether the Hong merchants have any influence with the Chinese government?—They are consulted by the Chinese government on most occasions connected with foreign trade.

Would it not be for their interest to extend the trade?—Certainly; there is no doubt they would be favourably disposed to any extension.

It must however be still their interest to confine the trade to the single port of Canton?—They would naturally wish to confine it to the port at which they are resident.

And to themselves as a company?—Certainly.

Are not those merchants at Canton extremely benefited by the extension of trade which has taken place with the Americans?—Some of them have benefited very much by it, and others have suffered by it in nearly an equal degree.

Do you think that the trade which the Americans have conducted is a subject of regret to the Hong merchants?—I conceive any extension of the trade is favourable to the interests of the Hong merchants; and where they do not benefit from it, it must arise from their own imprudence.

Do not you think that if the commodities furnished by America could be brought cheaper to China by British ships sailing under a free trade, the Hong merchants would conceive it a benefit to China to deal with British subjects?—The Hong merchants, in their dealings, would of course look to the commercial profit of the transaction, and judge of it accordingly.

Do

Do you know whether there are not at present commodities prohibited by the Company to be exported in their ships out of China?—I do not recollect at this moment that there are any such commodities, though perhaps there may be some exceptions to the privilege granted to the commanders and officers of their ships, of which I am not aware.

Sir G. T. Staunton,  
Bart.  
(8 July 1820.)

Can you state, speaking generally, what by common report a China voyage is reckoned worth to a captain?—I believe it would be very difficult to answer that question: I have heard of instances of captains losing by their voyage, and others, of their making very considerable sums, upwards of 20,000*l*.

Can you speak generally to the value of the goods which a captain in the China trade takes out to Canton?—No, I cannot; I am not sufficiently acquainted with that subject; but they have a specific portion of the tonnage of the ship allotted to them.

Is not, upon an average, a China voyage reckoned worth 10,000*l*?—I have not understood a direct China voyage was worth so much.

Or near it?—I should imagine not.

What should you conceive to be the average?—I am too imperfectly informed upon the subject to state it.

Can you state whether the profits of a voyage to Canton to the captains of the East India company's ships have varied at all since the increase of the American trade to that port?—I am not aware of the effect that has had.

The witness is directed to withdraw.

Ordered, That this Committee be adjourned to Tuesday next, One o'clock.

*Die Martis, 11<sup>o</sup> Julii, 1820.*

The MARQUESS OF LANSDOWNE in the Chair.

Captain *James Horsburgh*;

Is called in; and Examined, as follows:

YOU have been in the trade of the East India company?—I have been mostly in the country trade of India; I was never in the Company's regular service.

Capt.  
*James Horsburgh.*  
(11 July 1820.)

Have you, in the course of that time, traded with most of the principal parts in the East?—Only to Batavia.

Not with China?—Yes, with China frequently; I meant not among the eastern islands.

Will you state, during your experience of it, what has been the progress of the trade between the continent of India and Batavia?—There was a much greater trade from Bengal to Batavia, when I went first to India, than there has been lately, and particularly to the eastern islands.

How do you account for the decline in that trade?—I really cannot say exactly; I suppose the Dutch system was more liberal at that time; they have been more jealous of other European powers since; there seemed to be little restriction at that time, and there was a greater number of ships went from Bengal. A great many American ships have perhaps taken away their produce, that may be one cause; but there is certainly less trade from Bengal now than then.

State during what years you were more particularly acquainted with the trade you are describing?—I was at Batavia in 1786; and I think in 1792 and 1793.

Were you well acquainted with the trade to Batavia during the time that Java was in the occupation of the British?—No, I was in this country at that time.

Have you understood that the country trade increased considerably again during the period of that occupation?—I have always understood so.

Did the diminution of the trade appear to you to arise from any diminution of demand upon the part of the natives, or of taste for the consumption of those articles of which the trade consisted?—I really cannot say.

Did the trade, while you were acquainted with it, consist principally in the export of articles of produce of the continent of India, or the export of British manufactures, and state the proportions one bore to the other?—I do not know the proportions; but

Capt.  
James Horsburgh.

(11 July 1820.)

but at the time I was in Batavia, it was mostly Bengal goods and Surat goods, and opium; sometimes European iron, British or Swedish.

Do you know any thing of the trade to the east country since 1794?—There is much less trade among the eastern islands than there was formerly. I have been frequently amongst the eastern islands going to China by the eastern passage; there are not many ships go from Bengal to the eastern islands now, nor have for a length of time past.

How do you know that?—From the knowledge found in the East India company's ships journals I examine, and from the general knowledge I have from captains of ships in the country trade with whom I correspond.

Has there not been a considerable American trade carried on with those islands?—Yes, a great deal; I consider that the Americans take away the greater quantity of the produce both from the west coast of Sumatra, and also from the eastern islands; the Americans carry out dollars, and the Malays always prefer dollars to the piece goods, by which they get the pepper or whatever produce there is, in preference to the British country ships.

Were there any Americans there when you were conversant with the trade?—Yes; I have fallen in with American ships among the eastern islands when I have been going to China by the eastern passage.

Is there any reason why British ships should not carry out dollars, and in other respects carry on the trade which you have described, with as much advantage as the Americans?—I should think that the British ships would succeed equally well.

To what then do you attribute the circumstance that so many more American ships are actually engaged in that trade than of British ships?—The British ships have not generally been in the habit of carrying dollars, but mostly piece goods and opium from Bengal, and other articles, on purpose to barter; they sometimes carry dollars, but not often.

But if dollars are, as you state, the most advantageous investment that can be made for the purpose of carrying on that trade, is there any reason why British ships should not make that investment as well as ships of the United States?—Certainly not, if they are there in proper time, when the pepper comes off the ground; but the first ships that visit any coast when produce comes off the ground, and provided with dollars, will have the preference, and the ships that follow them will be in general too late, which is frequently the case.

Of what burthen are the country ships that have generally been employed in the trade to Batavia and the eastern islands?—They are generally small ships, from one hundred to three hundred tons; these succeed best.

You conceive ships from one hundred to three hundred tons, to be upon the whole the best calculated for carrying on trade with the ports of the eastern islands?—Yes, large ships cannot expect to get a full cargo; small ships are best calculated for the eastern trade.

Do you conceive, that if British ships were admitted to carry on the trade from port to port on the continent of India, it would materially interfere with the trade as it is now carried on in India-built vessels?—Since the free trade opened, I understand that half of the country ships lie unemployed in Calcutta and Bombay; a great number of ships are lying idle, for which no employment can be found.

Is that owing to the greater cheapness, or what other advantages belonging to British-built vessels?—I consider that it is owing to two or three causes, viz. the great number of free ships that go out from Britain, and the great number of Americans which scour the coasts and islands of Asia; and likewise through the Arabs, for the Emaum of Muscat is increasing his number of merchant ships very much, and thereby takes a large part of the trade from the British country ships.

Do you conceive that it would be any compensation to the interests of the persons embarked in the country trade, for the loss which you suppose them to suffer from the admission of British-built vessels into the country trade, if they were admitted to all the privileges of British registered ships?—Certainly.

Were the ships engaged in the country trade with the Indian islands, during the time of your acquaintance with it, much exposed to the depredations from pirates?—They were always obliged to be well armed; the Malays always have been in the habit of cutting off ships that were not armed and upon their guard.

Do you consider, however, the size and description of vessel to which you have alluded, as best calculated to carry on the country trade, sufficiently strong, if properly armed, to repel such attacks?—They should be always well armed, and upon their guard, acting with caution.



Capt.  
James Horsburgh.  
(11 July 1820.)

Can you state the rate of insurance between the continent of India and the eastern islands, during the time you were acquainted with it?—No, I do not recollect.

Have you heard whether the Americans have suffered frequently from pirates?—Several American ships have been cut off at different times; some very lately.

What has been the progress of the country trade with the port of Canton, during your acquaintance with it?—It has always been pretty regular, but there was a greater trade from Bombay to Canton formerly than there is now, since so much cotton has been produced in Bengal; Calcutta now shares with Bombay the trade of China, cotton being cheaper in Bengal than at Bombay.

What were the exports from the continent of India to China, during the period you have referred to?—Cotton was the grand staple, very little else; some sandal wood, olibanum, a gum which comes from the Gulf of Persia to Bombay, shark fins; those are the principal articles, as far as I can remember.

Do the country ships engaged in the Canton trade carry it on exclusively through the medium of the Company's factory at Canton?—No, they dispose of their cargo to such Hong merchants as they choose, quite exclusive of the Company's factory.

They are then no otherwise under the controul of the Company's factory at Canton than the ships of any other nation would be?—Yes, more so: there are regulations sent by the select committee to every British country ship which arrives, how to conduct themselves with regard to the Chinese, with a transcript of part of the Chinese criminal code.

What is the select committee to whose instructions you are now alluding?—Three of the senior supercargoes from the select committee at Canton.

Do you remember any instances of disputes occurring between persons engaged in the country trade at Canton and the Chinese?—Few if any disputes with the crews of the country ships; they are generally very orderly, being mostly natives of India, and are kept in good subjection, being of a mild disposition.

During the time you frequented the port of Canton, do you recollect other instances of disputes occurring between other descriptions of seamen and the Chinese?—With British seamen in the Company's ships they have occurred at different times.

Do you recollect any instances of disputes between the Chinese and American seamen, or seamen belonging to other countries?—No, I do not recollect any with foreign seamen.

Can you state to what circumstances you consider those disputes between the Company's seamen and the Chinese to have been particularly owing?—I think it was owing to the crews being allowed to go upon liberty, half the ship's company, I think, at a time to receive their pay, by which they got inebriated, and were insensible of their conduct: but, I believe, that has been put a stop to for a length of time.

Have you understood that since it was put a stop to, those disputes have either ceased or not occurred so frequently?—They have not occurred so frequently, certainly.

Is it usual for the American captains to allow half their crews to come on liberty at a time?—Not so many at a time, and their ships are generally smaller. I have never seen so many of their men on liberty at a time.

Do you happen to know whether the American seamen engaged in the Canton trade are frequently allowed a share in the adventure?—I think not; I never heard of such a measure; but merely their pay, of so many dollars a month.

Do you know whether their regular wages are higher than the wages of English seamen?—They generally have been higher.

Are you aware of any circumstances that render it probable that the conduct of a British seaman at Canton should be more characterized by violence and insubordination than in any other branch of trade or country?—The seamen of other countries are generally more orderly; they are more careful, and wish to save a part of their money, particularly the Swedish, Danish, and Dutch seamen: the seamen in American ships I conceive much the same as British seamen; many of those I have seen in American ships at Canton are British seamen, and the captains of the ships likewise, some of whom I correspond with, who are captains in the American China trade.

Have you ever understood that the American ship owners avoided employing British seamen in that particular trade, from any apprehension that it would expose them more to disputes with the Chinese government?—No, I never understood so.

Capt.  
James Horsburgh.  
(11 July 1820.)

When the seamen belonging to the Company's ships got leave to go to Canton on liberty, were they not in the habit of spending all the wages they had received?—A great many of them spent their money directly in spirits.

Do you conceive a British seaman on board a British ship is more likely to be riotous and ill-behaved than a British seaman on board an American ship?—The Company's ships are very large, and there are a great number of seamen together; the American ships are smaller, and therefore their crews cannot appear in that riotous manner, being a small body; and they are generally experienced British seamen; many of whom have deserted from our ships of war, and several of the captains have been officers in the British navy.

Do you know of any reason why British seamen employed in a British ship of smaller burthen, and consequently in smaller numbers, should not be as well conducted and easily subjected to as good a discipline as they would in any other service?—More so, I conceive; the American commanders have not so much power as a British commander has to preserve discipline; the laws of America do not give them that authority which the laws of England give to British captains.

Do you know what is the difference between the wages of American seamen and British in the Chinese trade?—When I was in China, I think the American seamen had ten dollars per month; I do not recollect what the seamen in the Company's ships had at that time.

Do you know the usual rate at that time?—In time of war the Company's pay to able seamen was 45 s. per month; but the Americans, I believe, had frequently twelve dollars per month, and in time of peace ten dollars per month.

Have you any reason to believe that there is British capital embarked in the conduct of the American trade to China and India?—I cannot say.

Are not the Americans in the habit of touching in South America in their way to China and India?—I believe they sometimes do.

Would it not be a great advantage, if a free trade to British subjects was extended to India, that they should have a power of touching either in South America or any other parts in the course of their voyage?—I should consider it advantageous to commerce.

Are you aware of any peculiar advantage that is secured by carrying on a trade with China in large vessels?—There is generally a saving in the duties of the measurement; the mode of measurement in China is very heavy on ships of small dimensions, but relatively favourable to ships of large tonnage.

Is there not also a saving in the number of men?—Yes, I conceive it is less expensive navigating large ships to China than small ships, in proportion to the advantage gained by the tonnage.

Do you think that the facilities to smuggling are as great in large as in small vessels?—I should think there is no difference in that respect between ships of 1,200 and of six or seven hundred tons.

You have spoken of an arrangement in collecting the duties in China that subjects smaller ships to a larger duty in proportion than large ones; do you know the date of the regulation?—It has always been so ever since I knew any thing of China; it was always supposed to be favourable to ships of large burthen.

Do you know whether that regulation was or was not introduced to favour the East India company?—I really cannot say.

Do you believe that an American or a Company's ship brings to Europe a cargo of teas from China at the cheapest rate?—The Americans, I think, can carry teas cheaper than any other ships.

Have you any notion of the difference of the expense of bringing tea to Holland in an American ship, and the expense of bringing tea to London in a Company's ship?—No, I have not; but the reason, I suppose, is, that the American ships sail better; and make quicker voyages: an American will make nearly three voyages to China while one of the Company's ships makes two.

To what is that owing?—There is very little delay, and they are fast-sailing ships, the commanders very persevering men; the Company's ships are longer detained in general, for they lie a great while in this country: the American ships not so; they discharge their cargo, and are dispatched quickly.

In addition to the expense of freight, have not the Company very expensive establishments at Canton?—I cannot say what the expense of their establishment is.

It is not very extensive?—It is a large establishment.

What establishments have the Americans there?—I believe they have no regular establishment;

establishment; they have a consul or agent there; I do not know whether he is under the government or not.

Capt.  
James Horsburgh.

Is there any proportion between the expense of the establishment of the East India company and that of the Americans?—No, certainly not.

(11 July 1820.)

Do the Americans derive any advantage in their trade from the establishment of the English at Canton, or their forts, or their ships?—I conceive not at present.

What other countries, besides America, have consuls at Canton?—The Dutch have supercargoes there, and the Swedes have long had supercargoes there also; the French have none I believe at present, nor have had since the war; the Dutch supercargoes have remained there during the whole period of the late war.

Is the Dutch establishment an expensive establishment there?—I cannot say as to the expense; they have a very fine building, a factory; I do not remember the number of supercargoes; they have, I believe, fewer now than before the war.

Did not those supercargoes belong to the Dutch East India company?—They did.

Has not that company ceased to trade?—So I understand.

Is not the establishment of the English East India company much greater than that of the Dutch East India company?—Certainly.

Is it much greater in proportion to the trade carried on by the respective Companies?—Not so great in proportion to the trade, I conceive.

Are you of opinion, that the East India company, by the influence which their large and constant trade in the China market has given them, have been able to keep down the price of tea there?—I should think it very probable, but I cannot say positively; it is probable that the influence of the British supercargoes there, has had a good effect in general to all European traders.

Do you not think that the Americans, in the purchases which they have made of tea there, have been much benefited by that circumstance?—The Americans generally purchase inferior tea, much inferior to that which the Company always bring to this country; and they have injured the trade very much by getting cargoes on credit, by bills which have never been honoured, and their Hong merchants have lost much property; this has been the cause of ruining several Hong merchants, I understand.

Has not the American trade been the cause of making the fortunes of many Hong merchants?—Very few, I believe.

Do you think that circumstance to which you have now adverted, has tended much to lower foreign traders in the estimation of the Chinese?—I should suppose only as far as regards the Americans themselves.

Has the American trade diminished in consequence of the losses sustained?—It is very low at present; the teas brought from Canton to America were lately selling, I believe, at prime cost at New York and Philadelphia. I have received this information from a friend of mine, an American captain, who is a very experienced Chinese trader, and an Englishman; he has been with me for some time, having returned to this country to see his friends.

He has had great experience?—Yes, both in the China and Bengal trade.

You conceive then, that the character of the Americans at Canton, is much lower than that of the servants of the East India company?—I conceive so, from the losses the Chinese have sustained by the Americans.

Do you know whether any of the Hong merchants have recently made large contracts with any American house?—I do not.

Were you at Canton when the American trade commenced?—I was there shortly after the first Americans had been there.

Do you know whether, in the commencement of it, any difficulty was felt in distinguishing between them and the servants of the East India company?—I heard of none; the first of Americans that went to Canton, brought otter skins from the north-west coast of America, and seal skins from the islands in the Southern Ocean, and carried them to Canton, where they received returns in tea and other articles.

Do you know whether that trade in skins, was very beneficial?—It was at first; the first ships that brought them to Canton, got very high prices, but it was overdone in consequence of so many vessels embarking in it.

Do you conceive the demand for skins in China, is very large and increasing? I rather think not at Canton.

[The Witness is directed to withdraw.]

*Robert Staples, Esquire,*

Is called in; and Examined, as follows:

*Robert Staples,  
Esq.*

(11 July 1820.)

You have been engaged in commerce?—Not within these last nine years.

What commerce have you been engaged in?—In general commerce between this country and South America, where I went in the year 1808.

With what part of South America were you principally acquainted?—With Buenos Ayres.

From your knowledge of South American commerce, can you state the rise and progress of trade from that part of the world, with the continent or islands of India?—The trade with the East Indies only commenced from that part of the world, about three years ago; during which I should think six or seven ships may, on an average, have arrived there; the first year, four or five; the next, six or seven; and the last, nine or ten; those ships have been between four and five hundred tons burthen; the trade has been principally from Calcutta to the port of Buenos Ayres, and to different ports in Chili.

What country ships are they?—They are British ships principally.

Do you understand, that that commerce has proved advantageous?—I should conceive that it has, inasmuch as it is increasing considerably; the species of returns which that country affords, being bullion, dollars and copper, which are all articles in general demand for the East India market.

Do the vessels to which you allude, sail from South America with a licence from the East India company?—Respecting many of them, I am not aware whether they have licences or not; they come direct from Calcutta to ports in Chili, Valparaiso and others, from which ports they have returned direct to Calcutta.

Do you conceive that the circumstance of those vessels having been of the burthen, as you are understood to state, of between four and five hundred tons, has arisen from an opinion that vessels of that burthen were best calculated for the purpose of that voyage, or from an opinion, that under the charter of the East India company, an objection might be raised to vessels of a smaller burthen being engaged in that trade?—I should conceive, that both objects operated in their chusing vessels of that description; the vessels, which according to the East India charter would be permitted to perform the voyages designated, by the latest Act of Parliament relating to that trade, must be above 350 tons; and I conceive those who have sent cargoes from Calcutta, would not select ships of a less burthen than from three to four hundred tons.

Have not the subjects of the United States, lately carried on a considerable trade between South America and India?—I should think inconsiderable.

Are English-built vessels best calculated upon the whole, in your opinion, for carrying on that trade in the event of any considerable increase of it taking place?—I should hardly be able say with certainty; but I have generally heard, that the India ships were preferred, being built of teak wood, which resists the worm, and is more durable.

Are you aware of any reason why such a trade, to any extent to which it may admit hereafter of being carried, should not be carried on by British merchants, and in British-built vessels?—No, I am not aware of any reason.

Would it not conduce to that object if such a trade was entirely freed from all restriction, either as to the particular destination of the voyage, or the burthen of the ship in which it was undertaken?—I should consider decidedly so.

Will you state whether there are any other articles of export besides the precious metals, which have been sent to India from South America?—I do not know of any others of value that have been sent; I should consider copper, gold, and silver bullion, and coin, to be the principal articles of return; whether cocoa may have gone, I am not prepared to say.

What have been the principal articles of import from India to South America?—Cotton and silk piece goods, sugar and rice, and small quantities of indigo occasionally.

Did you ever happen to hear of any inconvenience that was experienced from the greater weight of the teak wood as compared with other ship timber?—I have heard remarks made by nautical men respecting it, but I am unable to state from any personal knowledge of the subject.

Is it not liable to damage from the worm?—It is not, as I have understood.

[The witness is directed to withdraw.]

*John Robert Pizey, Esquire;*

Is called in; and Examined, as follows:

You have been engaged in commerce?—In the trade with Buenos Ayres and Chili only.

How long have you been engaged in that trade?—Rather more than ten years.

During the period that you have been engaged in it, has any considerable trade arisen between those countries and the continent or islands of India?—Particularly so within the last two or three years.

In what way has that trade been carried on?—It has been carried on partly by country ships from India, and partly by vessels under different foreign flags.

Under what foreign flags?—Chiefly under the flags of the Independent States of South America.

What number of British vessels do you conceive to have been engaged in that trade?—Of British vessels belonging to this country, scarcely any in that direct trade; they have been chiefly vessels built in India.

What have been the principal articles of export and of import in that trade?—From the western coast of South America they have been chiefly copper and silver; and from Bengal to South America chiefly manufactured piece goods of that country.

Have the vessels to which you allude, sailed under licence from the East India company?—There have been very few instances of that kind.

Do you conceive that such a licence was not necessary for the purpose of carrying on the trade?—It is not necessary, because the trade has been carried on by other means without it.

Do you conceive that British vessels could engage in that trade without such a licence?—They could not, because there is a restriction to the contrary at present.

Do you know of any reason why British vessels should not engage in it if they were permitted?—None whatever; it would be very desirable.

What sized vessels have been principally employed in the trade you are describing?—Vessels not under 280 tons, rather more than less.

Would it not conduce to the increase of that trade as carried on by British vessels, were such vessels permitted to engage in it without limitation as to their place of destination, or as to their amount of burthen?—I think decidedly so.

Are you of opinion, that upon the whole vessels of the burthen you have described, that is, of somewhat more than 250 tons, are the best fitted for carrying on the trade between South America and India?—I think vessels of from 250 to 300 tons, are better adapted for the trade than any other.

For what ports of India have the vessels been generally chartered in that trade?—I do not recollect any instance of a vessel going to any other port than Calcutta.

None to the Indian islands?—Not any that I recollect.

Is there any probability, in your opinion, of any trade directly with the islands?—I do not see that there is any probability.

There is no demand in South America for the produce of those islands?—The produce of those islands I take to be chiefly raw produce, which is not much required in South America; manufactured piece goods are much more so.

Is there no demand for spices in South America?—It is but trifling.

There has been no trade between South America and the port of Canton?—I do not recollect any instance.

Do you not conceive it probable that a demand may arise for manufactured articles, the produce of China, in South America, if a free intercourse with the port of Canton were permitted?—There are but few articles of the manufacture or produce of China, which are adapted to the demand of South America. Nankeens may be mentioned as the leading article adapted to the consumption of that country; the remaining part of the Chinese produce and manufacture is generally of too costly a kind, as there is but little demand for articles of luxury in South America at present.

In your observations respecting the demand for Indian or Chinese produce, do you refer to any particular part of South America only, or to South America generally?—I apply those observations more particularly to those countries I mentioned, with which only I have had any connexion.

Is there much coasting trade between Rio Janeiro and Buenos Ayres?—Not much.

*J. R. Pizey,  
Esq.*

(11 July 1820.)

J. R. Pizey,  
Esq.

(11 July 1820.)

Are there no India goods carried coastwise to Buenos Ayres, that are imported in Portuguese vessels from India?—Not many. I think I may venture to say, at present not any; but considerable quantities were so carried until the trade arose to India in the direct manner I have spoken of.

Are you at all acquainted with the demands that may exist in Mexico and Peru for goods?—As to Mexico I know nothing. Peru, I conceive that my observations as to Chili and Buenos Ayres apply equally to.

What are the exports from South America to India?—They have hitherto chiefly been copper and silver, the latter principally in specie; I conceive there is scarcely any other article of produce of South America that is adapted to the Indian markets, in as much as it is chiefly raw produce.

Are there no precious stones?—There are no precious stones, I believe, of any consideration in those parts of South America I have spoken of.

Have the free states of South America increased in population and wealth since the establishment of their independence?—I should think not; because from the beginning of their attempts to throw off the dominion of Spain, there has been a continual war carried on by them against the Spanish authorities remaining in the continent.

When that country becomes more settled, is there likely to be an increased demand for British manufactures?—I have never doubted that for a moment.

There was formerly a great export of British commodities sent out there?—There was; and it has been increasing ever since I have been engaged in the trade.

Is there no demand for tea in South America?—Tea is very little used by the Spanish Americans.

Do they grow coffee there?—They do not; they are amply supplied from the Brazils.

Has there been no coffee carried from India?—I am not aware of any instance of that kind.

Are you aware of any advantage that vessels belonging to the United States would have, in carrying on a trade from South America to India, over British vessels, supposing British vessels to be admitted to that trade free from all restriction?—I think the vessels of both nations would be perfectly on an equality.

Do you conduct your trade in British-built or American vessels?—Always by British-built vessels to and from this country to South America.

The Witness is directed to withdraw.

Ordered, That this Committee be adjourned to Thursday next, Twelve o'clock.

*Die Jovis, 13<sup>o</sup> Julii, 1820.*

The MARQUESS OF LANSDOWNE in the Chair.

*Charles Grant, Esquire,*

Is again called in; and further Examined, as follows:

C. Grant,  
Esq.

(13 July 1820.)

ARE there any other points connected with the exclusive privileges enjoyed by the East India company, either as respecting their trade with the port of Canton or their trade with the continent of India, upon which you would think it desirable to add to what you have stated upon a former day?—I certainly think there are such points, and not a few; but they must embrace a considerable detail, and require the production of various documents with which I am not now furnished; nor do I think I should do justice to the subject, if, without having contemplated a general exposition of it, or knowing perfectly all the objections lately advanced against the Company, I were to enter at present into the full discussion which I apprehend would be requisite; but if there is time given to review and to digest the various topics, I shall be happy to have the honor of attending the Committee on a future occasion, in order to state them more particularly; at present I will only indicate the general heads. I beg, indeed, to premise, that I conceive there is hardly any branch of the enquiry now instituted, relative to the eastern trade, in which the India company is not either directly or collaterally concerned, and therefore that they may have observations to make, and I should hope will be permitted to make them, upon every point

C. Grant,  
Esq.

(13 July 1820.)

point which has recently been brought forward respecting that trade. I would beg leave to add also, that although the East India company are by their last charter privileged in the exclusive trade to China for the term of that charter, and they cannot, in justice to their own body, or to the country, consent to relinquish any part of that privilege; yet neither myself, nor I believe the other directors of the Company, wish to stand before the public nakedly upon the ground of privilege, but rather to be allowed to justify both the conduct and the views of the East India company, in relation to the whole of this subject.

I shall now beg leave to indicate the heads:—First of all, the present state of the free trade from Europe to the East Indies, particularly with respect to any exportations of British manufactures thither; next, the trade to China, the Company's and that of individuals from British India; the danger to which the Company's trade to China has been at different times exposed, from the conduct of British subjects at Canton, and the arbitrary nature of that government; the further privileges now speculated on by private merchants and others, in the trade to Canton; the American trade to China, to the eastern islands, and India generally; the supposed facilities for increasing the British trade in the eastern islands, Cochin China, and other parts; the trade from China to foreign Europe, particularly in the article of tea, and the conduct of the East India company with respect to the management of their trade to China; the shipping they employ in that trade, and other circumstances which come under observation in the course of such an enquiry, as well upon this head as upon the others which I have enumerated.

[Mr. Grant is informed by the chairman, that as he does not feel himself prepared at this moment to state to the Committee the views of the directors with regard to the various points above stated, the Committee will, at the first meeting subsequent to their adjournment, examine either him, the chairman, and deputy chairman, or any other person whom they may suggest as best fitted for the purpose, on the different subjects referred to.]

Have you understood that a considerably increasing demand for British cotton manufactures has lately arisen in China?—I cannot say that I am particularly informed upon that subject: I confess I have a good deal of distrust about it, but it is one of the things into which I mean to enquire particularly. The Company themselves have, in the course of some past years, made several consignments of British cotton piece goods to Canton, which have by no means answered; but they are still disposed to go on making these trials, in order to see whether they can establish a trade in any article of that kind; and if the Committee require it, an account of those adventures shall be transmitted to them.

[Mr. Grant is desired to furnish such account.]

[*The Witness proceeds as follows:*]

I request to make some observations on my former evidence. It having been observed to me, that in assuming the importations of tea on the continent of Europe at ten millions of pounds per annum, I had taken the amount too high: I have endeavoured to retrace the process by which I was led to that assumption, but can find among my papers no calculation relative to the subject, nor recal, with certainty, the data I employed. Possibly, I may have been influenced by an average of many years, going back beyond the period of the Commutation Act, before which the importations of tea into foreign Europe were much larger than they have been of late years; and I believe I did not consider the unofficial and varying accounts obtained from the Continent, as containing the whole of the importations: but an officer of the India House has since, at my instance, formed, from all the materials to which we have now access, a view of the tea importations on the Continent for the year 1819; and it brings out the amount to about ten millions of pounds. I beg leave to lay that paper before the Committee, observing that it does not state an average, but only the importations of the last year.

[*The Witness delivers in the Account, which is read, and is as follows:*]

144 MINUTES OF EVIDENCE (*before Committee of Lords*) RELATIVE

C. Grant,  
Esq.

(13 July 1820.)

*Mem.*—By a statement received from Rotterdam, it appears that the quantity of tea imported into the kingdom of the Netherlands, in the year 1819, was as follows:

|   |                       |           |
|---|-----------------------|-----------|
|   | Chests - - -          | 72,299    |
| In the evidence of Mr. Rickards, p. 82, 83, the above quantity is stated as imported in 1819, of which, 3,512 chests is by the ship <i>Maria Priomeria</i> , which is supposed to be a Portuguese; and as the exportations from Canton in Portuguese ships are added below, that cargo is here deducted | - - - -               | 3,512     |
|   | Chests - - -          | 68,787    |
| By paper appended to Mr. Rickards' evidence, it appears that there were exported from Canton in 1818-19, which, it is presumed, arrived in the calendar year 1819, for foreign Europe,  |                       |           |
| per nine Portuguese ships   | - - - Chests 34,228   |           |
| and per three French ships  | - - - - 13,032        |           |
|   |                       | 47,260    |
|   | Chests - - -          | 116,047   |
| And if these chests are calculated to contain 74 pounds each, as stated by Mr. Rickards, the quantity will be   | - Pounds weight       | 8,587,478 |
| By other statements received from the Continent, not included by Mr. Rickards, it appears that there were imported into Copenhagen, in the year 1819  | - - - - -             | 70,762    |
| And into Hamburgh in the same year  | - - - - -             | 1,003,084 |
| Total imported into foreign Europe in 1819  | - - lbs.              | 9,661,324 |
| Mr. Rickards' account of the tea exported from Canton in 1818-19, consists of 96,826 chests by twenty-four ships, which, at 74 pounds per chest, is equal to  | - - - - Pounds weight | 7,165,124 |
| Mr. Goddard, in his evidence, supposes that the Americans re-exported from the United States to foreign Europe  | - - -                 | 2,200,000 |
|   | Pounds weight         | 9,365,124 |

From the combined statements received from the Continent, and those contained in Mr. Rickards' evidence, the quantity of tea imported into foreign Europe in the year 1819, is computed at pounds weight 9,661,324; and from the combined statements of Mr. Rickards and Mr. Goddard, that quantity amounts to pounds weight 9,365,124.

But in the above computation the weight of the chest is taken at 74 pounds, being the average weight of the chest intended for European consumption; but if the average weight of all the chests exported by the Americans from Canton is taken, the weight of a chest should be computed at 76½ pounds weight; at which weight the quantity imported into foreign Europe in the year 1819 by the first statement, would be, pounds weight 9,951,441; and by the second statement, 9,607,189.

By the statements received from the Continent, the annual consumption of the kingdom of the Netherlands is computed at about 30,000 chests, and that there remained unsold at Amsterdam, Rotterdam, Middleburgh, and Antwerp, about 118,000 chests of tea in the month of May 1820, or nearly four years consumption on hand. The importation into Sweden is only stated at pounds weight 335,000, and which quantity is computed as equal to seven or eight years consumption.

By a statement received from Havre de Grace, it appears that from the beginning of the year 1816 to the end of May 1820, four years and five months, the quantity imported into France was as follows:

|                      | English pounds. |
|----------------------|-----------------|
| Into Bourdeaux       | - - - - 88,000  |
| Nantes               | - - - - 55,000  |
| Marseilles           | - - - - 44,000  |
| Rochelle             | - - - - 11,000  |
| Havre de Grace       | - - - - 63,039  |
| Total English pounds | - 261,039       |



By the appendix to Mr. Rickards' evidence, it appears that in the year 1818-19, three French ships exported from Canton 13,032 chests of tea, which, at 74 pounds each, is equal to pounds weight 964,368. It is true there are other ports in France, besides the above five, into which tea may have been imported; but it cannot be considered probable, that if those five ports only consumed about 60,000 or 70,000 pounds per annum, the other ports could consume about 900,000 pounds weight in the last or the present year, which must be presumed to be the fact if the importations from Canton in French ships are supposed to be for the consumption of France only; but as it appears that in the Netherlands there were about 8,732,000 pounds weight unsold in May last, it may be presumed that at least some portion of the importations into the Netherlands, France, and Sweden also, were destined ultimately for the surreptitious supply of England, Scotland, Ireland, and the islands of Guernsey, Jersey, &c.

C. Grant,  
Esq.

(13 July 1820.)

It may be also observed, that in the period stated by the parties examined; of the American trade with China, namely, from 1804-5 to 1817-18, three of those years, 1812-13, 1813-14, and 1814-15, appear to have been influenced by the war between England and the United States, and one of those years, 1808-9, by the embargo laid on the American ports by an act of its own government. In those four years the total number of ships imported into China was twenty-five, and the total value of the exports thereon, was dollars 2,000,000, deducting these from the total of the years 1804-5 to 1814-15 inclusive; and the average annual number of ships imported previous to the year 1815-16 was 32, and the average annual value of the exports thereon was, dollars 4,028,286. The average annual number of ships imported into China from America in the years 1815-16, 1816-17, and 1817-18 was 36, and the annual average value of the exports thereon was, dollars 5,566,666. So that the average increase to the American trade with China, both for European and American consumption, in the first three years after the European and American peace, amounts to little more than one million and a half of dollars per annum.

[The Witness then proceeds as follows:]

Upon inquiry I find, that the formal appointment by the United States of a consul at Canton, and his admission there by the Chinese government, points of which I had not a distinct impression when I gave my evidence, are noticed in the Company's records.

[The Witness is directed to withdraw.]

William Simons, Esquire,

Is called in; and Examined as follows:

You have been for some time in the employ of the East India company?—  
I have

W. Simons,  
Esq.

What situations have you filled in their service?—I am clerk to the committee of warehouses, which committee has the general management of the Company's commerce.

(13 July 1820.)

How long have you filled that situation?—I have been clerk to the committee about six years.

Have you filled any situations in the Company's service abroad?—Never.

What situation did you fill before you were clerk to the committee of warehouses?—I have been in the commercial branch all my life.

During the period of your employment in the Company's service, have you had an opportunity of observing the state and progress of the Company's trade with the port of Canton?—In a considerable degree, certainly.

Can you state to the Committee what, during that period, has been the mode in which the Company have made their investments of British produce or manufactures for the Chinese market, as to quantity and selection of articles?—The chief article is woollen cloth, of which the Company have exported more than the market required, which I prove from its having sold at a loss, at a considerable sacrifice. The woollen branch may be said to be divided into two principal parts; one consists of superfine broad cloths, made of Spanish wool; the other consists of coarser goods, made of British wool altogether. Now the cloths made of Spanish wool have been more in demand and more liked than those made of British wool. The Company have submitted to a very great sacrifice in selling the goods made of British wool,

W. Simons,  
Esq.

(13 July 1826)

to an amount frequently exceeding 100,000 *l.* sterling a year loss upon the British woollen goods. Since the renewal of the charter, in the year 1813, the Company have seen it right to reduce the quantity of woollen goods made of British wool, in order to raise the price on the other side; and at present the practice is to increase the fine goods made of Spanish wool, and to decrease those made of British wool, on account of the high price of British wool lately, and the great loss entailed upon the Company.

Has there been a loss or a gain on those made of Spanish wool?—Those made of Spanish wool sell now rather at a profit.

Since the renewal of the Company's charter, has there been a loss or a gain upon the cloth made of Spanish wool?—Probably neither a loss nor a gain; until lately they have sold for what they cost. As far as my memory serves me, the loss has been upon the coarse goods made of British wool.

Has the Company been gaining more within this year or two upon cloths made of Spanish wool, notwithstanding they have increased the quantity of such cloth exported?—Yes, owing to the very low price at which Spanish wool has been to be bought for this year or two. Spanish wool has been for the last two years a perfect drug in the market, and is now. British wool for the last twelvemonths has certainly fallen again.

At what time did the Company make the reduction to which you allude, in the amount of British woollen goods exported, in consequence of the high price of British wool?—It has been gradually done; but I do not know that the Company would have done it, notwithstanding the loss; the Hong merchants were dissatisfied at taking so many long ells, and begged they might not be sent.

Was there any one period when the British wool was dear and the Spanish wool cheap; did they not rise and fall together?—That certainly was not the case. I only know the price of wool from accidental intercourse with the manufacturers. The Company are not wool dealers, but we know generally what the price of wool is, from buying woollen goods almost every week.

Did the reduction to which you allude, in the investment of British woollen goods, produce the result you state to have been expected from it, in raising the price on the other side, by which the Committee understand to be meant the Chinese market?—It has raised the price of serges from seventy-five to eighty, that is, one part in fifteen, but not of coarse broad cloths.

What manufactured goods besides woollen cloths, has the Company exported, by way of experiment or otherwise, to China, during the period you have been acquainted with their commerce?—A variety of Manchester goods have been sent, but they were disapproved, and almost every new thing that has been sent out has been disapproved; the China merchants take any experimental article at the invoice cost, and say, pray do not send any more.

Has this been the case with respect to cotton goods?—It has been the case with respect to cotton goods, but not printed cotton goods, which seems to be the present object of consideration. The India company have sent out coarse Manchester cotton goods, which have been very unfortunate, but not printed goods; the Company have sent out an adventure of cotton goods to China in the last year, in imitation of the Canton manufactures; patterns of China cloth were obtained and sent to Manchester, and they were directed to make the goods as much like them as they could; and some quantities are gone out.

Did the Company employ various manufacturers in Manchester, or what house in Manchester?—They were provided through two houses in London, Messrs. Rankin and Messrs. Stirling.

To what amount?—They had an order for, I think, £. 5,000 worth each, but they could not be got ready in time. The workmen at Manchester did not like the article, not being accustomed to it, and could not get it done. I believe not above four or five thousand pounds worth are gone out; but the remainder are to go out the next year.

The goods were required to be of an unusual make?—Exactly to resemble the Chinese goods, which they were not accustomed to, and they could not get them made.

Was this for Canton only?—Some of them are going out to India also.

If those goods should sell in China at the prices at which similar goods of that country sell, will they afford a considerable profit?—So far as we could judge from the prices transmitted by the Company; Manchester goods were much cheaper, and the prospect is, that they will afford a profit.

(13 July 1820.)

Do you conceive that any injury would arise to the commerce of the East India company, if British ships were permitted to export British produce and manufactures to China, and to take cargoes of China produce, tea excluded, in return, for the European market?—I apprehend, so far as respects the commerce of the Company, they not dealing in any article of the produce of China, except tea, raw silk, and nankeens, that no injury would accrue to the Company's commerce from such a trade, meaning to limit myself to mercantile profit and loss upon it; but I apprehend very great danger from the introduction of British seamen and ships into China; my reason is principally from the apprehension of variances and disputes with the Chinese authorities and people. All the world can trade in China raw silk, nankeens, and every thing but tea, so that the trade cannot possibly be more open than it is, in those articles. London is at this time entirely overstocked with China raw silk and nankeens; they cannot be sold at all; there are 800,000 pieces of nankeen cloths at this time in the Company's warehouses. London is full of Chinese manufactures.

Do the Company derive any profit from their trade in nankeens?—Occasionally; a few thousand pounds a year.

Are they now deriving any profit from that trade?—At present nankeens are not to be sold at all, there are so many in London.

Do they derive any profit from their trade in raw silk?—Yes, a considerable profit, occasionally.

Do the Company derive any profit from the supply of other European countries with nankeens or raw silk?—The nankeens are chiefly exported, the raw silk is chiefly used for home consumption.

From the nankeens which are exported, do you conceive the Company do derive any considerable profit?—Not a considerable profit, some profit; the whole thing is not of considerable magnitude; the greatest dealers in nankeens, are the captains and officers of the Company's ships; it is their privilege to bring such things, and they do bring them in great quantities at this time, more than can possibly be sold. London is chiefly supplied now with China raw silk from India, taken in return for Indian goods sent to China.

Supposing British free ships to be allowed to export tea from Canton for other European countries, leaving the monopoly of the East India company untouched in Great Britain, do you suppose any considerable injury would arise to the commerce of the East India company from such permission?—Very little tea is exported from London to the continent of Europe; the north of Europe is at present supplied by the Americans. I apprehend the consumption of tea upon the Continent is somewhere about three millions of pounds annually, somewhere about the value of £. 250,000 sterling; I have no very good document upon it, but it has been my business to instruct myself upon that point. Tea is consumed in Holland, in Denmark, and in Sweden, very little any where else; very little in Austria, little in France, and almost none in Spain or Italy. It is not to be supposed, that so maritime a people as the Dutch, who have possessions in India, particularly in the eastern islands, in which they are very jealously increasing their authority, will suffer the Americans or English, or any body else, to supply them with tea in future, while their own seamen and ships are lying idle; it was not their former practice; on the contrary they were great importers of tea, for the purpose of selling it to the English East India company, if they wanted it, or for the purpose of being smuggled into this country, if they could find opportunity; there was always a large stock of tea at Amsterdam in former times, brought in Dutch ships. The Danes have settlements in India, and at Copenhagen there are two Asiatic companies, very vigilant indeed in looking after their own interests and affairs, and it cannot be supposed they will let foreigners supply them with Asiatic goods. The Swedes always supplied themselves with teas, and had a trade with China to a considerable extent; indeed they were the first to introduce the use of large ships, which the East India company adopted from them, and now continue. We need not speak of the Americans, because they have shut British ships out by their new act of navigation, but the inference I presume to draw is, the countries of Europe will all supply themselves; America, which is the greatest consumer of tea next to England, will supply itself; and when the free traders shall have brought their tea to Amsterdam, or to Hamburgh, and cannot sell it, what are they to do with it? they must do one or other of two things, either, by persuasion or by influence, get the East India company to buy it of them, or else smuggle it into Scotland and Ireland.

W. Simons,  
Esq.

(13 July 1820.)

What portion of the tea which you have stated to be the consumption of Europe is supplied by the East India Company, if any?—A very small proportion.

Is there any probability that such proportion will be increased?—I think not. In the first place, the East India company sustain a loss upon their exports to China; the foreigners sustain no loss of that sort, because they take opium or silver, and very little goods. Opium is contraband, but still it gets into China without a great deal of difficulty: the East India company do not trade in opium at all, by reason of its being prohibited by the laws of China. The Company's ships are navigated somewhat dearer than foreign ships; they are more defensible, and in time of war sail from China without convoy. The advantage of those ships was seen in the year 1795, by government taking a whole fleet from the Company and fitting them out as men of war. If they had been small ships, Linois, in the year 1805, would have taken every one of them, whereas they were enabled to beat off a fleet of French ships of the line. I merely instance these as reasons why larger ships, though they appear to be dearer, are not in the end dearer. The Company's ships are navigated by persons of better condition than others; by the younger sons of better families, of better rank in society. Another reason why the Company cannot sell so cheap is, that they keep an establishment in China at some expense. Accidental traders going there would benefit by the advice and assistance of the Company's servants, and pay no part of the establishment: the Company's supercargoes would give them advice, no doubt, and assist them; it would be their duty to do it, and they would do it; but still the Company must pay the whole expense. The Americans have a consul there, a gentleman of the name of Wilcox, and are at some considerable expense, I understand, for their establishment. The Company's teas are all of the best quality; they pick the market, and take none but the best; the foreigners buy those which the Company have refused, and of course buy them cheaper. The people on the Continent and in America are content to drink a worse sort of tea. There is one other very material reason why the Company cannot sell so cheap as foreigners, that the Company are bound by law to keep a year's stock of tea always on hand: the object of that, no doubt, was in case of any accidental suspension of the trade for a twelvemonth, either by the enemy being stronger at sea in time of war, or from any dispute or misunderstanding with the Chinese authorities, there should be no want of the article. I calculate the value of that surplus stock at three millions sterling; the interest on three millions sterling is £. 150,000 a year; the warehouse rent, taxes, and an equivalent for risk of fire, I take at £. 30,000 a year (there is the risk of fire all that time, although the Company are their own insurers); and the green teas are somewhat the worse for keeping: from all which delays and expenses small ships supplying the continent of Europe would be free; they would bring their teas, and sell them immediately. The East India company being bound to put up their teas at prime cost and charges, of course, as merchants, include interest as part of the charges, which makes the teas appear dearer. From all these points I conclude the Company cannot supply the Continent with tea in competition with free traders.

If then the continent of Europe is supplied with a very small portion of tea at present by the East India company, and from the circumstances under which the trade is carried on, there is no probability of that quantity being increased for the future, is it of any importance to the commercial interests of the Company whether the remainder of that supply is furnished in British or in foreign ships?—So far as regards the supply of tea, it can be of no importance to the India company; but as it regards the mode in which that tea is to be obtained, whether by British subjects or by foreigners, I think that it is very material.

In the latter part of your answer, do you not refer to political considerations exclusively?—To public considerations. I apprehend the uncontrolled introduction of British ships and seamen into China would lead to difficulties which, perhaps, might bring ruin upon the whole British trade. I fear it would be so from my reading; I have no personal knowledge upon the subject, not having been in China. The Chinese laws for the government of the conduct of all persons frequenting Canton are extremely strict, and in cases of homicide, however accidental, the laws are cruel in the highest degree, and altogether unsuitable to European maxims and principles. I have heard, that in the case of the ship *Lady Hughes*, the gunner was firing a salute upon some public occasion, the Chinese boats were lying about, and by accident the wadding struck a man and killed him, and also hurt another, who eventually died from the hurt; it was perfectly accidental; the Chinese authorities, however, stopped

*W. Simons,  
Esq.*

(13 July 1820.)

stopped the trade, and threatened to seize all the foreigners in the port, and particularly the chief of the English factory. After a good deal to do, they were constrained to give up this unhappy gunner to the Chinese authorities, doing all that men could do to save his life: the local authorities gave them reason to suppose that his life would be spared; but they said they must refer it to the Emperor. The late emperor, Kien Long, was considered to be a very humane man, but the emperor's edict was, that as the foreigners had killed two of his subjects, he would manifest his unbounded goodness and mercy, by requiring the life of only one of the strangers, and therefore he ordered that the gunner should be put to death, and he was strangled accordingly, although it was admitted on all hands that the cause of offence was a perfect accident.

How long ago was this instance?—About thirty years ago. About eight or nine years ago there was a ship lying in the China river moored with two hawsers; a Chinaman came in a boat with an axe to cut one away; the man on deck told him to keep off, but he would not; upon which the man on deck took up fire arms and fired, not at the man, nor meaning to do it, nor did he hit him, but the man in his fear fell overboard and was drowned. His friends set up the appeal of blood, as they call it, and it cost about £. 20,000 in bribes to get the matter suppressed, which was paid by the Hong merchants. A third case occurs to me, of a seaman, who was intoxicated, beating a Chinese porter with a stick; the Chinese porter was not sober himself. From bruises and intoxication the Chinaman died, and his countrymen brought his body and put it against the English factory, and insisted on having some Englishman (they did not care who) given up; it was to keep up their own character with the emperor. That was referred to the emperor, but the authorities at Canton had been bribed with a very large sum (it was said 80,000 dollars), and the result was, that the report to the emperor alledged the man's death to have been caused by the fall of a piece of wood which had been incautiously placed to prop open an upper window of the English factory. A fine was inflicted upon somebody of twelve taels, amounting to £. 4; so that any homicide may be got over for money, provided an appeal is prevented being made by the family. The inference I would take the liberty of suggesting from this is, that the East India company having a permanent establishment of houses and warehouses, and tangible property, in China, to a large amount, in case of any dispute with other British subjects, the India company would be sure to stand in the gap, to make up all public grievances, and therefore the danger to the Company of uneducated British subjects going out as masters of ships, possibly hot-headed and unthinking men, who might get into those difficulties.

Is not the East India company bound by law, to expose to sale in each year a quantity of teas, in quantity and quality similar to that which was sold during the preceding year?—Certainly, to supply the sales fully.

Have the East India company, since the passing of that Law, exposed for sale teas in quantity and quality in each year, correspondent to the sales in the preceding year?—Certainly; the sales are increasing.

Have the East India company exposed to sale, tea of the same quality and in equal quantities that was sold at the sale of the preceding year, in each year since the passing of the Act of the 24 George III, cap. 38?—The Company have substantively complied with the Act; perhaps not in minute divisions of every kind of tea, if that is required.

Do not you know that, subsequently to the passing of the Act, teas were sold of a quality that the Company could not provide a quantity sufficient of such a quality in the succeeding years?—I am not aware of that circumstance; I am not aware that the sales have not been fully met upon all occasions; the Company are bound by law, to render to the Lords of the Treasury, an account of their sales of tea, and of their stocks, and generally of all their proceedings in reference to tea, which is done whenever it is required. The tea trade being of vital importance to the Company, it is a subject of every day's consideration with the directors; nothing is left to chance or accident, as it respects the providing of tea, or the sales.

Have the accounts, as ordered by the Act of Parliament, been regularly laid before the Lords of the Treasury?—The accounts have been sent to the Treasury whenever they have required them.

Are not you aware that the accounts are by Act of Parliament, to be sent to the Treasury from time to time, without being so required?—I thought the Treasury were to require them; the practice, however, is to send them whenever they are asked for; I apprehend they have had none for the last twelve months. The impression

W. Simons,  
Esq.

(13 July 1820.)

upon my mind, is, that they are to be rendered to the Treasury whenever they are required.

Is it the practice of the Company not to furnish those accounts to the Treasury, unless they are required?—Certainly, that has been the practice.

Can the accounts be furnished to this Committee, of the sales of the East India company, showing that they have complied with the Act of Parliament?—The accounts can be furnished, if your Lordships wish to have them.

Do you consider, that if the smuggling of tea from Europe, could be absolutely stopped, the Company would be more benefited by checking that irregular mode of internal supply, than by supplying the rest of Europe with the article?—As far as I am able to answer that question, I believe, in point of fact, there is not much smuggling of tea at this time; so long as the Americans or others can sell their tea at Amsterdam or Hamburgh for consumption, they have no occasion to smuggle it into Scotland or Ireland; and, so far as I know, there is not at present a surplus quantity of tea upon the continent.

Have you taken any pains to inform yourself whether there is or not a surplus quantity?—I have endeavoured to inform myself, and I think there is not.

Have you had occasion to observe, that there was any increased demand for tea on the continent of Europe, during a diminution of prices?—At the time of the restoration of peace, the Continent being very short of tea, there was a large exportation of tea from London, for one or two years, until they could send out their cheaper ships, and get teas that suited them better, but that has ceased; they were constrained to come to London then, or go without tea altogether.

To what extent did that exportation take place?—I have not the papers with me, but I think in the years 1814 and 1815, there were three or four millions of pounds exported to the Continent.

Is the quality of the teas imported by the East India company, so superior to that obtained by foreigners, as to enable you to distinguish smuggled teas from those brought by the Company?—No; for frequently the smugglers bring the very finest teas, so as to put the greatest value into the smallest space; but, so far as is known, smuggling might be carried on, if the vigilance of government did not prevent it, by teas bought at the India House and exported. The Company's teas are as likely to become the object of the smuggler's nefarious practices, as any other. I think it is probable that many thousands of the Company's chests have been smuggled back again in the course of time. The smugglers do not bring tea in the wooden package, but they put it into oil-skin bags, which can be thrown overboard in case of urgency, and be picked up again.

If there is this facility to the smugglers, of exporting the India company's teas, and getting the drawback, and afterwards smuggling them to England, do you think the British subject's having a free trade to China, will tend much to increase smuggling into this country?—I have said before, that I fear when the British private trader found his teas lying at Amsterdam or Hamburgh unsaleable, he would be induced to get rid of them at any terms; I do not mean to say that a person who should go to China in the command of a private ship, would turn smuggler, but that when the private traders had got large quantities of teas which they could not sell in the fair way of trade, for consumption on the Continent, they would sell them to any persons who could pay for them.

Would not that happen equally if the Americans were to overstock the market of Europe, as if the English subjects were?—No doubt of it; I do not impute to the captains of British free traders, the character of smugglers.

Do not the accounts of the East India company specify the qualities or value of the several kinds of tea exported to Europe?—The Company know what particular tea is exported, and what is used for home consumption; but they do not know to what place it is so exported; that is an affair of the excise.

They know the quantities of each description?—Certainly.

Is the duty advanced when tea is bought for home consumption?—None is sold for exportation, specially; but when a tea-dealer buys a lot of tea, he has his option, for a certain length of time, of disposing of it either for exportation or for home consumption. If the duty is not paid by a certain time, he declares it to be for exportation, and pays no duty.

In the accounts given to the Treasury, or that ought to be given to the Treasury in each year, are the various quantities of bohea, congo, campoy, souchong, pecco, twankay, hyson skin, hyson, young hyson and gunpowder sold in the preceding year

year set forth?—Every kind of tea is shown distinctly; not exactly those teas, for the Company do not deal in one or two of them; that called young hyson is a second sort of hyson, which the Company do not sell.

Have you ever seen any of the tea imported into Europe by the Russian caravans?—I have not; but it is understood to be very fine tea, chiefly the finest hyson or gunpowder tea, made up into balls.

[The witness is directed to withdraw.

*Francis Hastings Toone, Esquire;*

Is called in; and Examined as follows:

You have been in the service of the East India company?—For fifteen years.

In what capacity?—As a supercargo at Canton; I left Canton in the month of December last.

Will you state to the Committee what observations you have made during that period, upon the state and progress of the Company's trade with the port of Canton?—The export of tea has increased, I should suppose, from twenty-four to twenty-six millions of pounds; the export of British manufactures, I should think, is rather less than it has been formerly; a large quantity was sent out, and was exported at a considerable loss: the object of the Company now is, to export as much of all kinds as will meet the cost and charges on them.

To what circumstance do you attribute the loss which you state to have been suffered by the Company in the export of British manufactures?—Forcing the trade beyond the demand.

You are of opinion then, that the demand for British manufactures has, upon the whole, rather diminished than increased during the period of your observation in China?—I am not prepared to say that the demand has diminished, but that a quantity was sold, that was sold at a loss by the Company during their last charter; the same quantity would find a sale now at reduced prices; we find that of all woollen manufactures, the sale prices diminish in proportion as the quantity is increased.

Can you state to the Committee what are the restrictions or regulations, if any, on the sale of British manufactures in China?—They are compelled all to pass through the hands of licensed merchants, consisting, at present, of eleven persons. I am not aware of any prohibition by the Chinese government upon the import of English manufactures.

Does that body of merchants deal indifferently with the owners of the cargoes of vessels from all countries, or exclusively with the East India company?—With the owners of cargoes from all nations that have permission to trade at Canton.

Of what nation are the eleven persons to whom you have referred?—Chinese; they are the Hong merchants.

During the period of your observation, has the American trade with the port of Canton considerably increased?—It was very large the first year of my acquaintance with China, in the year 1805-6, but it has increased; it went back some years after that, but it has been larger of late than it was ever before.

To what circumstances do you attribute that increase?—I have understood from the American merchants, that the consumption of tea in the United States is increasing rapidly; they also consume a great quantity of silk, which has been formerly obtained from Europe; the value of silk exported from the port of Canton by American ships, the year before last, was, I think, 3,800,000 dollars.

Do you mean manufactured silk?—Principally manufactured silk.

Are you aware whether there is any law in China prohibiting the exportation of raw silk?—There is a regulation limiting the quantity to be exported in each ship, but which is easily set aside by the payment of a small fee to the custom-house officers.

Have not the Americans exported a considerable quantity of tea and other Chinese produce to the ports of Europe from Canton during the period referred to?—I have seen a statement given in by the American merchants at Canton, which stated, I think, in the year 1817-18, the export as equal in value to 800,000 dollars; in the year following, to about a million and a half of dollars.

Are you aware whether the Americans have exported any articles of British manufactures to Canton, and to what amount?—I have heard that they have exported

*W. Simans,  
Esq.*

(13 July 1820.)

*F. H. Toone,  
Esq.*

F. H. Toone,  
Esq.

(13 July 1820.)

exported a small quantity of woollens, but to a very small amount, within the last two years.

Can you state what the result of that speculation was in any instance?—I am not able to state that point, not having been acquainted with the persons concerned in the adventure.

Do you conceive the increase which you have described of the American trade with the port of Canton to have produced any effect, injurious or otherwise, upon the commerce of the East India company?—I should say decidedly, that no injurious effect to the commerce of the East India company had arisen therefrom.

Do you conceive that the circumstance of the number of foreign traders frequenting the port of Canton is at all material to the interests of the East India company's trade with that port?—I should not think they would suffer much from their competition. I should apprehend the principal risk was from the difficulty of restraining the seamen not in the regular service.

Do you conceive that any peculiar circumstances attach to British seamen, or to British trade, which would cause that trade with the port of Canton, if permitted in free vessels, to be attended with consequences more injurious than that of other nations?—During the course of my acquaintance with China, the trade has been three or four times interrupted seriously, by the disturbances which have occurred between British seamen and Chinese, and I do not recollect any single instance having occurred of disturbances between the seamen of America, or of other foreign nations, and the Chinese.

Did those interruptions occur previously to the period during which it was the practice for British seaman to be allowed to come up to Canton at liberty, after receiving their pay, in numerous bodies, or subsequent to that practice being regulated?—One of them, which occasioned a very embarrassing negotiation with the Chinese, occurred subsequent to that.

Can you state how the last transaction to which you have adverted originated?—Some seamen, I believe, belonging to the ship *Cumberland*, were in Canton, between whom and a Chinese a dispute was said to have arisen, which terminated in the murder of the latter. This occasioned a demand being made to the Company's servants on the part of the government, that the murderer should be given up for trial; every endeavour was made to discover the offender, but we could not attach sufficient guilt to any person, or obtain sufficient evidence to justify the Company's servants in stating the name of any particular person to the Chinese, as the one they thought the offender. I believe the trade was suspended for six weeks or two months by the Chinese, and the discussion was ultimately settled, if my recollection serves me right, by the man whom the Chinese believed to be the culprit being sent to England, with a promise on the part of the supercargoes that the government of England would cause him to be tried, and, if found guilty, to be punished. The Canton government would not listen to those or to any other terms of accommodation for upwards of six weeks, during which the trade was entirely suspended.

All those disturbances originated with seamen in the Company's service, did they not?—Yes; no other English seamen frequent Canton.

Have you not known many English seamen serving on board American ships?—There may be, but I am not able to speak to that point.

Can you state whether it is a prevailing practice in the American trade for the seamen to have a share in the adventure that is undertaken?—I have understood it is the case in some ships, but I believe not generally; I speak merely from hearsay on those points.

Do you recollect, during your residence at Canton, any instances of disputes originating between the American seamen and the Chinese?—I cannot recollect any.

There is an American consul at Canton?—There is.

To him the Chinese government would apply in case of any matters of complaint arising between them and the American seamen?—Certainly.

Will you state to what circumstance you attribute there having been, as you have stated, several disputes between the seamen employed in the service of the East India company and the Chinese local authorities, while during the corresponding period of time no dispute appears to have originated between the Americans and the Chinese?—The greater addiction of the British seamen to drunkenness than the American has been a frequent topic of remark at Canton; that is the only cause I recollect to which it can be attributed.

Is there any circumstance in the mode in which the trade of the East India company



company is carried on, and their vessels are usually equipped, which would render the British seamen employed on board of them more liable to excess and to insubordination than in other branches of trade, and in other countries?—I believe the Company's ships get the refuse of the English seamen; their wages are extremely low, and the length of the voyage makes it very unpopular with seamen.

Is there not a considerable proportion of landsmen on board the East India ships?—A good many in time of war, and I dare say now also, since the peace.

Do you apprehend the American ships have the refuse of the American seamen, or prime seamen?—I understand they pay very high wages.

Do not you know that the East India company are frequently in the habit of taking people of very bad character and landsmen to make up their crews in the river?—I have understood some of the ships that sailed as late as last year found great difficulty in getting their ships manned, and were obliged to take any men they could get.

Are the East India company in the habit of keeping the same ship's company together?—They are paid off at the end of each voyage, and dismissed.

Are they paid every month, or two or three months' wages at a time?—I believe they get two months' advance before they go, two months more in China, and the rest, I believe, when they return; but I am not positive upon that subject.

Have the disputes to which you have alluded in no instance originated with the Chinese?—I conceive frequently.

Do you conceive the factory of the East India company at Canton to afford any protection or other benefit to the vessels and to the trade of other nations trading with that port?—I should think, by the opposition the Company's servants have given to new restrictions on the trade, they have benefited themselves and other nations too, as the Chinese do not make distinctions between any nations that trade to the port of Canton; they professedly view them all with an equal eye.

Is there any reason why the factory should not extend that same degree of protection and assistance, whatever it may be, which they now afford to the vessels of other states, to British free vessels also, in the event of their being permitted to trade with the port of Canton?—I conceive that the owners of such vessels would undoubtedly reap all the advantage of the Company's protection.

If a sailor belonging to one of those free traders was to get into a quarrel with the Chinese, would the Chinese look to the India company for redress, he being a British subject?—They apply in all instances, to the East India company's servants, whether the offence be committed by persons belonging to His Majesty's ships, to the Company's ships, or private ships, provided they are British.

Would there be any objection, in your opinion, to the head of the factory at Canton being invested with the office of consul, in the same manner that that office is now exercised for the benefit of the Americans, in the event of British free vessels being permitted to trade with the port of Canton?—I conceive it would materially tend to prevent disputes, if the chief supercargo was invested with the same power to regulate the crews of those free ships which he has to regulate those of the Company.

Do you think that the price of teas would be likely to be raised at Canton by the British free traders being permitted to engage in that trade?—I should conceive not: I should conceive, after the first two or three years of export, the trade would not be larger, whether the free trader was permitted to go there or not. If no free traders are permitted to go, the same quantity required by the foreign nations of Europe would be exported in their own ships.

Do you not think that the influence of the East India company at Canton has contributed to keep down the price of tea?—I should think it has.

Would not, therefore, the diminution of that influence rather tend to raise that price, by opening it to the competition of the free traders?—I should not expect that the demand for tea in America or Europe, which is likely to appear for a few years, would raise the price of tea.

Do you conceive that the high consideration and influence which the East India company have acquired in the China market, more than compensates to them, in point of profit, the inconveniences which may have arisen from the less orderly conduct of the English seamen, as compared with the Americans, and also the disadvantages which a company may be supposed to be under, in accommodating its exports to particular wants and circumstances, as compared with the private trader?—I should think that British woollens and metals, which form the articles of export of

F. H. Toone,  
Esq.

(13 July 1820.)

the Company, could not be supplied so profitably as they are now, unless they were in the hands of one body; that is, the Company's servants can insure to the merchants, who are to purchase these goods, the quantity which will come into the market at twelve months after each sale: the regularity of the trade enables the Chinese to give, I conceive, the utmost price the market will warrant.

Do you think the East India company can furnish teas for the European market at a cheaper rate than they are furnished by the Americans?—I should conceive, though I have not the means of proving that, that the Company buy their teas fully as cheap as the Americans: the expense of transports, perhaps, is greater in the instance of the Company's ships than of the American ships.

Can you make any calculation of the difference of bringing teas from China to Europe, including freight, insurance, and all expenses, in American ships and in the Company's ships?—I do not know what the American rate of insurance is: the average freight, I understand, of American ships, is sixty dollars a ton in those ships that come to Canton; the American ton being one-fourth smaller than the English ton: the freight of the Company's ships is about 26*l.* sterling per ton; the insurance, I believe, is calculated at four per cent; but without knowing the rate of the American insurance, it is impossible to make the comparison.

Cannot the American insurance be effected in this country at the same rate as the English?—In point of fact, I believe it is effected in America as low as the insurance is reckoned on the East India ships in this country.

Is there generally speaking, any material difference of quality in the teas exported from Canton by the East India company, and teas exported by the Americans?—I believe the bulk of the American consumption is green tea, and a large part of that of a species not in estimation in this country.

What species?—The black and green tea are each divided into five or six different species, which have technical names, some of which are in greater estimation than others. I understand that a ship destined to the north of Europe, Holland, or the Mediterranean, would have a cargo of teas differently assorted.

Can you state the technical name of those teas which you say the Americans import into Europe?—One species of tea they export, and which we do not, is called by them young hyson.

Do you conceive the tea exported by the Americans from Canton, for the European market, to be, generally speaking, of the same quality with that exported by the East India company for the British market?—My persuasion is, that the tea exported by the Americans is decidedly inferior in quality to that exported by the Company: the Company have the refusal of by far the majority of the teas brought to Canton, and select the best.

In consequence of the East India company not purchasing the young hyson in the port of Canton, is it sold cheaper to the Americans than other species of tea?—In some years it has been in greater demand by the Americans than others, and the price has varied considerably: I suppose, if the Company were competitors for it, it would be higher in price.

Do you know whether the market of Hindostan has been greatly overstocked with British produce lately?—I have no knowledge of the market of Hindostan but by common report.

Have you ever been in the north of China?—Yes, I accompanied Lord Amherst on his embassy.

Can you give any information to the Committee respecting the trade of China with the north of Europe through Russia, with respect to the articles imported or exported, and their amount?—I have understood, from the verbal accounts of the Chinese, that a large quantity of tea, about 40,000 chests, is sent annually by the caravan; but I do not place great reliance on that information.

Can you state, from the same species of information, what description of articles were received in return?—I understand peltries form the principal.

Any articles of British manufacture?—A few pieces of fine English cloth reached Canton; but I have been unable to get any precise information with regard to the quantity.

Are you aware to what extent the manufactures of Europe imported into the port of Canton are diffused over the Chinese empire?—We saw English woollens in all the great towns through which we passed, and I have understood from the Chinese that they are generally dispersed throughout the empire.

Does it occur to you that there are any articles of manufacture not yet exported to China

China that could be exported with profit?—Many new species have been tried within the last ten years, and given up when found not to answer. There is an attempt now making to export printed cotton goods, which, to a small extent, succeeded at first, and which induced a larger export last year. That export, I understand, was made by desire of a Chinese shopkeeper; who contracted to receive the goods at a price which would have afforded an ample remuneration; but on the arrival of the goods he refused to receive them, the adventure being found absolutely ruinous. The person who brought the goods out was obliged to accept a modified price, and, I understand, now he is very doubtful whether the returns will cover the expenses of cost and transport of the original adventure.

If the trade on the part of the Chinese were free, do you imagine that teas might be furnished to the East India company at a much lower price?—I conceive they would; that is, if there were no Hong merchants.

Are you aware whether the trade in the north of China, by Russian caravans, is carried on by means of an exclusive company, or whether it is free?—I believe that it is restricted by the Chinese to the small town of Kiakta, half of which I understand is Chinese and half Russian; but I do not know the regulations by which it is carried on.

The Witness is directed to withdraw.

Ordered, That this Committee be adjourned to Thursday the 17th of August next.

*F. H. Toone,*  
*Esq.*

(13 July 1820.)

---

## MINUTES OF EVIDENCE,

Taken in Session 1821.

---

*Die Lunæ, 26<sup>o</sup> Februarii, 1821.*

The MARQUESS OF LANSDOWNE in the Chair.

*Charles Grant, Esquire;*

Is called in; and Examined, as follows:

HAVE the goodness to inform the Committee, what you consider to be the present state of the free trade from Great Britain to India?—Among other papers which have been prepared at the India House, to be submitted to this Committee, there is an account of the present state of the free trade from Great Britain to India, which with other documents hereafter to be mentioned, I have now brought to be laid before the Committee. The papers I have to submit, consist partly of figured statements, and partly of observations and opinions which are hypothetical or argumentative; but, as far as I know, have nothing in them contrary to truth.

*C. Grant,*  
*Esq.*

(26 Feb. 1821.)

Whose observations and opinions are they?—They come from the India House, and with the assistance of materials they are a good deal framed by myself, or by my direction; I believe harmonising in general with the opinions of the other members of the court, though they have not been laid formally before them. As far as I know or believe, they contain nothing contrary to the truth.

[*The Witness delivers in the statement, which is read, as follows:*]

156 MINUTES OF EVIDENCE (before Committee of Lords) RELATIVE

C. Grant,  
Esq.

Abstract Statement made up at the Custom House  
of London.

(26 Feb. 1821.)

IMPORTS INTO GREAT BRITAIN.

| Year ending<br>5th January | Company's Trade. | Free Trade | TOTAL.     |
|----------------------------|------------------|------------|------------|
|                            | £                | £          | £          |
| 1815                       | 7,227,663        | 4,061,892  | 11,289,555 |
| 1816                       | 7,154,130        | 5,769,459  | 12,923,589 |
| 1817                       | 7,855,312        | 5,703,912  | 13,559,224 |
| 1818                       | 7,361,802        | 5,097,748  | 12,459,550 |
| 1819                       | 5,192,804        | 7,098,651  | 12,291,455 |
| 1820                       | 5,792,406        | 6,297,510  | 12,089,916 |

EXPORTS FROM GREAT BRITAIN.

| Year ending<br>5th January | Company's Trade. | Free Trade. | TOTAL.    |
|----------------------------|------------------|-------------|-----------|
|                            | £                | £           | £         |
| 1815                       | 1,732,720        | 870,177     | 2,602,897 |
| 1816                       | 1,753,302        | 1,454,728   | 3,208,030 |
| 1817                       | 1,539,130        | 1,868,397   | 3,407,527 |
| 1818                       | 1,313,494        | 2,708,025   | 4,021,519 |
| 1819                       | 1,250,065        | 3,052,741   | 4,302,806 |
| 1820                       | 1,358,327        | 1,650,338   | 3,008,665 |

“ For elucidating the state and progress of the commerce between Great Britain, India, and China, subsequent to the opening of the trade of India to the merchants of the United Kingdom in 1813-14, two statements (*vide margin*) were prepared by the London Custom House, and ordered to be printed by the House of Commons the 10th July 1820; the first, ‘ An account of the imports into Great Britain from India and China in the six years from 5th January 1814 to the 5th January 1820;’ and the second, ‘ An account of the exports from Great Britain to India and China in the same period.’

“ These statements do not furnish the facts required, because they include the trade both to India and China, without affording the means for separating the amount of either from the general amount of the whole. But it may nevertheless be inferred from these statements, first, that as a very considerable decrease has occurred in the last year, both in the exports and imports, when compared with the previous years of the period, the free trade has been carried beyond the bounds of commercial discretion; and secondly, that as the Company's trade has decreased during the increase of the private trade, the speculations on the part of the individual merchants, whether advantageous to them or not, may have had, in some degree, the effect of injuring the commercial transactions of the Company.

“ The goods which the free traders carry between India and England, not being reported to the court of Directors, the particulars of that intercourse are not brought upon the records of the Company in England; the Company therefore can furnish no other statements of the free trade, than what the records of their custom houses in India afford. And as the annual statements from those records have only been received to the year of account from 1st May 1817 to 30th April 1818, the term of four complete years is the most that can at present be stated of the operations of the free trade with India, since the opening of that trade in the year 1814.

Value of Imports into the several Presidencies of India from the United Kingdom, and of Exports from India to the United Kingdom, in the following Years, exclusive of Exports and Imports on account of the East India Company, (extracted from the Records of the Company in India).

|              | IMPORTS.     |             |             | EXPORTS.     |           |             |
|--------------|--------------|-------------|-------------|--------------|-----------|-------------|
|              | Merchandise. | Treasure.   | TOTAL.      | Merchandise. | Treasure. | TOTAL.      |
|              | Rupees.      | Rupees.     | Rupees.     | Rupees.      | Rupees.   | Rupees.     |
| 1814-15      | 67,06,283    | 5,25,127    | 72,31,410   | 1,64,67,364  | 22,054    | 1,64,29,418 |
| 1815-16      | 97,48,847    | 12,09,271   | 1,09,58,118 | 2,08,66,679  | 8,313     | 2,08,74,992 |
| 1816-17      | 1,25,37,295  | 22,68,762   | 1,48,06,057 | 1,69,85,509  | - - -     | 1,69,85,509 |
| 1817-18      | 2,09,00,608  | 66,89,390   | 2,75,89,998 | 2,29,53,470  | - - -     | 2,29,53,470 |
| Total Rupees | 4,98,93,033  | 1,06,92,550 | 6,05,85,583 | 7,72,13,022  | 30,367    | 7,72,43,389 |

“ From the Statements of those four years, of which an abstract is given in the margin, it certainly appears that a very great increase took place, both in the exports and imports, between Great Britain and India, on account of individual merchants; the particulars of all these imports from the United Kingdom into India are stated in Appendix (A.)

The chief articles in which a progressive increase appears, are the following :

Books

Books, stationery, mathematical instruments, &c.  
 Drugs, medicines, &c.  
 Wearing apparel, haberdashery, hosiery, millinery.  
 Perfumery, &c.  
 Woollens.  
 Glass and Earthenware.  
 Copper and copper nails.  
 Iron and steel.  
 Lead.  
 Ironmongery, braziers, &c.  
 Carriages, saddlery, &c.  
 Jewellery, silver plate, &c.  
 Piece goods.  
 Provisions, oilman's stores, and ship chandlery.

C! Grant,  
 Esq.

(26 Feb. 1821.)

And it is especially to be observed, that with the exception of part of the cotton piece goods, woollens, the metals, and perhaps a few others of inferior import, all these articles are calculated exclusively for European consumption, which in the nature of things cannot be carried beyond the moderate European population there; and of which, as will appear, there was a prodigious glut in all the Indian markets.

“ From the London Custom House statement of exports before referred to, a further increase must be expected in the Indian accounts of imports from the United Kingdom, for the two following years, 1818-19 and 1819-20. But as there appears in the London accounts of the year ending 5th January 1820, a very considerable decrease in the exports to India, and the imports from India, it may be assumed that the Indian statements for 1820-21, and the following years, will indicate a similar decrease. But that the free trade to India had previously been pushed beyond all the bounds of commercial prudence, or practicable continuance, is most clearly evinced by other documents besides the above quoted.

“ First, By the report of external commerce of Bengal, for the year 1817-18, in which are the following passages:

“ The markets of India, during the period under report, have not warranted the least expectation that the usual articles of European export would realize even prime cost, yet the supplies into India have continued to an extent never before known.

“ This influx of European commodities, since that period, continuing constant and excessive, the articles have constantly been necessarily disposed of at public outcry, as well as by private contract, at prices which cannot have realized half their prime cost in England.

“ Such a glut cannot be ascribed to a desire on the part of individuals here, to obtain, through this medium, a return for goods sent from hence to England, as few who compose the mercantile community of this settlement, and who are the principal exporters of the produce of the East, have received consignments of goods on their own account, to any extent worthy of remark.

“ Nor does it appear, that individuals resident in this country, have been the greatest sufferers by the depression of the prices of the Europe articles in the markets of India; it can therefore only be presumed, that the chief cause which has given rise to the great importations during the last commercial year, from the mother country, arises from erroneous notions entertained by those speculators, who, without paying attention to the quantity of goods which had been shipped for this port, subsequently to the trade with the East being opened on the present extended scale, wildly persevered in adventures, without a knowledge of the probable demand or consumption\*; and,

“ Secondly, by the diminution in the number of ships and quantity of tonnage licensed for the Indian trade in the last year, 1819-20, when compared with the licences

\* These are *facts* general and notorious; therefore adopted into the text.

The writer adds, “The natural consequence, however, of this continued glut of the commodities imported from the United Kingdoms, must be a facility and encouragement to the consumption amongst the native inhabitants of India, highly beneficial to the future interests of the mother country. Woollens and cottons, both plain and printed, are already become almost necessities amongst various classes of native inhabitants, which at former prices never could have come into use and habit, will demand a continuance of their use when the market rates shall have attained their natural level.” But this is chiefly mere matter of *opinion*—the opinion of an individual, not countenanced by the experience of two more years, therefore certainly not to be reckoned as authority.

C. Grant,  
Esq.

(26 Feb. 1821.)

licences in the preceding three years; of all which there is an abstract Statement in the margin, whence it appears that the quantity of tonnage licensed in the year 1819-20, very little exceeded half the average quantity of tonnage licensed in the preceding three years, 1816-17 to 1818-19. It is moreover probable, that many of the ships engaged in the free trade to India were thrown into that channel from the total failure of employments in the channels to which they had been previously accustomed; from which there has resulted a great reduction in the value of shipping, and in the rates of freight at which ships are now procurable.

Number of Ships, and Tonnage of the same, licensed by the East India Company and the Board of Commissioners for the Affairs of India, to trade to India, in the last Six years, from Statements ordered to be printed by The House of Commons the 8th and 23d June 1820.

|                       | By the East India Company. |          | By the Commissioners. |          | TOTAL.         |          |
|-----------------------|----------------------------|----------|-----------------------|----------|----------------|----------|
|                       | Ships.                     | Tonnage. | Ships.                | Tonnage. | Ships.         | Tonnage. |
|                       | N <sup>o</sup>             | Tons.    | N <sup>o</sup>        | Tons.    | N <sup>o</sup> | Tons.    |
| In the Year { 1814-15 | 52                         | 28,003   | 36                    | 17,163   | 88             | 45,166   |
| 1815-16               | 95                         | 47,444   | 80                    | 37,550   | 175            | 84,994   |
| 1816-17               | 165                        | 77,879   | 101                   | 46,649   | 266            | 124,528  |
| 1817-18               | 188                        | 89,161   | 125                   | 58,587   | 313            | 147,748  |
| 1818-19               | 168                        | 74,239   | 122                   | 53,342   | 290            | 127,581  |
| 1819-20               | 89                         | 42,106   | 69                    | 31,715   | 158            | 73,821   |
| Total - -             | 757                        | 358,832  | 533                   | 245,006  | 1,290          | 603,838  |

  

|                            | Ships. | Tons.   |
|----------------------------|--------|---------|
|                            | 266    | 124,528 |
|                            | 313    | 147,748 |
|                            | 290    | 127,581 |
|                            | 869    | 399,857 |
| Average of Three Years - - | 290    | 133,285 |
| 1819-20 - - - -            | 158    | 73,821  |

“As a corroboration of this fact, it may be stated, that the East India company requiring, in the present season, some shipping for a voyage to India and back, advertised for the same according to the provisions of the law respecting their shipping: Tenders were in consequence received, of *forty-eight ships*, of the aggregate burthen of 24,354 tons for that purpose, the highest rate of freight not exceeding 12*l.* 10*s.* and the lowest no more than 7*l.* the whole making an average rate not exceeding 9*l.* 16*s.* 10*d.* per-ton, though the Company obtained the tonnage they required, from the quantity offered on that occasion, at the average rate of 8*l.* 4*s.* 8*d.* per ton. A rate which it is believed may not be more than sufficient to cover the actual expenses of the voyage, including the wear and tear of the vessels, but without the return of even legal interest for the capital employed.

“In the course of the three preceding years, the Company hired private ships for a single voyage, at the following average rates,

|               |           |                      |
|---------------|-----------|----------------------|
| 1817-18 - - - | £. 17 5 0 | Company's old ships. |
| 1818-19 - - - | 12 4 5    |                      |
| 1819-20 - - - | 10 4 11   |                      |

The number of private ships tendered this season to the Company, evidently show a redundance of shipping in the market; and the very low rate of their freight, which it is supposed may be on the whole, a losing one to the owners, is a proof, that even at such a rate they cannot find employment in the private trade to India.

“That trade, however, since it has had an unlimited admission into India, has injured and deranged what subsisted before; that especially carried on by the commanders and officers of the Company's ships; and it was to be expected that it should also have an unfavourable influence on the trade of the Company.

“In point of fact, the private merchants have in the five years following the complete opening of the Indian trade in 1813-14, imported considerably more than they did in the five years preceding; of the articles of cotton piece goods, pepper, and saltpetre, which being also articles of the Company's investment, increased the competition in the market. The following is a comparative view of the profit in the Company's Indian commerce in two periods of five years, the first period preceding, and the second following the entire opening of the trade. As the effects of that change could not come into full operation in London, before the year 1815, the second period is taken from the 1st May in that year.

“From

"From these statements, as given in the margin, it will appear that the Company have been subjected to a diminution in the commercial profits of their Indian trade in the last five years, compared with the former period of five years, to the average amount of 233,668*l.* per annum, or in the five years to the total amount of 1,168,340*l.* It is not insisted on, that this difference may in whole, or in any considerable part, be owing to the increase of the private trade; and the topic is noticed rather as matter of propriety than of much importance. The consequences which the opening of the trade between Great Britain and India has had upon the general interest of the country, forms the great subject for consideration. Those consequences, and the present state of that trade have been succinctly stated. The excess of its supply beyond the demand, both at home and abroad, has proved highly detrimental to the adventurers; and yet the present scale of supply, or in other words its excess, is quoted as an evidence of the vast increase, (that is, by implication, beneficial increase), which the freedom granted in 1813 has produced. But it is an evidence only of the baneful consequences of rash and improvident speculation. Some late writings, indeed, affect to speak of this trade as still *not free*; for no imaginable reason but because ships under 350 tons burthen are not allowed to engage in it (except from the Mediterranean), and because vessels from Europe proceeding to the continent of India are required to go to some principal port there. But these are prohibitions founded solely in political considerations, and are in truth of no importance in a commercial view.

"It is however commonly said, that all such efforts at length come to their due level. Be it so; this will not prove that they will be ultimately successful; or that they may not do a great deal of harm. After allowing much to the spirit of enterprize, it may still be reasonably inquired, what prospect there now is of any great or permanent increase in the trade between Britain and India, after the freest scope has been given to it? As to the exports from the former country, it is plain, as already observed, that the demands of the European population in India cannot be much augmented, and but by very slow degrees, because that population (which had its demand of European commodities fully supplied before the opening of the trade) is small, and must long continue so. With respect to the natives, it has been questioned, whether the *prejudices* against the use of our manufactures might not in time be done away? But their prejudices are not the only obstacle; there are other powerful hindrances—climate, taste, immemorial habit, inability. The greater part of the population of India go more than half-naked, live on rice, dwell in huts, and do not probably, one with another, earn more than 6*l.* a year. The only article of our manufactures which seems to be particularly suitable to the Indians, is cotton piece goods; but in the striking description which the reporter of the Bengal external commerce has made of the glutted state of the Indian

An Account of the Value of Goods from India, sold at the Sales of the East India Company, on account of the Company, and on account of Individuals, in the Five Years subsequent to the Operation of the Act of the 53 Geo. III, c. 155, for opening the Trade to India.

|   | Piece Goods.     | Raw Silk.        | Cinnamon.      | Cotton Wool.  | Indigo.       | Sugar.        | Saltpetre.     | Pepper.      | Drugs.       | Coffee.       | Hemp.      | Rice.      | TOTAL.                                       |
|---|------------------|------------------|----------------|---------------|---------------|---------------|----------------|--------------|--------------|---------------|------------|------------|--|
| Total Sale Amount of Goods sold on account of the Company in the Five Years from 1810-11 to 1814-15 | £. 5,694,639     | £. 2,995,690     | £. 739,504     | £. 572,433    | £. 426,442    | £. 572,347    | £. 1,213,464   | £. 618,767   | £. 51,599    | £. 58,756     | £. -       | £. -       | £. 12,963,641                                |
| Total Sale Amount of Goods sold on account of individuals in the same Period                        | £. 717,311       | £. 1,138,390     | -              | £. 1,084,519  | £. 6,641,337  | £. 74,660     | £. 21,754      | £. 367,513   | £. 1,283,638 | £. 759,434    | £. 17,200  | £. 218,669 | £. 12,324,425                                |
| Total Sale Amount of Goods sold on account of the Company in the Five Years from 1815-16 to 1819-20 | £. 3,766,228     | £. 3,316,530     | £. 1,061,246   | £. 113,530    | -             | £. 140,424    | £. 579,731     | £. 424,219   | £. 56,050    | £. 358,555    | £. 2,743   | £. -       | £. 9,819,236                                 |
| Total Sale Amount of Goods sold on account of individuals in the same Period                        | £. 1,445,451     | £. 1,094,037     | -              | £. 3,846,884  | £. 7,876,880  | £. 1,171,146  | £. 233,563     | £. 650,640   | £. 1,627,887 | £. 1,429,449  | £. 52      | £. 333,310 | £. 19,949,299                                |
|   | £. 5,211,679     | £. 4,410,567     | £. 1,061,246   | £. 3,960,414  | £. 7,876,880  | £. 1,311,570  | £. 833,294     | £. 1,274,859 | £. 1,683,937 | £. 1,787,984  | £. 2,795   | £. 353,310 | £. 29,768,535                                |
| Total Profit or Loss on the Company's Goods sold in the Five Years from 1810-11 to 1814-15          | Profit 1,038,571 | Profit 985,331   | Profit 348,620 | Profit 20,736 | Profit 21,592 | Profit 16,048 | Profit 214,008 | Loss 52,060  | Loss 10,361  | Profit 9,633  | -          | -          | Total Profit after deducting Loss. 2,592,318 |
| Total Profit or Loss on the Company's Goods sold in the Five Years from 1815-16 to 1819-20          | Loss 8,783       | Profit 1,008,204 | Profit 497,118 | Profit 22,164 | -             | Loss 45,088   | Loss 31,169    | Loss 30,563  | Loss 19,418  | Profit 34,602 | Loss 3,087 | -          | 1,423,978                                    |
|   |                  |                  |                |               |               |               |                |              |              |               |            |            | £. 1,168,340                                 |

Total Profit less in the latter than the former Period by

C. Grant,  
Esq.

(26 Feb. 1821.)

markets, in respect to European commodities, no exception is made of the article of piece goods; and the tables of the coasting trade from India to the eastward seem to show that part of them have been re-exported. The attention paid to this article by the natives, appears to be chiefly in places of trade on the sea coast. It is another question whether our cotton fabrics are within the reach of the vast body of peasantry spread over the country; and perhaps a still more important question, whether, as Bengal has already the steam engine, and has found abundance of coal in its own territory, spinning mills may not at length be set up there, which might be expected effectually to supersede the use of Europe cotton fabrics, and that without any internal convulsion among the manufacturers there; because the cotton fabrics of Bengal, which were for ages a great staple article in Europe, having been supplanted in the latter country by the British cottons, many of the weavers of Bengal, formerly a very numerous class, have been driven to seek subsistence in other lines. With respect to imports from India to Britain, hitherto not one new article has proved advantageous, but much otherwise.

“The progress of profitable commerce is in general slow. Sanguine speculation anticipates vast accessions at once.

“In the year 1812 and 1813, when the question of renewing the Company’s charter came on, every part of the United Kingdom resounded with the most confident and extravagant expectations of the boundless fields of wealth which might be opened to almost every article of British manufacture, not in India only, but through that country to the regions of Tartary. The following petition, among multitudes of others of the same stamp, to the House of Commons at that time, displays the spirit which then actuated the nation.

“EXTRACT of a Petition from Sheffield.

“The petitioners are fully persuaded, if the trade to the East Indies were thrown open to all His Majesty’s subjects, such new and abundant markets would be discovered and established, as would enable them to set at defiance every effort to injure them by that sworn enemy to their prosperity and the peace of Europe, the present unprincipled ruler of France; and the petitioners doubt not, if the trade of this United Kingdom were permitted to flow unimpeded over those extensive, luxuriant, and opulent regions, though it might in the outset like a torrent repress and swoln by obstruction, when its sluices were first opened, break forth with uncontrollable impetuosity, deluging instead of supplying the district before it, yet that very violence which at the beginning might be partially injurious, would in the issue prove highly and permanently beneficial; no part being unvisited, the waters of commerce that spread over the face of the land, as they subsided, would wear themselves channels, through which they might continue to flow ever afterwards in regular and fertilizing streams; and that to the wealthy, enterprising, honourable, and indefatigable British merchant, conducting in person his own concerns, *no obstacle* would prove *insurmountable*, *no prejudice invincible*, *no difficulty disheartening*; *wants*, where he found them he would supply; *where they did not exist*, he would create them by affording the means of gratification.”

“The exorbitance of the hopes thus indulged, sprung no doubt in a great degree from the entire ignorance and misconceptions of the parties. Let their golden imaginations be contrasted with the melancholy realities which have since been and are now experienced. The comparison may at least serve to show, that the sanguine expectations and eager demands of individuals are no sure guides for legislation.”

Can you acquaint the Committee with the present state of the trade from England and India to China, on account of the Company and of individuals?—I have brought a paper, framed as the preceding, upon that subject.

You are understood to say, it is equally a paper containing observations and statements, which the Committee are to consider as your own?—Just so.

[*The Witness delivers in the Paper, which is read, and is as follows:*]

“The



“ The next point for consideration is the British trade with the empire of China. As before stated in respect to the trade with India, the accounts made up at the London Custom House do not discriminate the trade to China from that to India. The whole of the British-trade to the Chinese empire naturally divides itself into two parts: first, that carried on from England; and secondly, that carried on from India. C. Grant, Esq. (26 Feb. 1821.)

“ To begin with the latter, which also consists of two parts, the Company’s, and that of individuals; for the reasons before stated, an account of this trade can be given only for four years. The result of these years is exhibited in the margin, which shows that an increase in that branch of the commercial intercourse between British India and China has taken place in the period mentioned of 4 years.

Value of Imports into India from China; and of Exports from India to China, exclusive of the Company’s Trade, (extracted from Indian Records).

|         | IMPORTS FROM CHINA. |           |             | EXPORTS TO CHINA. |           |             | TOTAL Exports and Imports. |
|---------|---------------------|-----------|-------------|-------------------|-----------|-------------|----------------------------|
|         | Merchandize.        | Treasure  | TOTAL.      | Merchandize.      | Treasure. | TOTAL.      |                            |
|         | Rupees.             | Rupees.   | Rupees.     | Rupees.           | Rupees.   | Rupees.     |                            |
| 1814-15 | 57,33,148           | 46,70,487 | 1,04,03,635 | 1,52,65,761       | 70,000    | 1,53,35,761 | 2,57,39,396                |
| 1815-16 | 53,29,856           | 37,77,878 | 91,07,734   | 1,46,14,499       | 68,031    | 1,46,82,530 | 2,37,90,264                |
| 1816-17 | 69,65,892           | 72,41,173 | 1,42,07,065 | 1,59,11,147       | 2,22,102  | 1,61,33,249 | 3,03,40,314                |
| 1817-18 | 80,83,630           | 89,30,420 | 1,70,14,050 | 1,59,32,164       | 3,31,490  | 1,62,63,154 | 3,32,77,704                |

Note.—The Particulars of the above Imports are stated in Appendix, (B.)

“The East India Company also engage in the trade between India and China. The value of their transactions in that trade is also stated in the margin, for the six years from 1814-15 to 1819-20.

“ The value of merchandize imported by the East India Company into China from India, it likewise appears, has increased in the period stated.

|         | IMPORTS INTO CHINA. |           |           | Exports from China. | TOTAL Imports and Exports. |
|---------|---------------------|-----------|-----------|---------------------|----------------------------|
|         | Merchandize.        | Treasure. | TOTAL     | Treasure.           |                            |
|         | Rupees.             | Rupees.   | Rupees.   | Rupees.             |                            |
| 1814-15 | 22,15,896           | - - -     | 22,15,896 | - - -               | 22,15,896                  |
| 1815-16 | 24,84,537           | 10,62,018 | 35,46,555 | - - -               | 35,46,555                  |
| 1816-17 | 23,00,835           | - - -     | 23,00,835 | - - -               | 23,00,835                  |
| 1817-18 | 27,70,329           | - - -     | 27,70,329 | 43,20,000           | 70,90,329                  |
| 1818-19 | 27,51,438           | - - -     | 27,51,438 | 8,64,000            | 36,15,438                  |
| 1819-20 | 33,42,222           | - - -     | 33,42,222 | - - -               | 33,42,222                  |

The above Imports of merchandize into China consist almost entirely of cotton and sandal wood; the other articles being so small in value as not to require notice.

Note.—The China tale is reduced into rupees, at the rate of three rupees for one tale.

|   |           |         |         |
|---|-----------|---------|---------|
| The fine silver in 1 dollar                                       | - - - - - | Grains. | 370.648 |
| 100 dollars—72 tales, therefore the fine silver in a tale will be | -         |         | 514.788 |
| Fine silver in Calcutta rupee                                     | - - - - - |         | 175.927 |
| D <sup>o</sup> Madras d <sup>o</sup>                              | - - - - - |         | 165.000 |
| D <sup>o</sup> Bombay d <sup>o</sup>                              | - - - - - |         | 164.740 |
|   |           |         | 505.667 |
| As 168.556 : 514.788 :: 3.054 say 3 rupees for 1 tale             | - -       |         | 168.556 |

“ The invoice value of the British trade between China and England can be given for the Company’s trade alone for the six years before stated; as the invoice value of the trade on account of the officers of the Company’s ships from China is not entered on the Company’s records.

C. Grant,  
Esq.  
(26 Feb. 1821.)

“ For the invoice value of the Company’s trade, see the Statement in the margin.

|         | IMPORTS INTO CHINA FROM ENGLAND. |           |           | Exports from China to England. | TOTAL Imports and Exports. |
|---------|----------------------------------|-----------|-----------|--------------------------------|----------------------------|
|         | Merchandize.                     | Treasure. | TOTAL.    | Merchandize                    |                            |
|         | £.                               | £.        | £.        | £.                             | £.                         |
| 1814-15 | 860,093                          | 127,695   | 987,788   | 1,967,978                      | 2,955,766                  |
| 1815-16 | 926,920                          | 1,127,513 | 2,054,433 | 2,231,336                      | 4,285,799                  |
| 1816-17 | 841,520                          | - - -     | 841,520   | 2,120,542                      | 2,962,062                  |
| 1817-18 | 772,477                          | - - -     | 772,477   | 1,410,545                      | 2,183,022                  |
| 1818-19 | 658,438                          | - - -     | 658,438   | 1,406,951                      | 2,065,389                  |
| 1819-20 | 830,678                          | 354,389   | 1,185,067 | 1,907,389                      | 3,092,456                  |

“ From the foregoing statements, an accurate view may be given of the value of the trade carried on between the subjects of the British and Chinese empires for four complete years, with one exception only, which is the value of the trade allowed to the commanders and officers of the Company’s ships between England and China; but that article is not to an amount calculated to produce any difference of moment in the general results to be now drawn.

“ From the general statement in the margin, it follows that the invoice value of the export and import trade together, between the subjects of Great Britain and China amounted on the average of the 4 years, 1814-15 to 1817-18, to about £. 25,226,812, or about £. 6,306,703. per annum.

Annual Value of the Trade between the Subjects of Great Britain and China, for Four complete Years.

|         | Value of Exports and Imports between India and China. |                 |           | Value of Exports and Imports between England and China by the Company. | Grand Total of the British Trade. |
|---------|---|-----------------|-----------|--|-----------------------------------|
|         | By Individuals.                                       | By the Company. | TOTAL.    |  |                                   |
|         | £   | £               | £         |  |                                   |
| 1814-15 | 2,573,939   | 221,589         | 2,795,528 | 2,955,766  | 5,751,294                         |
| 1815-16 | 2,379,064   | 354,655         | 2,733,719 | 4,285,799  | 7,029,518                         |
| 1816-17 | 3,034,031   | 230,083         | 3,264,114 | 2,962,062  | 6,226,176                         |
| 1817-18 | 3,327,770   | 709,032         | 4,036,802 | 2,183,022  | 6,219,824                         |

Can you furnish the Committee with an account of the shipping at present employed by the Company in their trade to China?—I have brought such a list.

[The Witness delivers in the Account, which is read, and is as follows:]

“ For carrying on the Company’s Trade between England and China, they employ Forty-three great Ships, carrying 51,891 Tons, as per List annexed.

|                   | Tons. |
|-------------------|-------|
| Warren Hastings   | 1,000 |
| Thames            | 1,330 |
| Earl of Balcarras | 1,417 |
| London            | 1,332 |
| Thomas Coutts     | 1,334 |
| Astell            | 820   |
| Castle Huntly     | 1,200 |
| Asia              | 958   |
| Lady Melville     | 1,200 |
| Canning           | 1,326 |
| Marquis of Huntly | 1,200 |
| Dunira            | 1,325 |
| Duke of York      | 1,327 |
| Prince Regent     | 953   |
| Buckinghamshire   | 1,369 |

Marchioness

|                    | Tons.       |
|--------------------|-------------|
| Marchioness of Ely | 952         |
| Princess Amelia    | 1,275       |
| General Hewitt     | 898         |
| Oswell             | 1,335       |
| Scaleby Castle     | 1,242       |
| Winchelsea         | 1,331       |
| Dorsetshire        | 1,260       |
| Lady Campbell      | 684         |
| Inglis             | 1,200       |
| Farquharson        | 1,326       |
| Royal George       | 1,333       |
| Marquis Camden     | 1,200       |
| Repulse            | 1,334       |
| Lowther Castle     | 1,200       |
| General Kyd        | 1,200       |
| Atlas              | 1,200       |
| Waterloo           | 1,325       |
| Vansittart         | 1,200       |
| Charles Grant      | 1,200       |
| Kent               | 1,332       |
| Kellie Castle      | 1,332       |
| General Harris     | 1,200       |
| Windsor            | 1,332       |
| Bridgewater        | 1,200       |
| Bombay             | 1,200       |
| Herefordshire      | 1,200       |
| Minerva            | 976         |
| Hythe              | 1,332       |
| <hr/>              |             |
| 43 Ships           | Tons 51,891 |

C. Grant,  
Esq.  

---

  
(26 Feb. 1821.)

Can you give an account to the Committee, of the measures adopted by the Company in carrying on their trade to China, with a view to its further extension there and elsewhere?—I have also brought a paper upon that subject. It does not, I believe, comprehend the whole of the subject, nor do full justice to it, but it is all I have been able to prepare in time to wait upon the Committee. I now deliver it in.

*[The Witness delivers in the Statement, which is read, and is as follows:]*

“ When the question of the last renewal of the Company’s charter approached, it was not unusual to hear various allegations advanced against them, of want of economy in carrying on their China trade; and want of commercial energy and enterprize, in not pushing with more activity the introduction of British manufactures into China, and other countries in the same quarter. The like accusations have been lately revived, along with another attempt to break in upon the privileges so recently left to them.

“ To say the least, there is a defect of candour and of information in these charges; a strained comparison has been made between the rate of freight paid to their China ships, and that of ordinary private ships; but they are not proper subjects of comparison. The Company’s shipping system is framed with a view to their peculiar constitution and service. It is the result of long experience, and sanctioned by Act of Parliament. The ships, which are engaged for six voyages, are constructed for war and for political purposes as well as for trade; and, in warlike services and operations, have been frequently useful to the country and to the state. They serve also to command respect for the nation and its interests throughout the Indian seas, and particularly from the supercilious and despotic government of China. It would be ruinous to the Company’s interests to give up this admirable class of ships, and to entrust their valuable China commodities, and the protection of their interests in the eastern seas, to a parcel of small ships taken up fortuitously and for a single voyage. The difference of freight is compensated in other ways; it is not by

C. Grant,  
Esq.

(26 Feb. 1821.)

the rate of a single article, but by the aggregate cost of managing a trade, that the economy of the management is to be judged; and in this way, the whole expense of conducting the China trade, will, it is apprehended, be found to be reasonable

“ With respect to the other general imputation, of not introducing the manufactures of this country more amply and extensively into the vast empire of China, and other regions in the east, it proceeds upon an entire ignorance of facts in relation to the Company and to those countries; perhaps, also, upon a presumption, that because the Company have a species of monopoly, they must of course be blind to their own interest. But, supposing them to be insensible even to this selfish motive, is it to be believed that all tradesmen, manufacturers, ship-builders, sea officers, and a number of other classes connected with the Company's establishment, would not endeavour to stimulate the directors to avail themselves to the utmost of any openings into which the Company's trade could be pushed? It is however a truth, though a truth quite unknown, perhaps unacceptable to many, that the Company have done far more for the discovery and opening of new channels of trade in the eastern countries, than it was in the power of private individuals to do. Their permanence, their capital, their factories and resident factors in foreign parts, the experience and knowledge acquired in the course of time, all contributed to give them this decided superiority in exploring and attempting new sources of trade, and in bearing, in the course of their many efforts to this end, losses of property and men, disappointments and reverses, which no private merchant, or any number of merchants acting singly, could meet. Their records from their first establishment, through the course of two centuries, abound with facts which justify this statement; for, not to mention their many and persevering efforts in India Proper, Persia and Arabia, they laboured with the same spirit to establish commercial relations with all the principal countries of eastern Asia, Ava, Sumatra, (and therein Acheen and Bencoolen,) Java, (and therein Bantam, Batavia, Jacatra,) Pegue, Siam, Cochin China, Tonquin, Camboia, Borneo, Mindanao, Amboyna, the other Moluccas, Pulocondore, Pooleram and other islands; China, Tywan, Japan, Manilla. The hostility of European rivals, the oppression of the native governments, the perfidy of the people, the unprofitableness of many of their attempts, and various political changes in a long course of time, left them with only those establishments in the eastern seas which they now possess there.

“ Those in England who decry their conduct, seem to take it for granted, that because there are many large and populous countries in those seas, it follows as a thing of course, that a great commerce may be carried on there; and that it has depended only on the East India company to establish such a commerce. They do not appear to be aware that all the principal countries of that immense region, particularly the nations of Chinese origin or alliance, the empires of China and Japan, the kingdoms of Tonquin, Cochin China, and even Siam and Pegue, are inhospitable and repulsive to foreigners; give them a jealous unwilling admission, under many restrictions; and that this has been their settled policy, from the early appearance of Europeans in the Indian seas to the present day. Various have been the efforts of the Company to obtain settlements in Japan, Tonquin, Cochin China, and the neighbouring states. After having gained a humiliating admission to some of those places, as in Tonquin, the most despotic and unjust treatment has at length obliged them to withdraw. In Cochin China, they never could obtain a regular settlement. A history of these attempts might, to some classes of readers, prove no uninteresting work. There are many materials for it on the Company's records, and a variety of extracts from these are given in the Appendix (C), in proof of all that is here advanced.\*

“ It

---

\* “ The Company, in a long course of years, have made more numerous, persevering, costly experiments, in attempting to push the vent of British commodities, particularly woollens and metals, in the east, than the means, the resources, the safety of private merchants are likely to enable them to make. The correspondence of the Company with their servants abroad, at different periods, on this interesting concern, would fill many volumes. That the East India company, far from impeding the prosperity of the country, as the petitions, in opposition to history and experience, allege, have by means of their monopoly essentially contributed to its wealth and its greatness, it will be much more easy to shew, than to discover, accurately, where the limit of the advantages resulting from their institution is to be fixed. They gave a very early impulse to the manufactures and trade of this country. They opened a new commerce, not with the east only, but by means of their returns from thence, with foreign Europe. They soon increased the ship building and improved the navigation of the kingdom, both which they have in latter times carried to a degree of advancement that has made their fleets serviceable in the wars of the nation, and the commanders successful in adding to the naval glory of their country. Against the jealous rivalship of the Portuguese and Dutch, they through a long course of hostilities,

C. Grant,  
Esq.

(26 Feb. 1821.)

“ It was very long after the first visits of their ships to China, before they could attain to any thing like a continued trade; longer before they acquired a settlement; and after being allowed, first a domicile in the island of Tyrvon or Tormosa, on the east coast of China, then at Amoy another island, near to a central province, they were obliged to remove to Canton, the most southerly city of the empire; and their commerce and themselves rigorously were confined to that remote point alone. All the efforts of the Company since the splendid embassy of Lord Macartney from the king of Great Britain, could not procure the liberty of a second port; and so things continue to this day. Another recent embassy from the sovereign of this country, intended also to procure ameliorations in the trade, was not even admitted into the emperor's presence.

“ Still it is alleged by many to be solely the fault of the Company, that having an allowed and established commerce with so prodigious an empire, capable doubtless of taking off a vast quantity of British manufactures, so very little progress has been made in extending the vent of them there. This again is ascribed to the evil genius of the Company's monopoly; but certainly most erroneously and unjustly. The unremitting efforts which the Company have made from time to time to introduce British manufactures into China, may also be collected from the notices in the Appendix (D). They have been continued from an early period to the present time; and the Company's latest attempts, which are still continued, have been to introduce the cotton fabrics of this country into Canton. The non-extension of the sale of our manufactures in China, may indeed be in a great measure charged to monopoly; but to a species of it now unknown in Europe, and framed by the Chinese themselves. Restricting foreigners to one port, they will only allow them to trade with one company in that port, consisting of eight or ten persons, to whom all the foreign trade is confined in absolute monopoly; the foreigners not being permitted to trade with any other Chinese, nor any other Chinese to trade with any foreigner; unless with the sanction of the monopoly merchants, called the Hong. These merchants, answerable to the government for all the acts of the foreigners, fix among themselves the prices of the imports they receive from the foreigners, and the prices of the exports they furnish to them. These Hong merchants, therefore, are in effect the arbiters of the extent of foreign trade, but arbiters under a jealous exacting capricious government, subject to be fleeced by that government in proportion to their wealth, possessed of no capital adequate to a large extension of the usual internal trade, nor likely to be able to command it; nor probably possessing distant correspondents, nor daring, on account of the watchful rapacity of the government, to venture into untried paths. All these circumstances, with the remarkably fixed habits of the Chinese people, must oppose great obstacles to free enterprize. But this part of the subject is so much better explained by Mr. Elphinstone, late chief of the Company's establishment at Canton, in a paper which he has recently furnished upon it, that it is deemed expedient to insert that paper here.

“ When the charter of the East India company was last under consideration, it appeared to have been very generally admitted, from the peculiar circumstances under which the foreign trade was carried on in China, that the advantage and the interests of the British community, would be best preserved by leaving the trade in the hands and under the management of the East India company.

“ As no change has taken place of a favourable nature in the regulations prescribed by the Chinese government, for the foreign trade at Canton, the objections to any alteration being made on our part, remains as strong as before. Indeed, the more and the better the peculiar situation and circumstances of the trade at Canton, are known and understood, the more decided will the conviction be, that the advantages derived from the trade, can only be preserved by maintaining the influence of the East India company in that quarter.

“ By

---

hostilities, from a superior force, maintained for this nation a share in the India trade; they preserved it from being totally lost amidst all the convulsions of the civil wars; they outlived even the more dangerous innovations of subsequent periods; they upheld in India the national interests against the ambitious designs of European enemies, and the despotic violence of native powers; and in a long and arduous struggle, maintained with little exception at their own expense, they acquired a territorial empire for the mother country which exalted its rank in the scale of nations. They have since expelled every European nation, except our ally of Portugal, from the Indian continent and ocean; and they have given a better government to an immensely extended empire than the east ever saw before.”

Report.—Committee of correspondence on the question of renewing the charter, Anno 1813.

C. Grant,  
Esq.

(26 Feb. 1821.)

“ By the regulations established by the government, no Chinese subject is permitted to hold intercourse or communication with foreigners, excepting the Hong merchants, consisting at present, of eleven persons. Any Chinese who may infringe on these regulations, becomes liable to be seized and punished for such transgression.

“ The Hong merchants are held responsible for the collection and payment of the imperial duties on merchandize, and for other demands that are at times made by the government on the foreign trade; they are further held responsible for the conduct of all foreigners while in China, and that they duly observe the regulations prescribed.

“ To enable the Hong merchants to discharge these duties, they are vested with ample powers to preserve their monopoly, to the exclusion of all others. Although commercial transactions are carried on by private merchants with Chinese who are not Hong merchants, these transactions are at all times insecure, and liable to interruption; indeed the consent or connivance of some of the Hong merchants must previously be obtained, as no goods can either be landed or embarked without the permission, and under the name of some member of this privileged body.

“ Vested with these powers, there is inducement as well as the occasion given to the Hong merchants; to endeavour to avail themselves of their situation; and accordingly, at various periods, attempts have been made to break in on the established practice and regulations of the trade, with a view to their obtaining larger profits; and in fact, nothing but the influence that the extent and regularity of the Company's trade gives, has enabled their agents to counteract and restrain the Hong merchants within due bounds.

“ The last attempt was made in 1814-15, when an imperial edict was received, directing in the most forcible terms, that the regulations should be more rigorously observed. It was impossible to devise a more complete system of monopoly than was there prescribed; the affairs of the Hong merchants were to be placed under the control and direction of the two senior members of that body; and such Hong merchant as should disregard the directions of the two seniors, was immediately to be reported and punished. The Hong merchants were to assemble at the commencement of each season, and then to determine on the prices of all commodities, imports and exports; they were further cautioned against striving the one against the other.

“ The records of the Company, from their earliest establishment in China, afford ample proofs and continued examples of the difficulties their agents have had to restrain the Hong merchants and the government; and they have been compelled to the serious measure of suspending the trade, till assured that the attempts of the Chinese merchants and government, were desisted from.

“ Should any alteration be made by the legislature, for the British trade with China, and in consequence of the competition arising from such change, the influence of the East India company be weakened, it is to be apprehended that the Chinese merchants will immediately avail themselves of their powers, to the serious injury of the British interests engaged in that trade.

“ It may be argued, that self-interest will restrain the Hong merchants within due bounds; and if *they* only were in question, it might be admitted to be probable; but the demands that they are liable to, from the officers of government, cannot be regulated; their officers are continually changing their duties from one province to another; the amount that may have satisfied the officer of one year, will be found insufficient for his successor. Pleas and pretences for requiring donations, are easily found under so despotic a government, nor are they readily evaded. At present the Hong merchants, in pleading their inability to comply with irregular demands, may further avail themselves of the influence of the East India company; the appeals of *their* agents meet with more attention than an individual possessing merely the influence of his separate adventure.

“ Under the influence of the East India company, the trade between England and China, has grown to its present extent. The quantity of teas required, are brought to this country, unexceptionable in point of quality, at lower prices than otherwise could be obtained. Should the demand for teas increase, it is for the interests of the Company that the same should be supplied; and this branch of trade, conducted on the sound principle of regulating the supply by the demand, affords a reasonable profit to all parties concerned; and the advantages resulting, may be contrasted with the injury arising from overstrained speculations in other quarters.

“ The Company afford the manufacturer a regular and certain demand for various descriptions of woollens and metals. The extending the demand for British manufactures in China, has been at all times anxiously promoted and persevered in, under discouraging

discouraging returns. The introduction and the use of British manufactures in China, has serious obstacles to encounter, arising from the great perfection to which the Chinese have attained in their silk and cotton manufactures. The variety, the excellence, and comparative low cost of the silk manufactures in China, will at all times operate most decidedly against the use of the finer woollen cloths; while the cost and the quality of their cotton cloths, will effectually check the demand for the inferior woollen articles, or the cotton piece goods of British manufacture. That it is probable that the Chinese will continue to give a preference to their own cotton manufactures, may be expected from adverting to the fact, that there is an extensive exportation of nankeens for consumption in the United States of America, and in countries where it may be presumed that they come fully and freely in competition with the produce of British machinery.

C. Grant,  
Esq.

(26 Feb. 1821.)

“ Another impediment to the extension of British manufactures in China, will arise from the inland duties levied in passing from province to province, so as to enhance the cost to the purchaser residing at a distance from Canton; as it is to this port that all foreign trade by sea is rigorously confined; neither does there appear to be any disposition on the part of the Chinese government, to permit any change in this regulation.

“ There appears to be no just ground for expecting that any change in the British regulations for the trade to China, can afford relief to the manufacturing or shipping interests in this country, either from the probable returns for British manufactures imported into China, or for the disposal of China produce in any of the ports on the continent.

“ While the question of the Company's trade is under consideration, there probably can be no objection raised to granting to the East India company the privilege of sending their ships direct to the British settlements in North America, and to the West India islands, as it is generally supposed that the supply of teas, and other articles of China produce, are furnished from the United States of America; and which it is probable the Company would be able to supplant.

“ Under the existing circumstances of the British trade with China, presenting no just or reasonable ground for anticipating any advantage from a change, it is to be hoped, that the legislature will continue to see the expediency of protecting the influence of the East India company in China, as it is under this only, that the British trade can be conducted on a respectable or a profitable footing.”

“ Such are the insurmountable obstacles which have opposed, and continue to oppose all the wishes and persevering endeavours of the Company, to procure a more free and ample admission of British manufactures into the Chinese empire. They give a contradiction to all accusations of the Company's adversaries on this head; and also present an impenetrable barrier to the scheme which speculators of the present day groundlessly indulge. What those schemes are, may be collected from their published papers.”

The witness is directed to withdraw.

Ordered, That this Committee be adjourned to Monday next, one o'clock.

*Die Lunæ, 5 Martii, 1821.*

The MARQUESS OF LANSDOWNE in the Chair.

*Charles Grant, Esquire,*

Is again called in; and Examined, as follows.

ARE you desirous of making any addition to the answers you made at the last sitting of the Committee?—I have brought some supplementary papers in relation to the answer to the last question which was put to me, which I should be glad to present to the Committee.

C. Grant,  
Esq.

(5 March 1821.)

[*The Witness delivers in the statement, and it is read, and is as follows:*]

C. Grant,  
Esq.

(5 March 1821.)

“ English traders appear to have indulged such feelings from a very old date; the following are extracts of letters written in the years 1625 and 1627 by the Company’s factors at Batavia, before they knew much of China, to the court of directors.

“ Extract letter from Batavia, dated the 6th February 1625.

Sanguine expectations of a vast increase of trade with China.

“ The trade of China, now likely to settle at Tywan upon Formosa, is as an ocean to devour more than all Europe can minister, wrought and raw silks in abundance, and many necessary commodities that all parts of India must have; these are to be purchased with the pepper, spice, and sandal wood of these parts, at prices that we please; also with the silver of Japan springing from the said silk of China, and by all probability with every sort of European commodities, especially woollen cloth; for the greatest part of the China empire stretcheth into the cold climate, and is defended with infinite troops of soldiers, whose necessities do require more than we can guess at till experimented.”

“ Extract letter from Batavia, dated the 23d June 1627.

Note.—The intention appears to be, that they cannot be separated in a commercial view.

“ For these mighty monarchies, China and Japan, abounding with riches, and also civilized peaceably to respond with all, but in a climate requiring that which neither themselves nor their neighbours enjoy, or can be supplied but by the English, which is clothing answerable to the magnificence of those nations, defensible against the cold, and convenient for their employment in travel, wars, and weather. Those clothes which now they wear is silk, in summer season passable, but in winter are enforced to bombast or to wear ten coats one over the other, and that is useful; silk being thus their clothing, and all growing in China, a stop of that intercourse were so material, that silk in China in one year would be as dust or dung, and Japan beggared for want of clothing. But such stop of intercourse, and devised extremity needeth not, for the natural enmity between these two nations hath so framed all for our purpose, that could Japan be furnished with any other clothing, not one Chinese durst peep into their country, which the Chinese well know, therefore though tolerated by Japan, yet none cometh but by stealth, which would cost their lives if known to their governors in China; thus with that which in our last letter was commended unto your consideration for Japan, may suffice to express that hopeful trade. Our next step is into China, so united into Japan as with no reason they may be separated.”

“ Provision of the Company’s Exports to China.”

“ The Company’s exports to China are to the annual extent of about £. 900,000 in invoice cost, consisting wholly of British manufactures. Woollens of many kinds, lead, tin, and of late years, bar iron. The court of directors have at various times attempted to introduce cotton manufactures into China, but without any success; they have again renewed this experiment to some amount, in the hope that the experience formerly acquired in this branch, aided by the present very low price of such goods, may enable the Company to introduce them to consumption in China. In the Bye Laws of the Company it is ordained, that all purchases for exportation be made by open competition, except in cases where the committee shall be of opinion that this mode cannot be adopted beneficially for the Company, and that in all such cases no private contract shall be completed without the concurrence and approval of the court of directors to such contract. This bye-law is of course duly obeyed, and it is asserted that the Company’s goods are provided by contracts upon the very lowest terms at which they are capable of being furnished, but the expenses of dyeing the broad cloth and long ells for China, which is not done by open competition, would probably admit of reduction were they dyed in the country; this, however, supposes a total change of system, and would certainly cause the ruin of all the London dye-houses and other tradesmen, whose costly establishments could not be maintained but by the Company’s trade. The committee of warehouses are in the annual practice of looking very narrowly into, and modifying the dyer’s charges, and their profits are as low as the nature of the case admits; still it would be done cheaper in the country, for reasons which it is unnecessary to specify.”

“ It is quite impossible to improve the manner in which the iron and lead are provided; the tin is furnished by the county of Cornwall, upon negotiation with their agents from time to time.”

“ Reported



“ Reported Profit on Woollens, by a private Trader.”

“ The case which has been stated of woollens being sold in China to a profit, by a private trader, proves nothing, if, as is supposed, those woollens being long unsaleable at Bombay, even at their prime cost, were sold cheap there by the Company’s government, the purchaser improperly sending them to Canton, where it is said they were smuggled ashore. The exact particulars of that case not being known, no accurate conclusion can be made.”

C. Grant,  
Esq.  
(5 March 1821.)

“ China Silks and Cottons.

“ China silks and cottons, by their cheapness and excellence, oppose our admired woollens, which, in addition to their first sale price in China, are burthened with heavy import duties, and with transit duties also, through every province.”

“ Woollens.

“ The Hong merchants dispose of the Company’s woollens to a very respectable class of shopkeepers, about fifty in number, with whom the Company’s agents have not been able to obtain a direct communication, owing to the interference of the Hong merchants.”

“ Camblets.

“ The Company’s camblets sell for 40 dollars each piece, the duties on which amount to 17 dollars, which offers so great a temptation to smuggling, that it is probable the small parcels the Americans take out are intended for a clandestine trade; but, were this to continue as a system, the Hong merchants would be affected; first, in losing the profit on that part of the trade; and secondly, by the fines to which they would be subjected on the smuggling being detected.”

“ Cotton goods sent by the Company to China.

“ One body of the memorialists (the manufacturers, &c. of the towns of Manchester and Salford) state, that “ they know from experience that cotton goods manufactured in these towns have met a ready sale in China; and that there is every probability the demand would be very extensive if the business was carried on upon the most economical footing.”

On this point it may be proper more fully to show, that the court of directors have not been inattentive to the interest of the manufacturers of cotton goods. They have already, in two several instances, consigned articles of that description for sale in China. On one of those consignments there was a loss equal to about 30½ per cent; and on the other, the loss was equal to about 47½ per cent on the invoice cost and charges in both instances. The charges include every expense of freight, risk, interest on the capital employed, package, &c.; and as those charges bear so small proportion to the rate of the loss on the disposal of the goods, especially in the last year of the two, it does not appear how any economy in the charges could have disposed of those goods in China to advantage. It is proper to state, that notwithstanding the great loss sustained on the occasions above mentioned, a further assortment of British manufactured cotton goods has been recently consigned to China, as another effort for introducing that important staple of the united kingdom into the consumption of China.

|  |             |
|--|-------------|
| Printed cottons were shipped to China by the Company in the season 1811-12, the cost and charges on which together | Tales.      |
| amounted to  | 15,566      |
| And they were sold in China, in Feb. 1813, for   | 10,800      |
| Leaving a loss of  | Tales 4,766 |

Or about 30½ per cent on the prime cost and charges.

|   |             |
|---|-------------|
| Printed cottons were also shipped to China by the Company in the season 1812-13, the cost and charges on which together | Tales.      |
| amounted to   | 16,546      |
| And they were sold in China, in March 1814, for   | 8,700       |
| Leaving a loss of   | Tales 7,846 |

Or about 47½ per cent on the prime cost and charges.

|                                      |       |       |      |
|--------------------------------------|-------|-------|------|
| Prime cost of the consignment in     | £.    | s.    | d.   |
| outward season in 1811-12            | -     | 4,423 | 16 5 |
| Invoice value, including all charges | 4,797 | 9 7   |      |
| Difference                           | -     | 373   | 13 2 |

|                                      |       |       |      |
|--------------------------------------|-------|-------|------|
| Prime cost of the consignment in     | £.    | s.    | £.   |
| outward season 1812-13               | -     | 4,988 | 1 9  |
| Invoice value, including all charges | 5,514 | 7 7   |      |
| Difference                           | -     | 526   | 5 10 |

The charges on the first consignment are equal to about 8½ per cent, and those on the second to about 10½ per cent. The other charges, beyond those added to the invoices as above, were, in the first year,

|                                   |   |   |        |
|-----------------------------------|---|---|--------|
| Canton unloading charges equal to | - | - | 2      |
| And Canton duties equal to        | - | - | 389    |
|                                   |   |   | £. 391 |

In the second year there were no other charges but those for unloading, which amounted to only 3 tales, or one pound sterling.

PAPER prepared early in the year 1820, by an officer of the India-house, in consequence of orders from the Chairman and Deputy Chairman.

translation of the imperial edict prohibiting the transport of teas coastways to Canton.

Smuggling is a trifling affair, but having a communication with foreigners is a thing which involves vast interests. It is indispensably necessary to strain every nerve to eradicate the first risings of baseness (or mischief)."

The penalty for transgression is confiscation of the articles carried by sea, punishment of the merchants engaged in the trade, together with that of the viceroys and other officers of the places whence the articles were shipped.

"To prevent as much as possible all intercourse with foreigners, the people of China were forbidden, in the year 1817, by an imperial edict, to carry tea from the province of its growth to Canton by sea. The edict was not issued for the purpose of preventing the illicit trade, and thereby preserving the imperial duties; but to preclude all intercourse between the Chinese and foreigners during the voyage. And to restrain the intercourse while on shore, the foreigners are only permitted to reside within a small space outside of the city of Canton, great care being always taken to prevent their entrance into the city, on any pretence whatever.

"The Chinese are habituated to consider all other countries as subordinate to China, and all the inhabitants of those countries as greatly inferior to themselves; whence arises, on the part of their principals, officers and mandarins, a haughty and overbearing demeanour in all their official communications with the foreigners who engage in the trade of Canton, and on the part of the merchants, and the other classes, of Chinese rudeness and insolence, accompanied with the strongest marks of contempt.

"Although the English experience a full share of the haughtiness and insolence with which foreigners are generally treated while in China, yet the Chinese themselves can no more conceal their dread of the military character and power of the British nation, than they can deny their commercial preponderance among the various nations who visit the port of Canton for trade; and whatever advantages the servants of the East India company may have derived, in their various discussions with the Chinese authorities, from the opinion which they entertain of the power and commercial superiority of the British nation; advantages to which the present state of the whole foreign intercourse with China may be justly ascribed; it is nevertheless the fact, that the English, in China, are considered as the objects of more peculiar jealousy, and hence their whole conduct is watched with the most scrupulous care. That the restrictive guard on the intercourse between the natives and foreigners may be rendered as complete as possible, no foreigner can make his appearance within the Chinese limits, till one or other of the members of the Hong has become formally bound, in a legal instrument to the government of Canton, for the general good conduct of such foreigner, and for his quiet submission and obedience to the laws and regulations regarding the foreign commerce of the empire.

"The Hong merchants, as may be supposed, are sufficiently tenacious of the authority and privileges with which they are invested for the conduct of the foreign trade; a proof of which has been afforded on a late occasion. Some relaxation of the strictness of the Hong monopoly had by degrees been introduced, in consequence of the commanders and officers of the Company's ships, and subsequently, the country trade from India, including in their outward investments to China a variety of articles, which individually not being of value sufficient to engage the attention of the Hong merchants, were with their acquiescence disposed of to what are called outside dealers, that is, retail shopkeepers, carrying on business without the walls of the city of Canton; thus a trade to some extent, both in imports and exports, grew up between the commanders and officers of the Company's ships, the country traders, and those outside dealers; but the Hong merchants having discovered that the trade, which at first embraced only small articles, had extended to raw and manufactured silks, they immediately interested the officers of the Canton government in the affair; and the result was, not a restriction of the outside dealers to the traffic in the smallest articles only, for which the intercourse first commenced; but an edict from the viceroy, directing that the shops should be immediately shut up, and up to the latest advices from Canton, those shops remained closed.

"That the eleven merchants, among whom the whole foreign commerce of China is at present divided, are actuated alone by self-interest, and that all their proceedings are regulated by that principle, will not be denied by those at all acquainted with the trade of Canton; but it is not among the mercantile class alone, that the operation of the same principle of self-interest is to be found. It may indeed be said, without the fear of contradiction, that it pervades every order and class in the state.

"It is from a corrupt influence, that the selection for the principal officers in the various local governments proceeds; the mandarins in the enjoyment of the imperial favour

C. Grant,  
Esq.

(5 March 1821.)

favour at Peking, disposing, in most cases, of the situations of profit and authority, to those in the several classes of Chinese distinction who are enabled to give the best price: Hence it follows, as a matter of course, that on the appointment of a new viceroy, or a new hoppo, some irregular, illegal, or unauthorized practice is said to be discovered, for which penalties are threatened; but these penalties are compromised by a bribe from those who are principally involved in the charge. And, as it is the foreign trade which is best able to bear these exactions, it is to that source the viceroys and hoppos of Canton generally direct their first attention, for the means of repaying the purchase money of their respective appointments; and also to enable them to accumulate as large a sum as possible, during the few years (generally not more than four or five) they are permitted to hold those appointments.

“ From this continued succession of functionaries, all owing their offices to the same influence, the venality of every branch of the service is perpetuated. So far as regards the foreign trade, this principal is the more detrimental, because, from the shortness of the period to which the authority of each viceroy and hoppo extends, those officers have not sufficient opportunity to become completely acquainted with the whole detail of the foreign trade, whence they are of necessity obliged to place the more reliance upon the opinions and statements of the Hong merchants, and these, to serve their own purposes, generally impose upon their superiors such statements only as they think best calculated to answer the present emergency, whatever that may be; and, as some of the members of the Hong possess great wealth, the united accumulation of their predecessors and themselves in the same Hongs, they have a corresponding influence with the local government; which is thereby induced to lend, at all times, a favourable ear to every representation they may make on points connected with the foreign trade of the empire.

“ In the years 1811 and 1812, five of the members of the Hong had become very much embarrassed in their affairs, principally, it is understood, from the great extent to which they had supplied the American traders at Canton, on credit. In consequence of that embarrassment, there remained to the European

The debts of these five merchants to Europeans amounted to about  
951,431 £

creditors of those Hongs, but the adoption of one or other of two courses for the liquidation of their demands: The one was, an application to the Chinese government, to declare the merchants so circumstanced, bankrupts; and the other was, to obtain the consent of the Chinese government, to place the affairs of those merchants

under trust; and that their business should be conducted by themselves under such trust, till their debts were regularly discharged. The second course was adopted, as the one most likely to afford

*Note.*—The two merchants Ponqua and Gnewqua, the last instances of actual bankruptcy amongst the members of the Hong. Their debts were directed to be discharged by the Hong generally, in ten equal annual instalments. The debts are not yet entirely liquidated, the ten years not having elapsed.

*Note.*—Ponqua died in prison in Canton; Gnewqua died on his way to his place of banishment.

the earliest liquidation to the creditors; and also, as being more humane to the debtors; the parties entering into the trust deeds being allowed to continue their business the same as though no trust deed had been executed; while in the case of a bankruptcy, the parties are immediately removed from the conduct of all business, and either confined in the public prison of Canton, or condemned to banishment and imprisonment in a distant province.

“ Considerable difficulty occurred in obtaining the consent of the Chinese government at Canton, for placing the affairs of the five embarrassed merchants above-mentioned, under the trust required. This difficulty, it is understood, was principally occasioned by some of the wealthier Hong merchants endeavouring to make the embarrassed ones, bankrupts at once, as in that case the power and authority of the whole Hong, would have fallen almost undivided into their hands. When the arrangements of the trust were, however, completed, a sum, equal to about one hundred and thirty-three thousand pounds sterling, was exacted from the merchants whose affairs were committed to that trust, as a present to the principal authorities of Canton, for their acquiescence in a measure which, by its adoption, no doubt preserved the affairs of those merchants from absolute ruin, and their persons from perpetual imprisonment; but was in itself no more than a just measure, which government ought gratuitously to have sanctioned.

“ Although, however, those wealthier members of the Hong failed in their cruel scheme on that occasion, they, very soon after the conclusion of the arrangement before mentioned, exerted their influence to obtain from the government of Canton,

C. Grant,  
Esq.

(5 March 1821.)

the immediate and direct control of the whole of the foreign trade of that port. The intention was, that there should be vested with two or three of those merchants, the privileges of the whole of that body, by which the power would have been conceded to them for fixing the prices of all imports into and of all exports from Canton respectively. The viceroy did, in fact, confer those privileges and powers on the merchants, by an edict framed and issued for that purpose; and so far the act was complete; but in consequence of the success with which the Company's servants opposed the measure, the merchants were compelled to forego their intentions, and to conduct the trade of the port in its ordinary and accustomed manner.

“ It will probably be said, that admitting to the fullest extent, the venality of the officers of the Chinese government, and the selfishness of the merchants, that the latter being at all times guided by that principle, would take good care not materially to injure the foreign trade itself, however they might strive to obtain a larger share of its profits. But such is the effect of despotism in government, venality in functionaries, and abject submission in the people, that the views and expectations of the governed, as well as the governors, hardly ever extend beyond the necessary and absolute occasions immediately presenting themselves. The viceroys and other public officers are liable to be removed or displaced from the effects of intrigues which they know to be in perpetual activity at the imperial court; and this liability renders them indifferent to every thing but to the measures which are required for counteracting those intrigues, with a view to their own continuance in office. The merchants, subject to never-failing exactions, as the means for furnishing the superior officers with the funds they may require at Peking, are wholly occupied in the ordinary discharge of the business of their respective Hongs, and in providing from every source within their power, the money necessary to fulfil the obligations imposed on them. Hence every consideration is absorbed in the provision for the present; and hence it is, that the great and important interests of the commerce of the empire, are neglected by those to whom the care of such interests would seem naturally to belong. Hence the commerce actually in operation, would be put to imminent hazard, were it not for the exercise of that influence which the vast amount of the Company's trade has thrown into the hands of their agents in China. An influence to which not only the whole of the trade now carried on with China under the British flag, owes its present prosperity, but to which the trade sailing under the American, and indeed under all other foreign flags, are indebted for the quiet and peaceable manner in which they are permitted to conduct their commerce in China.

“ The money paid by the embarrassed Hong merchants for permission to carry on their business under trust, was advanced by one of the richest of the other Hong merchants, under the guarantee of the Company for its repayment. The affairs of those merchants have been since conducted under the general superintendance of the Company's agents, the sums required for the regular conduct of the business of their respective Hongs, being regularly advanced from the Company's treasury in China; and it has been from the profits of their business thus conducted, that a considerable part of their debts to Europeans and others, has been liquidated, though the sum advanced under the Company's guarantee has not yet been repaid.

“ It falls to the Company's agents in China, in the first instance, to resist every encroachment on the privileges which have been obtained on various occasions for the advantages of the foreign trade. Slender those privileges certainly are, but without them that trade would soon sink into absolute insignificance. Those agents also have generally in the first instance to settle with the Hong the prices of the produce of the country, together with the prices of the greater part of the articles imported into China. And it is after the representatives of the Company have encountered all the charge, labour, and difficulty in the accomplishment of these important objects, that the other foreigners participate in all the advantages resulting from the exertions and pecuniary sacrifices on the part of the Company, without their being called upon to assist in those labours, or to repay any part of the sums necessarily expended in such exertions.

“ It is in fact to the influence which the trade between Great Britain and China granted exclusively to the East India company, has given to their representatives in China, that the foreign trade with that empire has attained its present amount. And it may without hesitation be stated, that if that influence were to be weakened by a concession of any part of the Company's rights and privileges to the merchants and other inhabitants of the United Kingdom, the trade with China must suffer a severe shock, if it were not exposed to total and irreparable ruin.

C. Grant,  
Esq.

(5 March 1821.)

*Note.*—The quantity of tea exported in the Company's ships in the six seasons 1805-6 to 1810-11, was 135,728,046 lbs. or per annum - - - 22,621,341 lbs.

The quantity of tea exported in the Company's ships in the six seasons 1811-12 to 1816-17, was 178,292,259 lbs. or per annum - - - 29,715,376

The quantity exported in the Company's ships in 1817-18, was - - - 21,452,995

D° D° D° in 1818-19, was 22,322,503

“ As an instance of the effect of increased demand upon prices, it may be stated, that just before the termination of the late war, the Company found occasion to enlarge their orders for tea. The augmented demand caused an augmentation in the price of the article, which continued for several following years. When the demand for an increased provision of tea was first made by the Company's agents, the merchants of Canton took measures for obtaining the largest possible supply from the country. The supply exceeded the actual demand; and, as might have been expected, it was found that the anxiety of the tea-men to meet the required demand had caused a great deterioration in the quality of the article. The Company's servants, who have the refusal of almost all the teas brought to Canton, were obliged to reject a very considerable quantity on account of its defective quality; and as the country dealers could not dispose of their whole annual produce for exportation within the year, they were compelled to dispose of the surplus

*Note.*—It is stated, that in one season the distress of the tea-men was so great, owing to so much larger a quantity of tea being ordered by the Hong merchants than required by the Company, that some of the poorer among the tea-men sold their wives and daughters, and became indifferent to life.

remaining in their hands to the richer Hong merchants at prices very inadequate to the expenses of its cultivation, and of its transport to Canton.

“ There was, at the beginning of the period referred to (season 1811-12), an actual increased demand for the Company's sales in England, and when to this was subsequently added the expectations of further demand on the restoration of peace, a demand accompanied also by a return to the market of several purchasers, whose

Dutch, Danes, Swedish, and latterly a French ship from Nantz.

flags had been for a considerable time strangers to the waters of China, the effect just stated on the prices and qualities of tea, was no more than ought

to have been looked for; but it was an effect, however plainly foreseen by the Company's servants, that they could not prevent; and although the evils have at length been remedied by a restoration of the qualities of some parcels of tea, and by a reduction in the prices of others; yet it should be remembered, that the injurious effects continued to operate for a period of six or seven years.

From 1811-12 to 1817-18.

“ The effect of the competition in the tea country, on the purchases for the Company, has but just ceased to operate with its full force; but should another description of individual purchasers be permitted to enter into the market, bearing the English name, and sailing under the English flag, although it may be impossible to calculate the extent of the speculations to which such an occurrence would give rise among the Hong and tea merchants of China, it is nevertheless quite clear, that the prices of teas would be again increased, and their qualities deteriorated, which would require renewed efforts on the part of the Company's servants to bring back the price and quality to the late standard, even though the effects of the British private trade should have ceased to operate in the immediate vicinity of Canton.

“ It will no doubt be contended, that these are no other than the evils which at all times accompany the considerable enlargement of demand in every market; and that as China is a large country, filled with a numerous and industrious population, and possessing every diversity of soil and climate, the cultivation of the tea plant may be carried to any extent the foreign consumption may require; and that, under such circumstances, so soon as the supply and the demand approach tolerably near to each other, the prices will find their just level, and the qualities be brought to their former standard. Such would undoubtedly be the event in the case supposed, provided the annual demand were reduced to something like a regular scale; but in the expectation of that continued rivalry, which a competition between the British private merchants, the Americans and others, for the supply of foreign Europe, would necessarily create, fluctuation in the demand and variation in price, with all their attendant inconveniences, must be calculated upon as the inevitable result. Should the American traders retain their European connection, the British merchants would fail in their avowed object of superseding the commerce of the United States in this quarter of the globe; and should the British merchants succeed in

C. Grant,  
Esq.

(5 March 1821.)

obtaining the supply of that part of the foreign European market which is now engrossed by the Americans, the result would be, a supply of tea (on the average of the four last years, 1815-16 to 1818-19) to the extent of about two millions seven hundred thousand pounds weight per annum: but let it be duly remembered, that during this contest, and whether the British merchants finally succeeded or not, the East India company would be obliged to bear much the larger part of the burthen, because the increase of price inevitable upon such a competition, would operate against them in the ratio of more than nine to one, such being the proportion between the annual exports of the Company for the supply of their sales in England, and the average annual export of the Americans for the supply of the consumption of foreign Europe. It should also be borne in mind, that if the quality of the teas imported for the home consumption of the United Kingdom are subjected to that debasement the competition supposes, there is no calculating the effect such debasement in quality may have on the consumers of the article in this country. There is ground for much apprehension, that were the article of tea once brought into general disrepute, from the deterioration of its quality, the prospect is very remote

Note.—Tea exported on the Company's account from China in the last four years, 1815-16—1818-19,  
Pounds weight - 101,642,209

Or on an average per annum,  $d^o$   $d^o$  - - } 25,410,552

The average annual exports of the Americans in the same period, for the consumption of foreign Europe, has before been stated as equal to - - - } 2,700,226

indeed of the East India company ever being able to reinstate it in the good opinion of the community at large.

“ In addition to the foregoing observations, attention is now requested to the consequences which are likely to follow from renewed embarrassments among the Hong merchants.

“ If the effect on those merchants, from their entering into commercial engagements with private British merchants, may be estimated from what actually occurred in consequence of the dealings of some of those merchants with the Americans previous to the year 1813, the same or greater degree of embarrassment may be expected to result from the dealings of the Hong merchants with the private adventurers from England. The facility with which credit may be obtained from those men is well known. On former occasions whole cargoes have been supplied, and that to persons almost entire strangers to the trade of Canton, on credit. This facility is owing partly to the great desire of the Chinese merchants to do a great deal of business, and partly that as money is lent in China at a very high rate of interest (from 10, 12, 15, and even to 18 per cent per annum), it is indispensable, where the capital is borrowed, that it should be entirely employed. Such being the facility of credit, there can be no doubt that the traders from England would avail themselves of it, and in the event of their speculations not proving successful, were even partial failure of payment to the Hong merchant to result, embarrassment would inevitably follow to the affairs of such of them as have no capital of their own, which is in fact the case of seven out of the eleven merchants who now compose the Hong at Canton.

“ If these embarrassments terminated in renewed deeds of trust, as took place in 1813. or, as is more probable on so quick a succession of the same evil, in the absolute bankruptcy of several of the Hongs, the result would be to the latter perpetual imprisonment and banishment, and to the Company and their servants, a repetition of the loss, trouble, inconvenience and anxiety which have been the never-failing attendants of the arrangements of 1813. There are several of the merchants parties to the arrangements of 1813, whose engagements are not yet liquidated, and there can be no doubt that in the event of another arrangement becoming necessary, the required sums for extricating the affairs of such merchants, whether they were formally declared bankrupt or not, must be furnished from what in China is technically called the Consoo fund. This fund is formed by a charge upon the Hong merchants, regulated according to their respective shares of the foreign trade with China; and to enable them to contribute their several proportions, such a charge is made on the various articles of import and export on account of the foreign trade, as is supposed sufficient to cover the charge made upon each of the members of the Hong; so that in fact the rated annual sum paid by the Hong merchants for the gradual discharge of the debts due from any of the insolvent members of that body, is contributed, not by the Chinese merchants from their profits on the trade, but by the foreigners frequenting

*Note.*—The merchants, on a recent occasion, stated an intention to charge on foreign trade a gift from them to the emperor on his attaining his 60th year.

frequenting the port of Canton, in the shape of a charge or duty on the several articles of their commerce, and (what may justly be considered as an aggravation of the evil) when once a charge is admitted on the Consol fund, the imposition on the foreign trade for meeting such charge continues, though the debts for which the charge was originally made may be entirely liquidated.

C. Grant,  
Esq.

(5 March 1821.)

“ Thus, although the admission of individuals from England into the commerce with China would probably cause the evils before-mentioned, from the renewed embarrassment of the Hong merchants, those individuals would bear but a small part of the burthen; the trouble and anxiety would exclusively fall on the servants of the Company, and the loss and expense would be borne by the various parties engaged in the foreign trade, according to their several proportions of that trade.”

“ One of the Hong merchants (Consequa) in 1802 was amerced in the sum of 12,000*l.* because a few pieces of camblets were smuggled from the ship for which he was security. Strictness towards the Hong or Security Merchants.

“ In 1817 the American ship Wabash was boarded in the night by Chinese pirates, the people forced overboard, and the ship plundered; on complaint being made, the Chinese officers seized and punished the offenders, but discovering some opium on board the ship, the security merchant (Howqua) was amerced in the sum of 300,000 dollars.

“ According to evidence delivered before the Lords, the following is the quantity of British manufactures exported into China through Russia in the year 1819. Russian & Chinese Trade at Kiachta.

|  |   |         |           |
|--|---|---------|-----------|
| Woollen cloth, camblets, and bombazets, about                        | - | 400,000 | yards.    |
| A large quantity of chintzes and imitation of Bandana handkerchiefs. |   |         |           |
| Muslins and white cottons  | - | -       | - 200,000 |
| Manchester velveteens  | - | -       | - 120,000 |
| Manchester velvets   | - | -       | - 40,000  |

“ It is stated therein, that the total value of European manufactures bartered at Kiachta, in the year, was about 1,000,000*l.*; and that the Chinese are so eager for these goods, that it is with reluctance they receive the balance in silver.

“ A merchant at St. Petersburg has since afforded some information on this subject; he states, that this is a barter trade, principally duty-free; that it was established in 1762; in 1798 the value of exports, about silver roubles 4,000,000; the imports about the same. In 1813, the value of each, about silver roubles 5,407,300; and that the trade is increasing principally in cloths, velvets, velveteens, camblets, and shallons. Russian common cloths and Prussian cloth have become a considerable branch of that trade; it is probable the Yorkshire cloths might be furnished cheaper for that market. From this observation of the merchant at Petersburg, it might be inferred that the cloths exported were not English.

“ The same gentleman has given the particulars, but not the value of the exports and imports from October 1819 to June 1820.

“ But as it is to be presumed, the whole of the British manufactures bartered, were forwarded through Petersburg, and paid the transit duties there, the value of goods paying those duties in 1819, may be considered a fair estimate of the amount of British articles which composed the barter trade at Kiachta, in the year 1819.

“ The value of goods entered at Petersburg in that year, for transit, was, roubles 4,103,600; and as that value is said to be computed in paper roubles, which are about equal to ten-pence each, the total value of the goods was 170,983*l.*

“ Now, to whatever amount that value may be carried by the land carriage of 4 or 5,000 miles through Russia, the charges so incurred can be of no benefit to the English manufacturer; his object in that trade, must be to supersede the cloths, woollen, and cotton of Prussia, the Netherlands, and Russia itself, in the coarse woollens.

“ It is probable, that the inhabitants of the northern provinces of China, Pe-che-lee, Shantung, &c. might receive the same description of articles, even through Canton and the great canal, cheaper than through Russia, were the transit encouraged by the Chinese; and there can be no doubt, were British vessels permitted to import into

C. Grant,  
Esq.

(5 March 1821.)

any of the ports in the Yellow Sea, that all sorts of British goods might be delivered as cheap as at Canton; but as two expensive embassies have not induced the Chinese to relax from their jealous and restricted policy in respect to foreigners, it appears exceedingly idle for the advocates of the free trade, to speculate upon a condition of things in respect to their trade, which has never existed in favour of the extensive commerce of the Company; and till that condition shall be effected, they must, were they to be admitted to trade at Canton, carry it on through the Hong merchants, in the same manner as the Company, unless they speculate upon entering on a trade of smuggling altogether, which, though it might be successful to a small extent, could not be carried on at Canton, to a large amount from year to year, without being discovered, and producing ruin to many.

“ Mr. Elphinstone, late chief of the Company’s factory at Canton, states a fact which appears material in relation to the foregoing subject: He says, “ the prices at which the evidence before the Lords, states the English velveteens to have sold for at Kiachta, is much the same as that at which the best velvet can be purchased for exportation at Canton.” The manufacture of every description of velvets, is carried to great perfection in the middle provinces of the empire, and where it is cheaper than at Canton.

Will you state what objections you conceive to exist to the admission of private merchants and ship owners, to trade with China?—I beg to offer, in the first place, a view of what I conceive to be their objects in their present requisitions, and then to submit a view of the consequences, which in my apprehension, would result from granting those privileges.

[*The Witness delivers in the statement, which is read, and is as follows:*]

“ The objects of those who now contend for new enlargements in the Eastern trade, may be stated under the following heads:

- “ 1st. The infraction of the Company’s exclusive privileges, by the permission of a free trade from the United Kingdom to China.
- “ 2d. A further infraction of the same privileges, by the permission of a free trade in tea, &c. from China and India, to foreign Europe.
- “ 3d. A still further infraction, by the permission of a trade from the north-west coast of America to China, in furs and back to *America* generally.
- “ 4th. Further facilities for carrying on trade between Great Britain and the islands in the Eastern Archipelago, particularly licence to employ ships of 250 tons in that trade.

“ The projectors of these changes, profess to expect great advantages from the adoption of them, namely, the diffusion of the manufactures of this country, into the general consumption of the Chinese empire; the acquisition for British subjects, of a trade from China and India to foreign Europe; and a trade between China and America, North and South. In order to open the way to this great speculation, the authors of it seem to assume, among other things, either that the East India company may be induced to forego the exclusive privilege in the trade to China, which Parliament for just and weighty reasons, has lately conceded to them, or that the legislature may be induced to break a solemn compact which it has made with the Company.

“ As far as the disposition of the directors of the Company is concerned, they must wish that no ambiguity should rest upon so momentous a subject. The monopoly of the China trade, they believe to be essential for enabling them to carry on the administration of the government of British India; the proposed infractions of the monopoly, would, in their opinion, be dangerous to their interests in China, if at all consistent with the maintenance of their present footing there. And, I believe they also think, as I myself do, that if the required admission of British subjects generally, into the China trade, were accorded, the expectations of those who propose that scheme, would be disappointed, and that great confusion and injury would be likely to result from it; therefore the duty of the directors to their constituents, and to the nation, must forbid them to accede to the proposed infraction of the Company’s charter. But as they do not wish to stand before the public in that light in which possibly some would invidiously place them, as opposing the general good for the sake of the separate interest of the Company, they are ready to show the grounds on which they



they are sincerely convinced, that it would not be for the benefit of the public, to grant the concessions now required. Some of those grounds will appear under the following heads.

C. Grant,

(5 March 1821.)

“ In considering the ends which the advocates for this new scheme of commerce, propose to themselves, there should be a constant recollection of the obstacles which have been before stated, as opposing the extension of British commerce in China. The papers, which have been written in favour of the proposed innovations, seem to take it for granted, that nothing is wanting to success, but a relaxation of the privileges of the East India company. The jealous policy of the Chinese government; the strict monopoly against its own subjects, under which it has placed the trade of foreigners; the narrow channel through which that trade has its entrance into the country; the inadequacy of such a channel for conveying a large trade to distant parts; the abundant home-manufactures of the Chinese in cotton and silk, which suit their taste better than our fabrics; the arbitrary exactions and frequent changes of the Chinese officers of government, which discourage and render insecure, free enterprize; all these formidable hindrances to the extension of British commerce in China, seem to be quite unknown or overlooked; but they are all realities. The India company have had, and still have to act under the experience of their unconquerable influence. It is with difficulty they have kept their ground; with still greater effort, that, from the magnitude and unity of their concerns, and the prudence of their factors, they have been enabled to make a gradual progress in increasing the vent of the productions of this country and its dependencies; and with all their judicious management, the currency, if not the stability of the trade, is not unfrequently endangered by the insolent despotic conduct of the public functionaries. The first enquiry, therefore, in respect to the projected enlargements, is, how all those formidable difficulties are to be surmounted. The sovereign of Great Britain, after sending repeated embassies to the emperor of China, has failed to obtain any change in the jealous narrow policy of that government. The India company, after a settled connexion of above a century with the country, is confined in all its operations, to the one port, and one restricted channel, already described, and preserves these only by great circumspection; what chance, then, of greater influence, can a number of unconnected individuals possess, when their very number and appearance may be more likely to increase the repugnance of that cautious government? These considerations seem absolutely decisive against the probability of enlarging the trade by the new means now proposed. To succeed in that object, a change must be produced in the policy of the Chinese government; and the first point, therefore, is to effect such a change; till that is done, the professed ends of the proposed scheme cannot be attained; therefore, were there no other reason for continuing the present order of things, it ought not to be disturbed. But there are various other considerations which militate against the speculation in question.

“ The British subjects who now trade to China, are all the servants of the Company, and amenable to their authority, or they are persons who traffic under the licence of the Company's Indian governments. They are all, therefore, under the protection and control of the Company's factors, who are made responsible to the government for any violations, on their part, of the laws of the country. There is thus one British authority there, and one only, armed with sufficient influence to keep the conduct of the British traders tolerably consistent with the system of the Company's commerce, and the regulations of the Chinese government, (saving in respect to occasional excesses of British seamen, of whom something will be said hereafter). But this is a kind of factorial authority over servants, or those who are in some measure dependants.

“ If ships and traders were permitted to go from this country to China, they would go by the authority of the state, with all the rights of British subjects; they would not owe subjection to the Company's representatives, and there is no reason to believe that they would be disposed to yield any; nor would it be at all reasonable that those representatives should be made answerable to the Chinese government for their conduct. But that is a condition hitherto claimed by that government in respect to all British subjects, even those in His Majesty's service; and they would continue to exact it from the principal British establishment there. What provision could be made against these difficulties? It is not easy to conceive how any British legislation could be made to reach the exigency. A law which would leave parties amenable to courts in England, would, from the time that must elapse in every appeal, be obviously inefficient. And it may well be questioned, whether the Chinese government would submit to the institution of any English legal tribunal there, though only for suits

C. Grant,  
Esq.  
(5 March 1821.)

among the English. It would be a perfect novelty in that country; and even if it can be supposed that it would be tolerated, appeals would probably soon be made, by losing parties, to the venal judges and courts of the country, who would not be likely to abate any of their power, in deference to the proceedings of a society of aliens, living under the protection of the government, therefore amenable to its laws.

“ Again, the India company acts in its commercial concerns in China as an individual; it has an unity of counsel and of operation. It is so far a match for the Chinese company, the Hong. Its imports are not depreciated, as they would be if brought in by various individuals, each going to market for himself; in this way one might continually offer lower than another, and the general standard of the selling price of imports be lowered. In the purchase of goods for exportation, directly the contrary might be expected; competition would enhance their prices; and thus the trade both in imports and exports be turned against the British merchant, by the number of dealers. If indeed there were, in like manner, many buyers and sellers on the other side, both parties might perhaps meet at a point of equality; but it is not to be forgotten, that the Chinese Hong would be like the English Company's factory, but one individual; therefore the disadvantage would be both ways against the numerous and unconnected foreign dealers.

“ Such precisely would be the situation of private English traders if they were permitted to resort to China; they would throw down at once the value of the commodities they imported, and enhance the cost of those they desired to export; and having to transact with one interest only on the other side, that is the Hong monopoly, they could not have the equalizing advantage which a plurality of dealers on that side would produce. But this would not be all; it might be expected that the India company would experience a new and powerful competition from the influx of so many individual English traders. At present, although the Americans trade pretty largely with the Chinese, the chief article they carry to that market is bullion; and in purchasing teas, which compose the greater part of their return cargoes, it is understood that they are content with taking what remains in the market after the Company have made their purchases. But an influx of English free traders must occasion a new and powerful agitation in the market, both for imports and exports; it is not to be expected they would enter on that scene with kindly dispositions towards the Company; it might be rather feared they would incline to view them with feelings of envy or rivalry, and indeed that they could not well avoid entering into competition with them in the trade of the same articles, both import and export. The injurious consequences which would naturally follow to both parties, having only the same great merchant, or the dependants of that merchant, to deal with, have been already described; it might then become a contest which of the parties could longest continue a losing trade, and the free traders might do as they had before done in their disappointment, complain of the Company's remaining privileges, and seek the whole field to themselves. With the Company's establishment they could hardly be on a footing which would either dispose them to support its consequence or to solicit its protection; and it would be contrary to past experience if a number of separate unimportant individuals, left to themselves, were not contemned and oppressed by the Chinese, as happened, not unfrequently, in the earlier times of the Company's adventures to China, when they sent small ships, and had obtained no fixed abode there. A resident consul on the part of His Majesty would, it may be thought, prove a sufficient provision against such evils; but an appointment of that nature might produce new embarrassments. It is the magnitude of the Company's concerns at Canton, joined to the perseverance and the prudent management of their factors, which leads them to temporize with the insolencies and caprice of the government, that gives weight and respect to their factors. The consul would not have that kind of weight which property and dealings gave, but he would in some sort represent a great sovereign; and it might therefore not become his office to submit to indignities which the servants of a body of merchants could endure without incurring much disgrace. And there would be this further inconvenience from the appointment of such an office; if he possessed no authority over the establishment of the East India company, he would still appear to the Chinese, though invested with the king's commission, in some respects an inferior; and if he were permitted to exercise any authority over the Company's representatives, and especially, to be a medium between them and the Chinese government, so that the factors instead of transacting immediately with the Chinese government, should have to make their representations through him, it would totally alter the situation of the Company there, perhaps render them incapable of supporting themselves as before.

C. Grant,  
Esq.

(5 March 1821.)

: "It might be expected that a large influx of English traders and seamen in private ships, would increase the probability of quarrels with the people of the country, at least between them and the English sailors. Something has been said upon this subject before; but the advocates for a free trade to China (which they vainly assume to depend on England,) "trust it has been sufficiently proved that the fears "formerly entertained of disputes arising out of a free intercourse with the Chinese, "to the probable annihilation of all trade with that singular people, are totally "groundless."

"How this proof has been made out, I am not aware. It will hardly be denied, that such disputes have occurred in times past: that they will not happen any more, or that they might not prove very noxious, though they should not occasion the absolute ruin of the trade, seem to be positions beyond proof, and uncountenanced by experience. The case of the American seamen resorting to China, cannot be allowed to be decisive of the question. They are understood to have been men of rather a superior order; to have received during the late war double the pay of British seamen, and since the peace half as much again; to enjoy several indulgencies on the voyage, among which is the privilege of purchasing some things on their own account; and it is said too, that they are persons who have families, who are known to the owners and commanders of the ships in which they sail, and indeed look forward to become themselves officers and commanders in their turn. The British seaman, on the contrary, is said to have less pay, and that pay to be his sole advantage in the voyage out and home. As long as the disparity of circumstances shall be so great (and it does not appear easy to approximate the condition of the British seaman to that of the American just described), it can be no wonder that it should produce a considerable difference of character. But the British seaman is said to be too often thoughtless and extravagant; and possessing nothing, hoping for nothing beyond subsistence, to seize upon gratification, whenever it is presented to him, regardless of consequences. That men of this stamp remaining in harbour for months, contiguous to the shore in such a populous country, and among such a people as the Chinese, numerous, corrupt, and timid, should, notwithstanding all restraints, sometimes break out into irregularities, is not much to be wondered at; and surely more is not to be expected from the crews of private vessels, than from those of the Company's ships, where a stricter discipline is kept up; neither can it be matter of surprize, that the daring eccentricities of such men, among so tame and submissive a people as the Chinese, should be offensive to a despotic yet easily alarmed government. Why the apprehensions arising from such considerations should be deemed chimerical, it may not be easy to explain; let an appeal be made to facts. That there have been frequent quarrels between the English seamen and the Chinese, and that such quarrels have been attended with very serious consequences, is an historical truth. It is as old as the early intercourse of our countrymen with China: it has been experienced from time to time, in all the progress of our connection with that country; and the impression of it has been habitual on the minds of those who had to transact, on the part of the Company, with the Chinese authorities. It would be tedious to go through the series of the Company's records for instances; let a reference to one of ancient date, and to some of recent occurrence, suffice, as showing that the evil was known more than a century ago, and still exists.

"Anno 1689, an unfortunate quarrel happened between the captain and seamen of a ship, and the Chinese. It involved the English in great difficulties; they were unable to procure a reconciliation, and sailed, leaving some of their people in the hands of the Chinese." This was before the Company was allowed an establishment in China.

"In the years 1792, 1804, 1807, and 1810, the trade of the Company was most seriously embarrassed in consequence of British seamen being charged with the murder of Chinese. On those occasions, and in all of those instances, it appeared that the seamen acted under the influence of the liquor with which they were supplied in the public houses in the vicinity of Canton. And in another instance, which occurred in the year 1799, the seamen, acting under the same influence, directed their fury, not against the Chinese, who in none of the cases before mentioned were without blame, but against some of the authorities of the other European nations trading to China. For on that occasion (namely in 1799,) the seamen from the Company's ships, in the most outrageous and unwarrantable manner, proceeded to the respective factories of the Dutch and Spanish nations, struck their several flags, and tore them in pieces. The appendix (E) contains a larger enumeration of instances of this kind; and more particulars of the circumstances attending them.

180 MINUTES OF EVIDENCE (*before Committee of Lords*) RELATIVE

C. Grant,  
Esq.

(5 March 1821.)

“ That these disgraceful acts have not been very recently repeated, is to be ascribed to the discipline enforced by the commanders and officers of the Company’s ships; a discipline to be alone expected from persons so deeply interested as our commanders and officers in the orderly and peaceable conduct of the crews of the several ships. That discipline is undoubtedly severe, as it extends to the deprivation of all general leave of absence on shore, the crews being detained to the duties of their respective ships and boats during the whole period of their stay in the river of Canton. It is the necessity of the case alone which can justify so much restraint towards the crews of the ships engaged in the China trade; but it is a restraint which can only be effectually exercised by a body of officers educated and constituted like those brought up in the marine service of the East India company.

“ It may be argued, that the excesses to which British seamen have always been prone in China, might be restrained by legislative measures here, or by investing the supra-cargoes in China with more power. It is merely the fear of being tedious, that prevents the discussion of these arguments. Only legislative provisions of great severity would have any chance of being efficient; and such provisions, which would be abhorrent to the nature of British seamen, might induce more evils than they would cure, create animosity in the seamen against their officers, and give large scope for litigation in England. As to conferring new power, either on a consul appointed by the King, or on the supra-cargoes, such power, to be efficient, must also be of a legislative kind: it could not be enforced in China against the will of the government. Offenders could not easily be pursued with effect in England; and if the crews of private ships were by any new provision placed under the control of the supra-cargoes, which perhaps would be best for the national interests there, it may easily be conceived how repugnant, and how likely to be arraigned, the exercise of such a power would be to all persons engaged in the private trade.

“ The truth is, the quarrels which happen between British sailors and the Chinese people, originate in the genius and habits of the several parties; and until these undergo a change, entire prevention, though always to be aimed at, is hardly to be hoped for.”

Have you any thing further to add, on the subject of the American trade to China, and from thence to foreign Europe?—I have brought a paper upon that subject, which I beg to submit to the Committee.

[*The Witness delivers in the same, which is read, and is as follows:*]

“ The foreign trade with the port of Canton in China is almost exclusively divided between the subjects of Great Britain, and those of the United States of America. The trade of the British with Canton having been stated, it now remains to consider the trade carried on under the American flag with that port.

“ Two particular accounts, framed in China, of that trade, one of the imports and another of the exports, from the year 1804-5 to the year 1818-19 will be found in the Appendix (F.)

“ It may be sufficient to introduce here, the totals of those years which form the whole period of the accounts furnished from Canton.

|         | IMPORTS INTO CHINA.     |                    |              | Exports from China | Total Value.                  |           |            | Average.  |
|---------|-------------------------|--------------------|--------------|--------------------|-------------------------------|-----------|------------|-----------|
|         | Sale Value, Merchandize | Number of Dollars. | Total Value. | Total Value.       | Imports and Exports.          |           |            |           |
|         | Dollars.                | Dollars.           | Dollars.     | Dollars.           | Dollars.                      | £.        | £.         |           |
| 1804-5  | 653,818                 | 2,902,000          | 3,555,818    | 3,842,000          | 7,397,818<br>(or, at 4s. 4d.) | 1,602,860 |            |           |
| 1805-6  | 1,150,358               | 4,176,000          | 5,326,358    | 5,127,000          | 10,453,358                    | 2,264,894 | 7,245,034  | 1,811,258 |
| 1806-7  | 982,362                 | 2,895,000          | 3,877,362    | 4,294,000          | 8,171,362                     | 1,770,461 |            |           |
| 1807-8  | 908,090                 | 3,032,000          | 3,940,090    | 3,476,000          | 7,416,090                     | 1,606,819 |            |           |
| 1808-9  | 409,850                 | 70,000             | 479,850      | 808,000            | 1,287,850                     | 279,034   |            |           |
| 1809-10 | 1,021,600               | 4,723,000          | 5,744,600    | 5,715,000          | 11,459,600                    | 2,482,913 | 5,034,294  | 1,678,098 |
| 1810-11 | 568,800                 | 2,330,000          | 2,898,800    | 2,973,000          | 5,871,800                     | 1,272,233 |            |           |
| 1811-12 | 1,257,810               | 1,875,000          | 3,132,810    | 2,771,000          | 5,903,810                     | 1,279,158 |            |           |
| 1812-13 | 837,000                 | 616,000            | 1,453,000    | 620,000            | 2,073,000                     | 449,166   |            |           |
| 1813-14 | 451,500                 | -                  | 451,500      | 572,000            | 1,023,500                     | 221,758   |            |           |
| 1814-15 |                         |                    |              |                    |                               |           |            |           |
| 1815-16 | 605,500                 | 1,922,000          | 2,527,500    | 4,220,000          | 6,747,500                     | 1,461,958 | 11,044,112 | 2,761,028 |
| 1816-17 | 1,064,600               | 4,545,000          | 5,609,600    | 5,703,000          | 11,312,600                    | 2,451,063 |            |           |
| 1817-18 | 1,475,828               | 5,601,000          | 7,076,828    | 6,777,000          | 13,853,828                    | 3,001,662 |            |           |
| 1818-19 | 2,603,151               | 7,414,000          | 10,017,151   | 9,041,755          | 19,058,906                    | 4,129,429 |            |           |

C. Grant,  
Esq.  
(5 March 1821.)

"The year 1808-9 was doubtless affected by the embargo laid by the American government on their own shipping in the preceding year, and the years 1812-13, 1813-14, and 1814-15, were also affected by the war between America and Great Britain. Leaving out those four years, and the whole period is then divided into three parts, from which it appears that the average of the last four years exceeds the average of the three years 1809-10 & 1811-12, in the sum of about 1,083,000*l.* per annum, *taking exports and imports together*; but in fact the increase of capital thrown into the trade, can only be reckoned at about one-half of that amount, or rather less; and it hence follows, that an amount not more than 500,000*l.* may be assumed as the total increase to the American trade with China since the opening of the trade with India to the merchants of Britain.

"The statement already referred to in Appendix (F.), will show the various articles of which the American imports into Canton were composed for the whole period from 1804-5 to 1818-19. The American imports for the four last years, 1815-16 to 1818-19, which comprised the largest importation of the whole period, are stated in the margin.

American Imports into Canton in the Years 1815-16 to 1819.

|                     | 1815-16.  | 1816-17.  | 1817-18.  | 1818-19.           |
|---------------------|-----------|-----------|-----------|--------------------|
| Dollars - Number    | 1,922,000 | 4,545,000 | 5,601,000 | 7,414,000          |
| Ginseng - Peculs    | 1,508     | 2,570     | 1,601     | —                  |
| Opium - d°          | 80        | 488       | 448       | 818                |
| Quicksilver - d°    | 450       | 99        | 3,240     | 9,345              |
| Lead - d°           | —         | 9,546     | 11,217    | 13,248             |
| Iron - d°           | 2,300     | 3,383     | 4,583     | 8,596              |
| Copper - d°         | 300       | 2,020     | 2,697     | 14,402             |
| Steel - d°          | 130       | 1,500     | 105       | —                  |
| Betel Nut - d°      | —         | 16,627    | 8,000     | —                  |
|                     |           |           |           | Value,<br>Dollars. |
| Skins - Number      | 140,385   | 64,648    | 84,252    | 372,296            |
| Cochineal - Peculs  | 43        | 35        | 40        | —                  |
| Pepper - d°         | —         | —         | 200       | —                  |
| Tin - d°            | —         | —         | —         | 2,954              |
| Ebony - d°          | —         | 450       | 107       | —                  |
| Cotton - d°         | 550       | —         | —         | —                  |
| Wax - d°            | —         | —         | 140       | —                  |
| Sulphur - d°        | —         | 1,146     | —         | —                  |
| Camlets - Pieces    | —         | 1,798     | —         | 1,788              |
| Cloves - Peculs     | —         | 28        | —         | —                  |
| Sandal Wood - d°    | 2,500     | 7,400     | 15,825    | 10,152             |
| Bombazetts - Pieces | —         | —         | —         | 2,400              |
| Broad Cloth - d°    | —         | —         | —         | 769                |
| Chints - d°         | —         | —         | —         | 600                |

Ginseng and Sundries, without any specification, are stated at the value of 233,269 dollars.

Note.—The Imports of Europe articles were greater in the last than in the former three years, with the exception of steel, of which there was none imported in 1818-19, and camlets, of which ten pieces less were imported in 1818-19, than in 1816-17.

are taken, comprehend a series of years, they may be assumed to exhibit the settled mode and course of their trade.

"2dly. It is not to be questioned, that the Americans will continue to supply the demand of their own country for Chinese productions, because they can do so with more advantage than foreigners; and that the only way in which British merchants could enter into competition with them in the China market, will be in British goods, which, as above stated, are imported in so trifling a degree by the Americans, as to be no object of contest.

"A particular view, however, of the articles of American imports into Canton, in which the product or manufactures of Britain are at all likely to compete, is given in the margin; and from the last of the four years in the preceding statement, because it is that wherein the largest quantity of each was imported.

|               | Peculs or Tons. | Value.<br>Dollars. |
|---------------|-----------------|--------------------|
| Lead -        | 13,248 - 788    | 76,176             |
| Iron -        | 8,596 - 512     | 34,384             |
| Copper -      | 14,402 - 857    | 316,814            |
| Tin -         | 2,954 - 176     | 62,034             |
| Camlets -     | — Pieces 1,788  | 80,460             |
| Bombazetts -  | — - 2,400       | 16,800             |
| Broad Cloth - | — - 769         | 38,450             |
| Chintz -      | — - 600         | 4,800              |

C. Grant,  
Esq.

(5 March 1821.)

" From private information, it is presumed that the copper referred to, was the produce of South America, which may be supposed to be the fact; from the price at which that copper sold, namely, under 80*l.* per ton; so that if copper were considered as an article generally vendible in China, the price at which the American copper was sold, does not appear to promise much to the mining interest of Britain. It is stated, by one of the China supra-cargoes, that this copper is not used by the Chinese, but purchased by the traders from India to export thither. The tin is understood to have been imported from the island of Banca, the produce of which is more in request in China than the produce of the mines of Cornwall. The Company have exported Cornish tin to China for many years past, and upon an average of the period from 1793-4 to 1818-19, at a loss.

Annual invoice value of woollens,  
lead, iron, tin, &c. imported by the  
Company into China, on the average  
of 26 years - - - £.946,244.  
Sale value of lead, iron, bombazets,  
broad cloth, and chintz imported  
into China by the Americans in the  
years 1818-19,  
Drs. 170,610, or £. 36,965.

" The camlets are supposed to have been Dutch manufacture, which are also more in request in China than the manufactures of Norwich. That they were so, may be presumed, from the stated fact, that the American camlets sold for about 45 dollars each piece, while those exported by the Company only produced about 40 dollars each piece.

Vide paper referred  
to in the evidence  
of Mr. Grant of the  
6th July 1820.

" In respect to the lead, iron, broad cloth and other woollens, it may be sufficient to say, that the Company have never failed to supply the market in China with the full quantity that market appeared likely to absorb; indeed they have not stopped short at that point, for, in fact, during the period of twenty-six years before mentioned (from 1793-4 to 1818-19) the invoice value of British woollens, metals, &c.

*Note.*—To the year 1813-14 inclusive, a sum equal to 10½ per cent on the prime cost of the goods purchased in England for exportation to China was added, which made the invoice cost to that period. But since 1813-14 the real charges of risk, freight, interest, &c. have been added to the prime cost, for showing the invoice cost of such goods; which sum, in the last five years, is equal to a charge of 12 per cent on the prime cost of goods purchased by the Company in England.

imported into China by the East India company, amounted on an average to £. 946,244 per annum; on which an average loss was sustained of about £. 64,000 per annum. From 1793-4 to 1813-14 inclusive, the whole charges added to the prime cost of the goods in England, including risk, interest of money, freight and charges, shipping and merchandize, amounted to only 10½ per cent; and since 1813-14, those charges have amounted to about 12 per cent on the average of the last five years. A charge, it is presumed, less than any individuals could afford to put upon the prime cost of their cargoes, especially when so large a part of the present period was subjected to war charges and to war risk.

sent period was subjected to war charges and to war risk.

" On this point it may be only necessary further to observe, that as the whole experience of the Company abundantly proves there is no other legitimate mode for introducing British products and manufactures into China, than that employed by the Company, it would certainly follow, were such articles publicly imported by private merchants, the sale value of the whole would be depreciated, whilst, for reasons before stated, the consumption could not be materially extended, and of course, the Company in their own defence, would be forced to the painful necessity of reducing the quantity of their exports, in the ratio that the exports of the private merchants affected the sale value of British articles in China.

" There has been a rumour, traced to no authentic source, that some house at Canton had commissioned to England for British manufactures to the amount of a million sterling. No operation of that magnitude, or approaching to it, has been discovered, and the report is very incredible. Howqua, a rich Hong merchant, and a large reputed adventurer to America and Europe, has been thought the most likely to embark in such a speculation; but he has a great quantity of the Company's woollens unsold and piled up in his warehouses.

" From what has been said, it may be concluded, that as British merchants cannot enter into any competition with the Americans, for supplying the United States with Chinese commodities for their own consumption, so neither can the Americans compete with the British importer of his own country manufactures into Canton; and as there is no prospect of effecting any considerable increase in the demand there for those manufactures, there would be no opening for such a new trade in them as is now in speculation, even if there were not invincible objections to such a trade.

" The

"The statement of the American export trade with China, comprehends the whole trade carried on by that flag for the consumption of the United States, as well as for the consumption of foreign Europe; and the increase of that trade in the last four years is partly for an increased American, and partly for an increased European demand." C. Grant, Esq. (5 March 1821.)

"It is only in the four years from 1815-16 to 1818-19, that the statements from Canton separate the American exports into consignments intended for American and European consumption; and although in the margin a statement is exhibited of the quantities intended for Europe and America respectively, it is only for the two last years of the period, that the value of the consignments can be stated separately, which is as follows:

| EXPORTED FROM CANTON FOR AMERICAN CONSUMPTION. |                     |                   |                   |                     |                |                 |                           |
|--|---------------------|-------------------|-------------------|---------------------|----------------|-----------------|---------------------------|
|  | Ten, Pounds Weight. | Nankeens, Pieces. | Raw Silk, Peculs. | Silk Goods, Pieces. | Sugar, Peculs. | Cassia, Peculs. | Sundries, Value, Dollars. |
| 1815-16  | 4,514,280           | 455,000           | - -               | - -                 | - -            | 1,695           | -                         |
| 1816-17  | 6,074,100           | 1,434,000         | - -               | - -                 | 2,500          | 4,950           | -                         |
| 1817-18  | 7,535,885           | 1,228,000         | 576               | 200,886             | 10,717         | 2,047           | 256,350                   |
| 1818-19  | 8,884,998           | 1,563,600         | 821               | 291,751             | 26,453         | 3,547           | 182,131                   |

  

| EXPORTED FROM CANTON FOR EUROPEAN CONSUMPTION. |                     |                   |                   |                     |                |                 |                           |
|--|---------------------|-------------------|-------------------|---------------------|----------------|-----------------|---------------------------|
|  | Ten, Pounds Weight. | Nankeens, Pieces. | Raw Silk, Peculs. | Silk Goods, Pieces. | Sugar, Peculs. | Cassia, Peculs. | Sundries, Value, Dollars. |
| 1815-16  | 2,731,010           | 185,000           | - -               | - -                 | - -            | 1,650           | -                         |
| 1816-17  | 2,880,000           | 360,000           | - -               | - -                 | 4,500          | 1,294           | -                         |
| 1817-18  | 2,086,245           | 241,000           | 170               | 650                 | 1,200          | 550             | 18,200                    |
| 1818-19  | 3,103,651           | 726,800           | 2                 | 645                 | 15,700         | 1,491           | 15,343                    |

Note.—The year 1818-19, as received from Canton, does not distinguish the quantities intended for European and American consumption; but as the whole quantity exported is stated, and the value of that intended for Europe, the particular quantities have been found by the proportion the value of the part given bears to the whole quantity stated.

|  | In 1817-18.           | In 1818-19.           |
|--|-----------------------|-----------------------|
| Value cargoes exported from Canton by the Americans, intended for the consumption of the United States | Dollars.<br>5,927,519 | Dollars.<br>7,582,372 |
| Ditto " " intended for the consumption of Europe   | 849,823               | * 1,459,383           |
| Total American exports - - - Dollars   | 6,777,342             | 9,041,755             |

"From an inspection of the statement for the four years in the margin, it is clear that the great increase in the American exports from Canton, has been caused by the demand for the consumption of the United States, with the exception of one article, nankeens, which has increased in the European demand in a ratio rather exceeding the increased demand for American consumption. In respect to the tea, the increase in the exports intended for Europe in the last year, is but small, not above one-seventh; while the increase in the exports intended for America in the last year, is nearly double the quantity exported in the first year of the period; an increase, too, so regular as to lead to the presumption, that it is required for a regular and actual demand.

|                  | Dollars.    |
|------------------|-------------|
| * Teas           | - 895,023   |
| Silk Piece Goods | - 7,740     |
| Nankeens         | - 384,864   |
| Sewing Silk      | - 840       |
| Sugar            | - 113,825   |
| Cassia           | - 41,748    |
| Sundries         | - 15,343    |
| Total Value      | = 1,459,383 |

184 MINUTES OF EVIDENCE (before Committee of Lords) RELATIVE

C. Grant,  
Esq.

(5 March 1821.)

Dr. Seybert's Work, page 21. Population of the United States according to the Census of

1800 - - 5,319,762

D<sup>o</sup> 1810 - - 7,239,903

Note.—It is supposed that the Census of 1820 will show a total of

10,000,000

Tea exported from Britain to the British North American Colonies

In 1816 - Pds. Wt. 457,208

1817 - - - 512,574

1818 - - - 692,678

In three quarters of } 607,260  
the year 1819

“ That the population of the United States of America has increased in a very great degree in the last twenty years, is universally admitted, and to this increase may in some measure be ascribed the increased demand for the productions of China. But it is authentically known, although there has been an increasing exportation of tea from this country in the last three or four years, for the supply of the British North American colonies, that some portion of the American exports from China is intended for the surreptitious supply of those colonies where the population may with the accessions from Europe be also reckoned to be on the in-

crease. So far the American exports may be supposed to proceed upon an actual demand, which cannot be inferred in respect to the American exports for European

Vide Paper delivered to the Committee of the House of Lords by C. Grant, Esq.

consumption, because, as has been already stated, there is a quantity of tea remaining unsold on the continent of Europe, equal to about four years consumption; part of this stock may per-

haps be the property of Howqua, one of the Hong merchants, who is said to have adventured largely, through the Americans, in exports to the United States, and to Holland, but to have suffered severely by his enterprizes; his loss in the last five years being estimated by one of the China supra-cargoes, at dollars 600,000, or 130,000*l*.

“ The Americans are stated to re-export from the United States annually, a quantity of tea to the ports of foreign Europe, which no doubt has tended to increase the quantity of tea there unsold, before referred to. But it may be presumed, that the excess of supply to foreign Europe in former years, together with the commercial distresses in America, will cause a decreased export of teas from Canton, by the Americans, in some future years.

“ The subject, however, now more immediately in question, is the nature and amount of the exports by the Americans from China to foreign Europe. It has been shown in the preceding part of this section, that the total amount of those exports was in 1818-19, the last and the largest year of which we have account, dollars 1,459,383 or 316,200*l*. In this aggregate, the article of tea stands at dollars 895,023 or 193,922*l*. Of the other articles, only nankeens and sugar are considerable, making together dollars 498,689 or 108,049*l*.; and they are neither of them wanted in this country. But taking the total sum of 316,000*l*. as the annual amount of American importations from China to foreign Europe, of how little importance would it be in the scale of British trade? Ought the long subsisting relations subsisting between this country and China, to be hazarded for the utmost possible profit of such a trade, or even for the capital employed in it, and supposing the Americans to be otherwise sure of permanently enjoying this trade? But of this there can be no reasonable expectation.

“ For though it may be probable, that during the greater part of the late war, the consumption of tea on the continent of Europe was principally supplied by the Americans, some part of the quantity being occasionally introduced by Swedish, Danish, and Portuguese ships; since the peace several cargoes of tea have been dispatched from China under Portuguese, Dutch, Swedish, and Danish colours. The memorialists would seem to have overlooked a fact perfectly well known, that those several nations had, for many years prior to the late war, been engaged in the trade with China; and it is quite reasonable to believe, that now the maritime countries of Europe are in a state of peace, they will endeavour to resume their station in that trade, in order to supply their own consumption of tea, and other Chinese productions.

“ The next point for consideration is the amount or value of the trade carried on between the eastern islands and China. The value of this trade can only be stated for



C. Grant,  
Esq.

(5 March 1821.)

for the two years 1817-18 and 1818-19, which, embracing the whole trade carried on by the British and American flags, is stated in the margin.

“ From the statement in the margin, it is apparent, that of the trade actually carried on between the eastern islands and China, much the larger part is already in the hands of the merchants trading under the flag of Britain; and as the whole of that trade is perfectly free, both to the Americans and to the British merchants residing in India, it may be presumed such trade is carried to the utmost limit the commercial ingenuity of the parties engaged therein can exercise. The American part of that trade is too small to deserve notice; and respecting that of the British, which though considerably more extensive than the American, is of itself of no great importance, when compared with the general ascendancy of the British in the Indian seas; nevertheless, were any alterations made, it could only be by taking some part of that trade already enjoyed by British subjects residing in India, and giving it to British subjects residing in England.

Imported into China from the Eastern Islands or Malay Archipelago.

|                     | By British Ships. |                | By American Ships. |                |
|---------------------|-------------------|----------------|--------------------|----------------|
|                     | In 1817-18.       | In 1818-19.    | In 1817-18.        | In 1818-19.    |
|                     | Dollars.          | Dollars.       | Dollars.           | Dollars.       |
| Banca tin -         | 127,400           | 188,138        | - - -              | 62,034         |
| Pepper -            | 359,800           | 194,096        | 3,000              | -              |
| Rattans -           | 21,600            | 48,915         | - - -              | 4,856          |
| Beetel nut -        | 39,700            | 117,588        | 32,000             | 30,068         |
| Birds nests -       | - - -             | 1,200          | - - -              | -              |
| Spices -            | - - -             | 139,290        | - - -              | 10,260         |
| Wax -               | - - -             | - - -          | 5,600              | -              |
| Sandal wood-        | 47,100            | 67,500         | 174,075            | 91,368         |
| Ebony -             | - - -             | - - -          | 535                | 2,149          |
| Rice -              | - - -             | - - -          | - - -              | 10,748         |
| <b>Total - Drs.</b> | <b>595,600</b>    | <b>756,727</b> | <b>215,210</b>     | <b>211,483</b> |

Note.—The Company import their sandal wood from Mysore, in the peninsula of India; the country trade, and the Americans, from the eastern islands, including the Sandwich islands. The value of the rattans, beetel-nut, spices, ebony, and rice, imported by the Americans in 1818-19, is particularized by Mr. Toone; all the other articles are taken from the accounts received from Canton.

“ The Trade carried on between the Eastern Islands & British India, for the four years before stated, respecting the Trade with India, is stated in the margin.”

TRADE between the EASTERN ISLANDS and INDIA.

|         | Imported into India. |           |           | Exported from India. |           |           |
|---------|----------------------|-----------|-----------|----------------------|-----------|-----------|
|         | Merchandize.         | Treasure. | Total.    | Merchandize.         | Treasure. | Total.    |
|         | Rupees.              | Rupees.   | Rupees.   | Rupees.              | Rupees.   | Rupees.   |
| 1814-15 | 4,720,381            | 2,283,038 | 7,003,419 | 7,589,723            | 684,166   | 8,273,889 |
| 1815-16 | 4,989,535            | 2,221,379 | 7,210,914 | 7,366,091            | 97,265    | 7,463,356 |
| 1816-17 | 4,910,977            | 4,406,675 | 9,317,652 | 6,297,274            | 34,157    | 6,331,431 |
| 1817-18 | 3,697,502            | 5,086,472 | 8,783,984 | 7,612,214            | 96,766    | 7,708,980 |

Note.—Under the Eastern Islands are comprehended the following heads, in the Indian Reports of External Commerce:—Pegue, Penang and Eastward, Sumatra, Java, Amboyna, and the Manillas. The Appendixes (G. & H.) containing the particulars of the exports and imports above stated, does not entirely agree with the sums in the preceding statement, which is owing to the statement having been first drawn out including, in addition to the places before mentioned, the following; viz. Mauritius, The Cape of Good Hope, Mosambique, New South Wales, the Maldivia Islands, &c. A reference to the Appendix will show the amount deducted for the trade to and from the places last enumerated.

Are you desirous of offering any observations to the Committee respecting the American trade in furs between North America and China?—I have brought some observations upon that subject, which I would beg leave to submit to the Committee.

[The Witness delivers in the statement, which is read, and is as follows:]

“ Among the speculations in which the advocates for new changes in the established system of our eastern commerce have indulged, one is, that of a valuable trade in furs from the north-west coast of America to China, involving the purchase

C. Grant,  
Esq.

(5 March 1821.)

of those furs with British manufactures, and investing the proceeds of the furs in China commodities for foreign Europe. Thus the committee of ship owners express themselves in their memorial: 'That a most valuable trade might be carried on from this country with the north-west coast of America, in British manufactures, to be exchanged for furs for the China market, provided that British vessels were permitted to take in return cargoes at China for other markets than those of this country, which trade is at present almost wholly in the hands of the Americans.' And a memorial from certain manufacturers contains, with other matter on the same subject, the following passage: 'The trade adverted to is that which is principally carried on by the vessels of the United States to the north-west coast of America, where furs are procured for the China market, from whence valuable cargoes are returned, which meet a ready sale throughout the continent of Europe, the Canadas, and other parts of the globe. Very few if any British manufactures are bartered for the furs so much in request in China, but that an extensive consumption of our manufactures would be the certain consequence of this branch of commerce being laid open to British enterprize.' It does not appear, that the memorialists possessed any particular knowledge relative to the trade in question. It would seem that they had only general obscure notions of it, which magnified the object to their minds, and that hence they assumed both its importance and practicability. There are, however, certain authentic documents within reach, which exhibit the trade of the United States in furs for the China market, and the quantities of furs imported from America into Canton. From these documents, which are now to be quoted, it seems evident that the trade is too inconsiderable in amount to employ profitably any of the shipping or manufactures of this country, sent as they must be from England to the north-west of America, the expedition thence proceeding to China, and from that country to foreign Europe. The whole basis of any adventure in that trade would be a return cargo from China to foreign Europe, and this, it will hereafter be shown, would also be a trade of little value to the nation."

"Reference is now requested to the following statements :

Extracted from  
Dr. Seybert's work,  
pp. 132 and 141.

"STATEMENT of the annual Amount of the Exports from the United States to the North-west coast of America, from the Year 1789-90 to 1816-17.

|                   | Dollars.         |
|-------------------|------------------|
| 1789-90           | 10,362           |
| 1790-91           | 3,380            |
| 1791-92           | 2,483            |
| 1792-93           | 1,586            |
| 1793-94           | 5,383            |
| 1794-95           | 44,063           |
| 1795-96           | 23,510           |
| 1796-97           | 15,607           |
| 1797-98           | 79,515           |
| 1798-99           | 72,941           |
| 1799-1800         | 746,153          |
| 1800-1            | 343,388          |
| 1801-2            | —                |
| 1802-3            | 58,500           |
| 1803-4            | 196,059          |
| 1804-5            | 302,859          |
| 1805-6            | 257,799          |
| 1806-7            | 103,710          |
| 1807-8            | 274,705          |
| 1808-9            | 182,356          |
| 1809-10           | 145,918          |
| 1810-11           | 115,473          |
| 1811-12           | 30,448           |
| 1812-13           | 24,567           |
| 1813-14           | —                |
| 1814-15           | 170,985          |
| 1815-16           | 240,962          |
| 1816-17           | 1,110,839        |
| Total of 28 years | <u>4,563,501</u> |
| Average per Annum | <u>162,982</u>   |

STATEMENT of the Number of FURS imported into China by the Americans, in the Seasons 1804-5 to 1818-19.

| SEASONS.                                     | Sea Otters. | Dry Fur, Seal Skins. | Newtre Skins. | Beaver Skins. | Rabbit Skins. | Fox Skins. | Land Otter Skins. | Sable Skins. | Musk Rat Skins. | TOTAL.               |
|--|-------------|----------------------|---------------|---------------|---------------|------------|-------------------|--------------|-----------------|----------------------|
|  | Number.     | Number.              | Number.       | Number.       | Number.       | Number.    | Number.           | Number.      | Number.         | Number.              |
| 1804-5                                       | 11,003      | 183,173              | 67,200        | 8,756         | -             | -          | -                 | -            | -               | 270,136 <sup>2</sup> |
| 1805-6                                       | 17,445      | 140,297              | -             | 34,464        | 3,400         | -          | -                 | -            | -               | 195,406              |
| 1806-7                                       | 14,251      | 261,330              | -             | 23,368        | -             | -          | -                 | -            | -               | 298,949              |
| 1807-8                                       | 16,647      | 100,000              | -             | 11,750        | -             | 2,009      | -                 | -            | 7               | 130,606              |
| 1808-9                                       | 7,944       | 34,000               | -             | 5,170         | -             | -          | 3,400             | -            | -               | 50,514               |
| 1809-10                                      | 11,003      | -                    | -             | 20,000        | -             | 3,500      | 15,000            | -            | -               | 49,503               |
| 1810-11                                      | 9,200       | 45,000               | 4,800         | 14,200        | -             | 4,500      | 15,000            | 725          | -               | 93,425               |
| 1811-12                                      | 11,593      | 173,886              | 145,000       | 20,000        | 4,736         | -          | 12,000            | -            | -               | 367,215              |
| 1812-13                                      | 8,222       | 109,189              | 1,200         | 2,330         | -             | -          | 2,000             | -            | -               | 122,941              |
| 1813-14                                      | 6,200       | 59,000               | -             | 3,928         | -             | 284        | 7,045             | -            | -               | 76,457               |
| 1814-15                                      |             |                      |               |               |               |            |                   |              |                 |                      |
| 1815-16                                      | 4,300       | 109,000              | -             | 168           | -             | 12,553     | 14,364            | -            | -               | 140,385              |
| 1816-17                                      | 3,650       | 27,000               | 17,000        | 1,579         | -             | 9,952      | 5,467             | -            | -               | 64,648               |
| 1817-18                                      | 4,177       | 47,290               | -             | 15,067        | 300           | 350        | 9,400             | 668          | 7,000           | 84,252               |
| 1818-19                                      | 7,327       | 38,240               | -             | 15,570        | 15,042        | 3,020      | 9,885             | -            | -               | 139,084              |
| Total Number                                 | 132,962     | 1,377,405            | 235,200       | 176,350       | 23,478        | 36,163     | 93,561            | 1,393        | 7,000           | 2,083,517            |
| Average of 15 Years                          | 8,864       | 91,827               | 15,680        | 11,756        | 1,565         | 2,411      | 6,237             | 93           | 466             | 138,901              |
| Average of the four Years 1815-16 to 1818-19 | 4,864       | 67,882               | 4,250         | 8,096         | 3,835         | 6,469      | 9,779             | 167          | 1,750           | 107,092              |

" It is evident, from an inspection of the last statement, that the average number of skins imported into China by the Americans, in the last four years, is not equal to the average annual importation of the whole period stated of 15 years. It may, therefore, be assumed, that the trade in this article, on the part of the Americans, has not increased since the late peace.

" The sale value in China, of the furs of the north-west coast of America, are only stated for the years 1817-18, and 1818-19; the amount in the former year, was dollars 320,009, and in the latter year, 372,296, or in sterling money about 69,000*l.* and 81,000*l.*

" The profits attendant upon the American trade in furs, with China, is not known, but from the statement already given in a preceding page, it appears that, on the average of the whole period of twenty-eight years, the value of merchandize exported from the United States to the north-west coast of America, amounted to dollars 162,982 per annum. That during the periods of ten years, from 1805-6 to 1814-15, the annual average value of merchandize exported, was dollars 130,596.

It is true that there appears a very considerable augmentation of the value exported, in the two years subsequent to 1814-15; but when it is considered, that the total value exported in the three preceding seasons, of 1811-12, 1812-13, and 1813-14, amounted only to dollars 55,015, the excess in the latter years, may, it is supposed, be fairly ascribed to the necessity which existed for making good the deficiency in the supplies of former years, and also to the renewed charge for re-furnishing such of the American commercial establishments, on the north-west coast of America, as had been destroyed in the course of the late war between the United States and Great Britain.

" The present state of the fur trade in the interior, and on the sea coasts of America, is but imperfectly known; but it is well ascertained, that the government of the United States have manifested a great desire to obtain as much of that trade as possible, for the benefit of their

Value merchandize exported from the United States, to the north-west coast of America, in the  
 Year 1815-16 - Drs. 240,962  
 Do. 1816-17 - 1,110,839

In the early part of the travels of Messrs. Lewis and Clarke, undertaken by the order and at the expense of the government of the United States, in the years 1804, 1805, and 1806 (London edition, Longman and co.), some traders, belonging to the British north-west company, were met with on the Missouri: and in page 183 of vol. 1. it is stated, " At parting, we told them (Indian chiefs), that we had heard of the British trader, Mr. Laroche;

C. Grant,  
Esq.

(5 March 1821.)

own citizens. It is most probable, therefore, that an increased effort on the part of the British inland traders, to obtain a larger portion of the furs procured by the native hunters, or an attempt on the part of British navigators, to acquire a larger portion of the marine animals on the north-west coasts of America, for the supply of the China market with their furs, would only lead to increased charges for an article which does not promise any increase to its consumption.

“The memorialists state, that ‘very few, if any, British manufactures are bartered for the furs so much in request in China; but that an extensive consumption of our manufactures would be the certain consequence of this branch of commerce being laid open to British enterprize.’ The quantity or the sorts of British merchandize, which are at present bartered by the Americans for the inland or marine furs carried by them to China, is no where stated in the American work referred to; but on the average of the 10 years from the 1st October 1802, to the 30th September 1812, the annual export of merchandize from the United States to the north-west coast of America, is stated as follows:

Dr. Seybert, p. 155.

|  |          |         |
|--|----------|---------|
| “ Annual average value of articles of the domestic produce of the United States of America | Dollars. | 19,011  |
| “ Ditto of articles of foreign merchandize re-exported                                     |          | 147,771 |
| “ Total annual average export in 10 years  |          | 166,782 |

Dr. Seybert, p. 255.

“And it is also stated, that on the annual average of the three years 1802, 1803 and 1804 (the only average given in this view), of the whole quantity of foreign merchandize imported into the United States, Great Britain and its dependencies furnished in the proportion of about  $47\frac{1}{2}$  per cent. It may therefore be presumed, that although the merchandize employed in the American fur trade is not directly shipped from the ports of Great Britain, yet that, circuitously through the ports of the United States, the larger part of the merchandize employed in the trade with the north-west coast of America is already composed of the produce of British industry, and that the manufacturers are only deceiving themselves when they state, that the certain consequence of engaging directly in the trade with the north-west coast of America would lead to any considerable increase of the consumption of British goods. In fact, where is the encouragement to any prudent British merchant to enter into this trade at all? He must fit out a ship from England for the distant region of the north-west coast of America; he can send but a small quantity of British manufactures by her, for it appears the Americans already in the trade do not use in it to the annual value of 50,000 *l.* of those manufactures; he must have a factory there to prepare his cargo of furs; and the annual sale in China, of the furs of the north-west coast of America, amounts only to about 90,000 *l.* If the whole of this fur trade were in British hands, it need not employ more than one ship, or at most two, annually; but what rational hope can be entertained that the merchants of Great Britain could enter into a successful competition in this trade with the subjects of the United States, who are rather nearer to the north-west coast, and are already in actual possession of the trade.”

having attempted to distribute medals and flags among them, but that those emblems could not be received from any other than the American nation, without incurring the displeasure of their great father the President:” and in the following page, 184, it is stated, “Mr. Laroche, the principal of the seven traders, came with one of his men to see us; we told him, that we should not permit him to give medals and flags to the Indians; he declared that he had no such intention, and we then suffered him to make use of one of our interpreters, on his stipulating not to touch on any subject but that of his traffic with them.”

In the year 1819, it is believed a military force was sent to fix a post or posts on the Yellow Stone River, which falls into the Missouri; and it has very lately appeared, that a military post has also been established on the St. Peter's River, which flows into the Mississippi several hundred miles to the northward of the junction of the latter with the Missouri. All these posts appear, from the American statements, to be connected with the intention, that the citizens of the United States shall embrace the largest possible share of the trade with the native Indians, for furs, &c.

*Note.*—It is supposed that the quantity of marine animals has very much decreased of late years; for an American writer, the honourable T. Pitkin; a member of the House of Representatives, from the state of Connecticut, states as follows, at page 249 of his 2d edit. New York: “Not only has the north-west coast been explored by the enterprize of the Americans for furs; but every island in the South Seas, and every part of the continent of South America, has been visited, in search of seal skins for the same market. These sealing voyages were also at first very profitable, and induced many others to engage in them. The business, however, was over-done: the seal in a few years became so scarce as not to be worth the pursuit.”

(5 March 1821.)

Do you conceive that any facility exists for increasing the extent of British trade with the eastern islands, Cochin China, and other ports; and will you state the grounds of the opinion you have formed upon that subject?—Considering that subject as of some importance and extent, I have prepared the following observations.

[*The Witness delivers in the same, which are read, and are as follow :*]

“ It may be again observed, that it seems to be taken for granted by the present advocates for new privileges in the eastern trade, as it was in 1813, that nothing is wanting to an ample extension of it but the permission of the legislature; in like manner as the doctrines of political economy seem sometimes to be urged as if they might be applied through an unresisting medium, without opposition from the pre-existing state of human affairs. What has been already shown of the repulsive inhospitable character of the Chinese government, may serve to rectify all such notions in every candid mind; but the principle of a jealous unsocial repelling conduct towards foreigners, especially Europeans, is not peculiar to the Chinese; it is equally, indeed more stern in Japan, Cochin China and Tonquin; and the governments of Siam and Pegu, though not equally averse to strangers, have been so often capricious and cruel, and the climate of the former country is so bad, that there is but little resort of British traders to them; hardly any Europeans of character, unless missionaries, venture to reside in their dominions. In short, those countries which have the most in their productions to attract strangers, Europeans especially, are the most rigid in the regulations under which they give them contemptuous, humiliating, and guarded reception. It is needless to dwell upon the instance of Japan; it must be known to all the world, that for considerably more than a century the Dutch are the only Europeans who have had admission to the country, and that under very degrading conditions. The conduct of China has been already largely exhibited; that of Cochin China to the Company, their servants, and subjects, and indeed to all Europeans, from an early period to the present day, may be next indicated sufficiently for conviction; to detail it at length would occupy more time and space than it would be proper to allot to it.

“ As early as the year 1619, the East India company attempted to obtain a commercial settlement there; it ended in the massacre of their factors. Another attempt, however, was made in 1627, which also proved unsuccessful. These failures it is probable gave such an impression of the character of the government as to prevent new efforts for a considerable time; at least no other record has been met with before 1695; after a long negotiation with the king of Cochin China, from which the court of directors at first augured success, that attempt also came to nothing. These repeated failures, ascribed probably to the aversion of the government, seem to have long discouraged the Company’s servants from any new endeavours. An event happened about the year 1764, which must have further indisposed them. A plot was laid by the Cochin Chinese to cut off the Admiral Pococke Indiaman, Captain Riddell, which put into one of their harbours for refreshment; the plot was revealed to Captain Riddell by a Portuguese missionary, who was afterwards received with distinguished honour at Calcutta.

“ In 1778, however, Governor Hastings made a new attempt; he sent a civil servant to the king of Cochin China as ambassador; after long negotiation, which appears to have been perfidious on the part of the Chinese government, he was obliged, in order to save himself, his vessel and crew, to depart clandestinely from Touron, and with difficulty escaped the, at length, open hostility of the Chinese. The account of his embassy will be found in the appendix.

“ In the year 1803, the court of directors employed their China servants to institute another negotiation with the government of Cochin China.

“ That was unsuccessful as all the preceding; the king was then surrounded with French influence, and to that was imputed his rejection of the English overtures. The correspondence which grew out of this attempt for a series of years, is indicated in the Appendix, (C.) p. 40. Signally as the Cochin Chinese government was obliged to the French, who were the first means of forming there a respectable navy, its predominant policy made them an ill return. Lewis the 18th of France, sent in 1817 Count Kergarien in the Cybele frigate, to renew the former connection of France with that country; the king of Cochin China refused to receive the embassy.

C. Grant,  
Esq.

(5 March 1821.)

“ Captain Ross of the Company’s Bombay marine has been employed on nautical surveys in the eastern seas for thirteen years past. He states to the following effect: “ That he has been several times at Cochin China, and always very ill received; not allowed to refit after a storm, nor to refresh his crew. He once purchased 50 bags of rice of a Tonquinese vessel in Turon Bay, for which the vessel was seized by the Cochin Chinese government, and the master confined. On visiting the same port twelve months afterwards, he saw the vessel still under detention; he inferred from a conversation with an intelligent man at Saigon, that Cochin China was under the influence of the emperor of China. Captain Ross states moreover, that the Cochin Chinese are very far behind the Chinese in civilization, by no means exhibiting the same appearance of comfort in their towns; and that, in fact, throughout the whole extent of coast, there is not one decent town; nor on the shores of the very fine harbours they possess are any habitations to be seen but the huts of fishermen; no marks of any extensive population, but the reverse, the country being a strip of land along the sea coast, thickly wooded, and abounding with beasts of prey. No apparent disposition for trade; the people indolent, the Mandarins extortionate, and more despotic than those of China. The boats which move along the coast are not employed in trade, but in transporting grain from the south to the north, the revenue being paid in kind. The principal people wear silk; the lower orders coarse cotton stuffs of their own manufacture.”

“ From letters of the missionaries in Cochin China, for the last three years, that country appears to be in the greatest disorder, which is expected to be increased on the death of the king, as he has appointed his youngest son to succeed him, who has declared, that if he overcome his competitors, he will break off all connection with Europeans, and dismiss the missionaries, with all the native Christians, from the country.

“ With respect to Tonquin, the Company, as early as the year 1671, adopted measures for settling a factory there. The following notices are extracted from the journal of some factors who obtained an establishment there in 1672. “ A Mandarin pinions a ship’s captain for not towing against a violent stream. Tonquin not desirous of foreign trade. The English chief and factors petition the king, desiring privileges, and obtain an audience. A factory at Tonquin will not bear the charges, unless it has trade to Japan. The people of Tonquin have very low thoughts of strangers, and the court are too proud to correspond with merchants. The Dutch dare not own they have no sovereign. The Mandarins are generally of low extraction. The policy of the court was to impede trade.” This first view of Tonquin, as a country for commerce, appears to have been a just one. “ With the two trades of Japan, and the Manillas,” say the factors, “ the English would be able to share with the Dutch in the silk trade.” But they did not acquire this object; and experiencing trouble from the despotism and misgovernment of the country, the factory was, after continuing five and twenty years, withdrawn in 1696, and does not appear ever to have been re-established. Such has been the issue of the commercial attempts of other European nations in that country. “ In the seventeenth century” (says a well-informed author) “ the Portuguese, the Dutch, the English, and the French, had factories in Tonquin, but they have long since been abandoned.”

“ As to the practicability of reviving a connection with that country at the present time, nothing more need be said, than that it is now subject to Cochin China, whose policy towards Europeans has been already described, and whose sovereign, after a sanguinary warfare of near thirty years, subdued the kingdom of Tonquin about the year 1800.

“ It has been advanced by the advocates for new experiments in eastern commerce, particularly with China, that a trade is now carried on from that country, and by the Portuguese to Cochin China. There is a coasting trade from China thither, by Chinese junks, and probably from ports to which Europeans have no access; but is it to be imagined, that the jealous government of China, possessing too the influence it does over Cochin China, would suffer the Europeans, who come there as foreign traders, to dispossess its own subjects of the trade of its own ports? One of the Company’s supra-cargoes observes, that the trade carried on between China, Cochin China, Tonquin, and Siam, is not large, merely a coasting trade; and that Cochin China is too hot to require our woollens.” But those advocates might have learnt more correct information from a work printed in 1815, before quoted. “ At present (says the author of that work, speaking of Tonquin), the Chinese are treated with more favour than any other nation, and are allowed to ascend the rivers; a privilege also

Hamilton’s East  
India Gazetteer.

East India  
Gazetteer.

also granted to the Macao Portuguese, but neither are permitted to establish factories on shore." There is, however, evidence still more recent and conclusive on the subject, from the Company's China supra-cargoes of the following import: "The Portuguese used to carry on a very small trade from Macao to Cochin China, consisting of China goods, no woollens or other British manufactures, for betel-nut of a superior quality in return; but this trade has been discontinued, on account of the rapacity of the local Mandarins." With regard to Siam and Pegue, little need be said, because the importance of a trade with them is not much insisted on. The Company maintained some relations with Siam, from a very early period, for more than a century, but were thwarted in the time of Louis 14th, by the influence of the French. In the early part of the 18th century, Siam suffered much from internal discord, and afterwards from bloody wars with the Birmans, which continued, with some intervals, through a great part of that century, and left them much reduced. The Company have long ceased to have any factory in Siam: but it is open to British merchants to trade thither from India and Europe. The king is said to be the principal merchant. The recent trade between China and Siam has been clandestine, and only to a small extent. Of Pegue, the notices which the Company's records contain, extend from 1656 to 1752. For many years the Company have had no inducement to maintain any factory there. The country appears to be now in subjection to the Birmans, whose extensive empire including Ava, admits of the trade of Europeans, which however, is of course subject to the violence and caprices of an arbitrary and imperfectly civilized government, and more likely to be carried on to advantage from British India than from Europe.

C. Grant,  
Esq.

(5 March 1821.)

"It remains now to speak of the eastern islands lying chiefly beyond the Straits of Malacca. The Dutch, besides the entire possession of the most commercial of all the eastern islands, Java, and its immediate subordinates, have also the Moluccas or Spice Islands, and the best trading stations in the vast island of Borneo, as well as on the other islands. In general they profess to admit of the trade of British subjects, and their ports will hence be open to the ships of this country. But it may be questioned, whether adventurers from England will be able to enter into competition either with the Dutch residents in those islands, or with the British traders from India. An English European settlement within the Archipelago would in all probability attract a great deal of the native trade, and be a superior place of resort for the merchants of this country. If it is found practicable to retain the lately established settlement of Singapore, it may, in all commercial views, prove of much importance. It may well be presumed that the British merchants of India, who, as already observed, have long carried on an active commerce with the eastern islands, are acquainted with all their wants, and do not fail to supply them, as far as the inhabitants have the means of purchase. The cotton fabrics of Britain, introduced of late years into the eastern commerce, seems to be the only considerable article for that quarter which cannot be better supplied from India than from England; and the result of the experiments which have been made, is yet to be ascertained: so much of that article will go in a small compass, that it is quite probable it can employ but little of the tonnage of this country.

"Of those islands which are not under the control of the Dutch, the government may be considered, in general, as very imperfect; and a part of them is said to be immediately under the dominion of piratical states. It is submitted whether British residents in India, possessing the superior qualities of their countrymen, and well acquainted with the Asiatic character and manners, which have various features of resemblance or affinity all through southern Asia, may not, in dealing with that people, have an advantage over occasional visitors from Europe, especially as the country they inhabit is so much nearer to the scene of the trade.

"With regard to the population of those islands, and the adjacent continental countries of Cochin China, &c. little is certainly known: and there is much field for conjecture, which has been largely indulged. Captain Ross, who probably has more local knowledge of those countries than any other person that can be named, says, that the population of the Malay islands is not equal to the number stated by several on some recent occasions: that of the large islands Borneo, Celebes, and Ceram, the borders next the sea-shore have alone the appearance of civilization, the inhabitants of the interior being almost savages, and entirely naked. The same authority states, that the Malays, generally speaking, use for food the yam, and sometimes rice; and drink, generally, water, indulging themselves in opium, when they can, as a luxury: their clothing, almost universally, being nothing beyond a wrapper, of their own manufacture,

C. Grant,  
Esq.

(5 March 1821.)

manufacture, around their loins, and in some few instances a chintz jacket, of the manufacture of India: and he adds, that it is very difficult and very tedious to procure a cargo of an American or an European vessel in the eastern islands, or Malay Archipelago. There not being sufficient goods in any one place, the traders of Penang and Malacca, which, though small vessels, are well armed and manned, collect the produce from different parts, and then forward it to China in the Company's and Indian ships trading there, to avoid the heavy charges of the port of Canton, which are nearly the same on small as large vessels.

" This is the kind of trade which it is now contended might be greatly increased by the admission of ships from England into China. Those who thus argue, forget, among other things standing in the way of such sanguine expectations, that the Malay traders, as well as the natives of China, are allowed a coasting trade to and from different parts of that empire, which Europeans are not permitted to visit. The principal part of the China junks, says Captain Ross, which visit the Malay Archipelago, are from Amoy; they trade to Manilla, are well manned, and generally navigated by an European or native Portuguese of Macao. Other Amoy junks go to Macassar and the Moluccas, usually employing in the voyage eighteen months or two years, being engaged in collecting cargo from place to place. According to Mr. Robarts, one of the China supercargoes, the Chinese also carry on a trade with Java, Borneo, the Soolo islands, and some ports in Sumatra; their exports being intended chiefly for the Chinese settlers in those parts, and in return they take the produce of the islands.

" It is not, as already intimated, to be supposed that the Chinese government will open any new facilities to Europeans, now confined to one remote port, for interfering in this traffic with its own subjects, who are permitted to trade from more central parts of the empire.

" To these observations, upon points of detail, may be submitted, in conclusion, some of a more general nature.

" The representations and opinions which have been brought forward in support of the practicability of a great extension of trade to those countries, may justly be said to be on the whole essentially defective in those qualities which would entitle them to serve as grounds for any legislative measures.

" Generally speaking, the authors do not appear to have been actual traders to the eastern islands, or to have had any personal knowledge of the greater part of them. Some acquaintance with China, Java, and a few other places already the seat of European trade, seems to have been the limit of their own knowledge. The vast number of islands in the eastern Archipelago, peopled only by natives, and the continental kingdoms of Tonquin, Cochin China, Siam, and Pegu, they do not appear to have ever visited, or, as far as can be discovered from their statements, to have acquired any accurate information concerning them. Something they knew of a few commercial stations in the eastern seas. Of those various regions in general, a great deal appears to have been unknown by them, but a great deal conjectured; and imperfect knowledge, and ignorance and conjecture, *all* to have led to erroneous conclusions; biassed by an eager desire to get rid of the remaining privileges of the East India company, and by a sanguine spirit of adventure, which sees no difficulty, and anticipates nothing but success.

" They speak of rendering the eastern trade *free*, and that nothing else is requisite to its increase. What is the freedom which it now wants? They say, admission for the private ships and traders of this country into China, and for ships under 350 tons burthen into the whole of the eastern trade. These things granted, they conceive the British trade in those eastern regions, might be indefinitely enlarged. But an *increase* of trade must suppose trade already to exist. Arguments in favour of such an object may be understood to imply, that the merchants of this country have already, in consequence of the freedom granted in 1813, made trial of the eastern trade; for instance, to Tonquin, Cochin China, and other continental countries. Is this the fact? Has one attempt been made by traders resident in this kingdom to visit those countries? It is believed none; and if not, what is the cause? Where has the spirit of enterprize slept, which is now so clamorous for an open trade to China. It cannot be imagined that they have not turned their thoughts to the countries most likely, from their productions and population, to afford a field for commerce; and if they have adverted to them, how is it that they have not been attracted to scenes naturally so inviting to commercial speculation. This demands a clear and satisfactory explanation. It cannot be alleged that ships under 350 tons are necessary; or the fittest for a trade with



C. Grant,  
Esq.

(5 March 1821.)

with Tonquin, Cochin China, &c. which have large and deep bays; nor can it be a tenable argument to advance, that countries which it is alleged would take our manufactures, and have such articles as silk, cotton, cinnamon, pepper, sugar, &c. to give in return, may not be dealt with, unless a power is given to go also circuitously to China in the way to them. Why this should be the case has not been at all explained. It may be conceived, indeed, that a voyage to those countries, by the way of China, might occasionally have some advantages, though it is clear that it would be a lengthened and circuitous voyage; but that the existence of any trade between two countries, having valuable commodities to exchange with each other, should depend upon making a third remote country an angle of incidence between them, seems not intelligible upon any known principles of commerce. Either, therefore, the argument is not sound, or it involves circumstances which are not brought into view. It may be fair then, to inquire, whether the persons who really speculate on entering into the eastern trade, are not aware that the governments of Tonquin and Cochin China, in particular, will admit no Europeans into their ports. The fact itself is so far known, that it would be surprising if persons whom it imported so much to make inquiry respecting those countries, should be quite unapprised of it. Supposing them, however, to have at least heard of the jealousy and inhospitality of those governments, then it may be argued that they might think they would have a better chance of being received by coming from China, and bringing Chinese commodities, which the people of those countries were in the habit of using. This seems the strongest ground upon which the claim of private British merchants to be allowed to trade to China can, with respect to those countries, be put. But what if, after all, the object professed to be in view should fail, and Cochin China, &c. still refused an entrance into their ports? There is every possible reason, from past experience, to believe this would be the case, because the British ships of India, though they may annually visit China at pleasure, have no entrance into the ports in question; and they must, as manned with Lascars, be less formidable than ships with European crews. But how then would the matter stand? Why the British traders would still have gained admission into the China trade; and it may be suspected that this is in reality their first object, and the great point to which all their arguments respecting the trade to the eastern islands, and the American trade from their north-west coast and to foreign Europe, converge. This inference is strengthened by observing, that few if any of the advocates for the enlargements now proposed, appear as yet to have actually gone into the eastern trade, which seems to imply this, that their embarking in it depends on the obtainment of admission into China; and it is obvious, that if they carried that point, and all the rest failed, they would still possess that to which they attach great value; but that they would acquire what would ultimately prove beneficial to themselves or the nation, is quite another question. A good deal has been already said, to show that the result would be entirely different; and even supposing, for the sake of argument, that all the disastrous consequences apprehended would not follow, and that the private merchants of this country might come in for a share of the China trade, without overturning the present system and destroying all our relations with China, they could come into this position only by dispossessing the Company, or the Indian British merchants, of a part of what they now enjoy in that trade which ultimately enriches the mother country; for to assume that they could succeed in breaking down the hindrances which the nature and habits and laws of the Chinese government and people oppose to an unrestrained foreign commerce, is more than can rationally be proposed.

“But there is another important part of the general subject which those gentlemen seem much to overlook, or to undervalue; it is the commerce of Indo-Europeans, and now of English subjects especially residing in British India, with the eastern Archipelago and China.

“This commerce commenced very soon after the discovery of the passage by the Cape of Good Hope. It has now, under various forms, subsisted for three centuries. Subjected in earlier time to great fluctuation, it has within the last sixty years, since the political ascendancy of the English in Hindostan, been steadily progressive, and is at this moment very considerable, conducted with entire freedom, and by enlightened, active, enterprising natives of this country.

“In the long course of three hundred years, is it to be conceived, that the inquisitive adventurous spirit of Europeans, has left any thing to be discovered in the eastern seas, respecting capabilities of commerce, either as to the people, the productions, or the conveniences of the contiguous countries?

C. Grant,  
Esq.

(5 March 1821.)

“They possess transmitted knowledge—they possess practical knowledge. In both, they are superior to the resident merchant of this country, and they possess with them capital and energy. It may be relied upon, that their ships visit every island and coast there, into which they are allowed admission, and where any profitable traffic can be carried on; and it may be equally believed, that if there are places, insular or continental, which they do not visit, it is because either there is no trade worthy of notice, or that they are refused entrance.

“The British trade from India to the eastern seas is an object worthy of the attention of the legislature. British subjects resident in India are entitled to have their interests consulted as well as British subjects resident in England. The fruits of their industry centre finally in this country, and their commercial eminence in the east tends to uphold the national ascendancy there.

“An examination of the annual reports of Indian commerce to the eastward will show its importance. It is a mistake to imagine that it is not a vehicle for the manufactures of this country, either woollen, cotton, or metallic. As far as the eastern people can take off these things, the Indian ships can supply them, and it is believed at no difference of price which could much affect the consumption; for it seems obvious an Indian adventure to the eastward has advantages over an English one, from proximity, a more advantageous assortment of cargo, if not in the expense of navigation, which is a point that may admit of some discussion.

“True it is, the Indian merchant is not restricted from the employment of ships under three hundred and fifty tons; he is left in this to the dictates of his interest or inclination. The restriction on the English trader in the act of 1813 was, as already observed, a political not a commercial one. In the latter view it is in truth not believed to be of any importance. Small ships can only be preferable for shallow obscure ports, where from their very nature but little trade can be expected; in other views larger ships are preferable. In China, where the duties are heavy, a small ship will have to pay 1,000*l.* and a large one much the same; but what is still more material, ships of good equipment and force are the best for an intercourse with such a treacherous people as the Malays, whose perfidies and piracies are so frequently experienced, and so unhappily notorious in the east. “Small vessels,” says Captain Ross, “are very unfit for the Malay trade. The inhabitants of the places where trade is carried on, frequently seize both boats and ships, and generally murder the crews. The piratical praos, carrying from fifty to sixty men each, with two long twelve or eighteen-pounder guns, plunder vessels not well manned and armed, and also murder the crews.”

“In order to any great extension of trade among such a people, their lawless and predatory habits must be repressed, and safety of intercourse be established. This can only be the work of a beneficent European power, and such a power possessing any respectable station in those seas might accomplish it. Projects of the nature now agitated would fall short of this, and more probably disorganize what now exists, rather than establish any thing better in its place.”

---

Have you had occasion to form any opinion as to the value of Singapore as a mart for commerce in the East Indian islands?—Yes, I have turned my thoughts to that subject, which I think a very interesting one, in the relative situation of the British and the Netherlands powers, in the eastern seas. I consider the position of Singapore, and the occupancy of that place to be very important to the British interest; and I heartily wish it may be found consistent with the rights of the two nations that Great Britain may keep possession of it. I think it remarkably well situated to be a commercial emporium in those seas; I have no doubt that it would very soon rise to great magnitude and importance; and if I may be permitted to allude to the conduct of any individuals on this subject, I must say that I think the whole proceedings of Sir Stamford Raffles have been marked with great intelligence and great zeal for the interests of his country.

Are you acquainted with the increase of wealth, population, and trade, which has taken place at Singapore, during the short period that has elapsed since the recent establishment there by Sir Stamford Raffles?—I have not in my recollection what Sir Stamford Raffles has stated upon that subject; but I remember well being struck with

with how much had been done in a very short time, both as to the resort of people as settlers, and of shipping for trade. It should be remembered, that it was quite an unoccupied spot when he took possession of it.

The witness is directed to withdraw.

Ordered, That this Committee be adjourned to Monday next, three o'clock.

*Die Mercurii, 14<sup>o</sup> Martii, 1821.*

The MARQUESS OF LANSDOWNE in the Chair.

*John Gladstone*, Esquire, a Member of the House of Commons, attending;

Is called in; and Examined, as follows.

HOW long have you been acquainted with the trade to the East Indies?—Since the opening of the trade to the country at large.

You were not acquainted with it previous to the last renewal of the East India company's charter?—Not from any direct participation in the trade.

Since that period you have been largely interested in it?—Yes, I have been rather largely concerned in the trade with the possessions of the Company, and also with those that are under the immediate control of His Majesty's Government.

Will you state to the Committee, the effect which you conceive to have been produced by the removal of the restrictions which existed under the former charter of the East India company?—In answering that question, perhaps it would be better I should first state to your Lordships, what relates to the export trade with India. I have reason to believe, that the opening of the trade has led gradually to a very increased and extended consumption of British manufactures in India, as well as of raw materials, particularly metals, also naval stores generally; the manufactures of this country, particularly cotton and woollen goods, have been sent to India in very increased quantities. At one period, in the years 1817 and 1818, the quantities were so considerable as to lead to a very material depression of their value in India; but since that period the markets have been gradually relieved from that excessive weight, and the prices have generally been recovering, so as for the last twelve or eighteen months to afford for the staple productions a fair remunerating profit to the exporter. The consumption of the cotton manufactures of this country, I think, has since the first opening of the trade increased fully four to five-fold, owing in part to the extended consumption of the European population in India, and also to the more general use that has been made of them by the natives on both sides of the peninsula, as well as in Bengal; and also to the reduced prices at which they have been afforded in consequence of great reduction in the prices here; these, for the last eighteen months, have been so much lower as materially to interfere with, and in many instances to supersede the manufactures of India. The quantity of metals, particularly iron and copper, sent from hence to India has also greatly increased; as have also the vents for the other manufactures of this country generally, such as glass, hardware in all its branches, indeed it is hardly possible to mention any branch of manufacture, that some portion of it does not find its way into those markets, and meet with a sale there that is generally beneficial. On the opening of the trade, very large quantities of stone ware, earthenware, China, both useful and ornamental, were sent from this country, particularly to Bengal, where they brought for a time, very beneficial prices; but the quantity became excessive, so as to glut the market, and to occasion a temporary stagnation, and low prices. The consequence is, their being introduced into more general use than before, and in many cases, I believe, they obtain a preference over the ware of china, coming much cheaper, though perhaps not quite so durable. Woollens are also shipped in large quantities by the private merchant, particularly to Bengal, as well as to Bombay, and from thence they are dispersed over the continent of Asia in almost all directions, particularly to the northward of those presidencies; the demand seems to be annually increasing, and the prices in general, have, for the last year, been amply sufficient to remunerate the exporters. From the opening of the trade, and for the succeeding four years, very large quantities of silver were sent from this country to India, in addition

*J. Gladstone,  
Esq.*

(14 March 1821.)

J. Gladstone,  
Esq.

(14 March 1821.)

to the goods exported, in order to provide funds for the payment of the productions of India imported into this country; those importations were in consequence carried to a very great extent, exceeding, with the exception of piece goods, in the proportion, perhaps, of three or four-fold, the amount of previous importations; and this led to a considerable accumulation in the markets not only of England, but of the continent, and a considerable depreciation in price. This pressure continues still to operate, particularly in the article of cotton. When the trade with India was opened, the importation of that article was looked to, more particularly than any other, and it fortunately happened that such a stock had accumulated there as to afford very large supplies for the use of this country, without which, the cotton manufactures of Great Britain could not then have been carried on, from the want of adequate supplies from any other source. Those accumulations have led to a considerable reduction in the importations from India, whilst the exportations have at the same time been increasing; so that the state of the trade has undergone an important and material change, in so far, that in place of considerable difficulties being found to obtain funds for the payment of our importations from India, it has now become extremely difficult to provide means of remittance for our exportations to that country. Those excessive importations will be better comprehended by your Lordships, when it is considered that the tonnage of the ships sent to India in the years 1817 and 1818, amounted to four times what had been sent to that part of the world at any previous period before the trade was opened.

When you stated that the quantity of English manufactures exported to India, had produced a fall in prices, such as to enable them to compete with the manufactures of the country, do you attribute that circumstance entirely to the glut which had taken place at that moment from over-trading, or do you conceive that it is in the power of the British manufacturer and merchant, with a reasonable profit to themselves, so to compete with the Indian manufacturer in his own market?—I am of opinion, that the glut which existed, facilitated the more general introduction of our cotton manufactures into the consumption of India. At the same time, I also believe, that at the present prices for which our cotton manufactures are sold, the merchants of this country can afford to supply the markets of India with those manufactures, on such terms as will obtain for them a preference in competition with the manufactures of India, particularly white goods of almost every description.

Do you conceive, that any such exportation of British manufactures, would have taken place, had the restrictions which existed under the former charter of the East India company not been removed?—I can only answer that question by a knowledge of what I believe to have been the fact, that very limited exportations of goods of that description, did take place previous to the opening of the trade, and that those were chiefly for account of the private trade that was then permitted, under particular arrangements, to be carried on with India; at the same time, it is but fair to observe, that since that period, the price of cotton goods in this country, has been most importantly reduced, perhaps fully one-half.

Can you form any opinion as to the proportion of British goods exported to India, consumed by European residents there, and that consumed by the natives?—Not accurately. I have been at considerable pains to ascertain to what extent the use of cotton goods has been introduced among the native population of India; but the reports are extremely various, and, in some instances, contradictory; generally, I believe that the consumption is gradually growing, and that the prejudices, which in the first instance existed so strongly against the use of them, are daily diminishing; I therefore contemplate a very great extension for the sale of both cotton and woollen goods in the markets of India.

Do you conceive, that it would have been at all possible for the large quantities of goods, which you describe to have been exported in the years 1817 and 1818, to have been carried off without a very great increased demand for, and consumption of those goods, by the native population of India?—Certainly not; at the same time, I believe that a part of the stocks accumulated at Calcutta, have been shipped coastwise to those countries that lie on the eastern side of the Bay of Bengal, to Java, and some part, I believe, to China and the eastern islands.

Do you know, whether the accidental exportation of British goods, to those countries you have just described, from India, has led, or whether it is probable that it will lead, to any direct demand from those countries?—Not having any direct intercourse myself, with that part of India, I cannot, from my own knowledge, answer that question; but from all the information I have been able to collect from others more conversant  
in

in that trade, I am disposed to believe that the desire for British manufactures, is growing in that part of India, and that British cotton goods in particular, have been, within the last two years, shipped for China, and I believe for account of Chinese merchants, to a considerably increased extent, direct from London.

*J. Gladstone,  
Esq.*

(14 March 1821.)

What effect do you conceive the restrictions, which still exist upon the private trade to India, under the present charter of the East India company, to have upon that trade, or do they in any degree interfere with its prosperity?—The restrictions, which render it necessary for ships sailing from this country to India, to take licences from this country, have, in some instances, been productive of considerable injury and inconvenience. I had an instance myself in the year 1819, of two ships that I sent to Bombay, for the purpose of loading cotton there; but, from the failure of the crop, cargoes could not be procured for them, and it became necessary they should proceed to Bengal; their licences were for Bombay only, and the governor and council at Bombay, refused to permit them to proceed to either of the other presidencies; my correspondents were therefore compelled to apply to the governor general and council at Calcutta, from whom licences were immediately obtained to permit them so to proceed; but by this a delay of above two months was created, which was attended with considerable loss and disappointment in the contemplated arrangements. Had the system of licencing not existed, this case could not have arisen, though it might have been provided for here, had the licence been taken generally, which undoubtedly we had the power of doing. At the same time, I am not aware of any actual benefit that arises from that part of the system; and there is a considerable fee, of nine or ten pounds, charged for each of those licences, at the India house.

Is a larger fee charged for a general licence, than for a particular licence?—No, the same fee for each licence.

Why, therefore, is not a general licence always asked for?—Where there is a particular object, and that object understood to be defined, it is not applied for; it being understood, that under the original Acts which opened the trade, a power was vested in the governments at each presidency in India, to grant additional licences, should such be necessary. The restriction in tonnage, is also found to be productive of much inconvenience, and of no apparent benefit; the reason assigned for it when the trade was opened, was as affording a more effectual security against smuggling; but I am inclined to believe that reason has since been ascertained to be perfectly groundless, and that no such advantage is derived from it; nor would the evil be increased, if smaller vessels were employed, for which the reasons are most obvious. The present system prevents vessels sailing from this country, calling or trading at any other ports in India, except the presidencies; which is also productive of very considerable disadvantage, as there are a number of ports in the possession of the Company, where it is believed ships might trade to considerable advantage, if such permission was not withheld. Our trade is also subject to further disadvantage from the restricted intercourse which we are permitted to have with other countries in the voyage to and from India, so that although British ships, returning from India, may deliver cargoes in any port of North or South America, with the exception of our own colonies, yet their voyages must necessarily terminate in this country, whilst country ships, by licences granted in India, are now permitted to carry on a direct trade between the ports of South America and India. Were those restrictions removed, I am inclined to believe that it would lead to an extension of the trade with our own possessions in India, and a more general employment for British shipping.

You have no doubt then that were the restriction upon tonnage to be removed, a considerable number of ships of smaller dimensions than those to which the trade is now confined, would be employed in the direct trade with India?—I am of opinion that if the restriction on tonnage was removed, and increased facilities were given to general trading in India, a considerably additional number of smaller ships would be employed; but under the present system of restriction to which the trade in India is confined, I doubt exceedingly whether that would be the case.

What are the increased facilities to which you more particularly allude?—A permission to partake in the coasting trade in India, to carry on a trade with the native powers in the Gulf of Persia, and along the Red Sea and the eastern coast of Africa, and with the native powers generally in India. Markets, I believe, would by these means be found for British productions to a very considerable extent, and great facilities given in the purchase of the productions of India for return cargoes; that in this trade small vessels would be employed in preference to large, from the nature of the navigation, as well as of the markets where such trade would be carried on.

Would not the observation contained in your last answer, apply equally to the islands

J. Gladstone,  
Esq.

(14 March 1821.)

islands and countries to the eastward, if the direct trade with them were to increase?—I conceive it would apply in a important degree to such a trade, which from its nature, to be carried on to advantage, would require to be conducted in vessels of a smaller size. I consider, that to effect the objects of such a voyage, the vessels would have to call at many different ports, both for the purpose of the sale of their outward cargoes, and the purchase of their returns, and with such a view small vessels would be decidedly preferable to large.

Have you had occasion to consider what might be the effect of establishing an entrepot, in the nature of a free port, amongst the Indian islands under the protection of Great Britain, for carrying on the trade with the adjacent countries?—I am inclined to believe that such a port, eligibly situated, would be productive of very important advantages. The island of Singapore, at present in our possession, is considered extremely eligible, as a medium of intercourse and exchange of commodities with those nations lying to the eastward of the Straits of Malacca. With the north-east monsoon, I believe a voyage from Canton to Singapore is performed in six or seven days: that such an establishment might be expected to lead to the Chinese junks, or trading vessels, resorting there with the productions of China in considerable quantity, and exchanging them for British goods and manufactures, particularly cottons, woollens, copper, lead, and probably iron; those, I conceive, would be the leading staple commodities, though others of less importance, I am inclined to believe, might be so disposed of to a considerable extent.

Are the articles of British manufacture exported by the free traders, generally speaking, of the same description with those exported by the East India company to their possessions in India?—The exports of the Company are, I believe, very much limited to metals, woollens, wine from Madeira, and of late years to bottled wine from this country, together with all the necessary stores for the supply of their settlements; whereas the exports of the private trade have embraced almost every article produced by the manufacturer, as well as raw material, of this country, which could be introduced into the consumption of India.

Referring to your former answer, in which you stated, that originally the difficulty was to find remittances to India, and that now the difficulty is to find remittances to Europe; does that difficulty arise from the want of demand in Europe not affording a remunerating price, or from the want of objects existing in India suited to the European market?—The great importations which took place from India previous to the conclusion of the year 1818, have left in the different markets of this country, and the continent of Europe, a considerable accumulation of stock; the importation of those goods has, from the fall in price, been productive of considerable loss to the importers. The consumption has, with the exception of cotton, been generally rather increasing than diminishing; and from their great accumulation a diminished importation from India has taken place for the last two years. On the other hand, as the exports to India have been for the last eighteen months rather increasing than otherwise, the two causes operating together have rendered it very difficult to obtain means of remittance from India for the proceeds of the goods sent from hence; and the exchange in consequence has fallen from being at one period in 1818 as high as 2 s. 9 d. and 2 s. 10 d. for the sicca rupee in Bengal, to 2 s. 3 d.; and great difficulty is found to obtain bills even at that very low rate.

Are you aware of any instance in which the south American copper has come into competition in India with the European copper?—I am aware that the copper of Chili has been sent to Bengal in large quantities, and that it finds a ready market there, I believe chiefly for the domestic purposes of the natives, and is sold at a price from ten to fifteen per cent under the price of British copper.

Can you state the difference in quality between that copper and the British?—I can state the fact that the one sells for a higher price than the other. I believe it may in part be imputed to a considerable part of the British copper exported being rolled in the sheet, and also that the copper of Chili varies much in quality, and in consequence in India the price fluctuates from five to fifteen per cent, whilst British copper does not vary in price on account of quality.

Notwithstanding this competition, does the British copper find a ready market?—It does, and to a very great extent; in short, I believe about a moiety of all the copper shipped from Great Britain, is now sent to Asia.

What is the difference of freight between copper sent from this country to India, and copper sent from Chili?—The freight from this country to India would be from three to four pounds a ton; from Chili, probably, from six to seven pounds. The British ship must be sent from this country to Valparaiso for the copper, and as she must

*J. Gladstone,  
Esq.*

(14 March 1821.)

must go either in ballast, or very partially loaded from hence, she becomes subject to double insurance, and almost the whole expenses of a second voyage; whilst going direct, she would probably go loaded with a general cargo on freight.

Would there be no possibility of sending ships direct from India to Chili, for the purpose of bringing copper, and at what rate could that be done?—If ships were sent from India to Chili in ballast, for the purpose of loading copper, I conceive it would not be possible for such ships to perform such a voyage at a less freight than nine or ten pounds per ton.

Would it not be practicable to load ships from India with Indian produce and manufactures which might obtain a sale in Chili, and then to have a return in copper and other articles?—I conceive the only articles that in that case would be sent from India would be piece goods; that those that are not of bulk sufficient to load such ships as would necessarily be employed in that trade, and therefore could only be carried to a very limited extent; in point of fact, such a trade does exist, and country ships have been engaged in it, I believe in the outset profitably, but latterly not so. Their piece goods come into competition with British manufactures in the market of Chili, which I understand generally obtain a preference over those of India. I do not know of any article except copper, that can be sent as cargo from Chili to India.

Referring to a former answer, are you of opinion that, considering the present state of British shipping, and the rates of freight, the British shipper might compete with the Indian trader in the coasting trade of the continent of India; were he admitted to it?—I conceive he might not only compete, but, from the comparative economy practised in our outfits, and general system for navigating the shipping of this country, that we could carry on such a trade at less expense than has hitherto been done by the country ships in India.

Of course the same opinion would apply to the trade from British India to China?—I conceive it would; at the same time, I believe the greater part of the trade at present carried on from India, consisting chiefly in the exportation of cotton and opium, is carried on by merchants who are the owners of the shipping employed in that trade; therefore, if British shipping were to be introduced, it would probably become also British adventure, to a given extent.

Has the exportation of naval stores to India been principally on account of the country ship owners?—No, I believe not; naval stores have been generally sent as cargo from this country, either for account of the ship owner here, or shipped in freight and sent for sale to the different markets in India.

Have you any means of knowing whether British ships are, on the whole, navigated as cheaply as the ships of foreign European nations?—That question embraces a very wide field. I have reason to know that the shipping of the northern nations of Europe, particularly of Sweden, Prussia, Denmark and Norway, are all navigated at less expense than British shipping; that the shipping of Holland and the Hanse towns is not navigated at less expense in the supply necessary stores and outfit, but there is more economy in the system of navigation, which, upon the whole, enables them to carry on their trade at less expense than the shipping of this country: the shipping of France, and the foreign nations of Europe out of the Mediterranean, I think, are navigated, upon the whole, at a higher expense than the shipping of this country; whilst in the Mediterranean, the shipping belonging to the Italian States, to Genoa, Leghorn and the Greek islands, are navigated at less expense, I think, than our shipping are: the shipping of the United States of America are, I think, in point of actual expense, navigated at rather a higher rate than those of this country, but they are so constructed as to sail better, and to perform their voyages within a shorter period of time, though carrying rather less cargo in proportion to their tonnage. I should mention, that although the shipping interest of this country has been and continues in a very depressed state, owing to the great excess of numbers that were thrown on the trade of the country at the conclusion of the war, in consequence of so large a tonnage that were employed in the transport service having been discharged, and the shipping employed in the ordinary trade of the country being at that time confined to sailing with convoy, necessarily occupied a much longer period for the performance of their voyages than had they not been so restricted; consequently I consider that nearly double the number of ships were at that period necessary to carry on the same extent of trade that is now necessary; and, therefore, although the trade of the country is on a much greater and more extensive scale now than it was at any period during the war, yet the same number of ships is not employed in that trade. The trade of America I consider to be thus circumstanced: that during the war they were subject to none of those disadvantages, that is, during the

J. Gladstone,  
Esq.

(14 March 1821.)

the French war; previous to their being embroiled with us, they had a great share of the carrying trade of the world in their hands; at that period their shipping increased to a vast extent, and, with the return of peace, they were deprived of a great portion of the field that they previously possessed for their employment; they are now left, in proportion to their means and resources, with a much larger excess of shipping for which they have not employment, than we are in this country; in consequence they are obliged to seek where they can for employment for this excess, of which a greater proportion than can find employment are thrown into their direct trade with this country, and these, coming into competition with British ships, have forced down the rates of freight between the United States and this country to such low terms, as almost to prevent British ships participating in that trade, though it is equally open to both.

When you state that the northern countries can navigate somewhat cheaper than this country, do you take into your account the obstructions to which some of them are liable from the seas and ports within the Baltic being frozen up during a considerable part of the year?—I am not aware that their navigation being interrupted for a portion of the year by natural causes, at all affects either the expense of their outfits or the wages of their seamen; and I do know that both the expense of their outfits, and the wages of their seamen, as well as the original cost of their ships, is considerably less than either in this country.

Do you include insurance?—The premium on British ships is generally lower than on those of any other nation; but in the immediate trade between Great Britain and those countries, the premium on either is much the same; and where there is a difference, it is more than compensated to the foreigner in the diminished capital employed in the value of his ship.

Is the difference in the premium of insurance between British and foreign ships such as calculated upon the cargoes will afford a considerable inducement to the employment of British shipping in preference?—Where the cargoes are of considerable value, that circumstance will undoubtedly induce a preference to British shipping, but in the intercourse with the northern countries which I have named, the cargoes consisting of timber, iron, and naval stores, excepting when the importation of corn from Prussia is permitted into this country, are of such moderate value, as not all materially to affect the rate of freight.

Do you believe that the present rate of freight in British shipping affords a reasonable profit to the ship owner?—I do not know any branch of the carrying trade that at the present moment affords a reasonable profit to the British ship owner, so as to indemnify him for the depreciation in the value of his ship, and remunerate him for the employment of his capital. I mean to state, that where the ordinary course of the voyage has not been exposed to any incidental interruption or loss, he may save himself in the general carrying trade; but where there is profit, it must be very small. In case of delay from accident, or inevitable causes, nine times in ten the voyage is productive of loss; this circumstance I impute almost wholly to the excess of shipping coming in competition with each other.

Then when you compare the expense at which British ships are now navigated, with the expense at which foreign, European and American vessels are navigated, do you take the freight of British ships at its present low rate, or at that rate which would afford a profit to the ship owner?—I take it as it actually is. It is true that the rates of freight received by British shipping are extremely low; but the rates of freight received by the shipping of other nations are proportionably so.

Not remunerating rates?—Not even to them remunerating rates.

Is not the building of ships in a state of stagnation at this time?—I believe there are very few ships building in this country at present.

Do you conceive the evil you have pointed out in the excess of shipping will gradually cure itself?—Yes, I think it will: but a considerable period must elapse before that can be the case.

Do you speak to the state of shipping generally, or particularly that belonging to the port of Liverpool?—In reference both to ship-building, and the state of shipping, I speak of the country generally.

You were understood to state, that the years 1817 and 1818 were the great years of export of the free trade to India, and that the export was so great as to create a glut in the Indian market: in consequence of which there was a falling off in the year 1819; has there been a material revival of trade in the year 1820; and what is the present state of the trade?—I am not of opinion that the exports of 1820 have exceeded those of 1819, but they have gone to a better market, they have been generally beneficial to the exporter.

You



*J. Gladstone,  
Esq.*

(14 March 1821.)

You consider the trade to be now gradually reviving?—I consider the export trade to be getting into a more sound and healthy state, and to be generally beneficial.

You conceive it is an improving trade?—Yes, and that it is likely to continue so, unless it is again injured by over speculation.

Is it not extremely improbable, that the same degree of over speculation as appears to have taken place in the first years of the opening of the trade, should again take place, after the value and quality of the different markets have been in a great degree ascertained?—I am of opinion, that the trade with India is likely to be carried forward on a scale that will be productive of moderate benefit to the merchant, and not likely to be again placed in that situation of excessive supply and great depression, which was in some degree occasioned by the want of knowledge and experience on the part of those who embarked in that trade.

Has there been a great importation of copper from Chili into India within the last year?—The latest advices we have from India are to October, I have no particular information on that subject from India, further than knowing generally that up to the May preceding, there had been considerable importations of copper from Chili to Calcutta.

Do you attribute the great diminution which appears to have taken place in the year ending the 5th of January 1820, in the exportation of copper from this country to India, to the importation from Chili, or to the great export from this country the preceding years?—The two causes operated to produce a considerable depression in the price in India, which checked the importation from hence; but by the last advices the price of copper had again improved, and was such as to afford considerable encouragement to exportation from this country.

Is the great supply of copper sent direct from Chili to Bengal?—I believe so; I have sent it myself from South America.

To what circumstance do you attribute the great diminution in the export of iron during the last year?—Previous to the opening of the trade, and for some time after the trade was opened, the quantity of iron exported by the Company was very large indeed; in consequence a large stock had accumulated in their stores in India, for which they required very high prices; and thereby checked and kept down the consumption. Since the trade was opened with India, the quantity sent by them has been very large, and the price reduced to about one-half of what it previously was, which checked the import; but it is now sold on such terms as leaves a moderate profit to the importer; the export is therefore again becoming more considerable.

Have you had occasion to form any opinion as to the effect which might be produced, by opening the port of Canton to free trade from this country, upon the export of British manufactures?—I am aware of the fact that the American merchants send their ships to this country, and load our manufactured goods, particularly woollens and also cottons, with which they sail direct to China; that if such a trade was opened to the British merchant I cannot doubt but he would avail himself of it; and with the natural advantages which he possesses over the American merchant, would be able to carry it on to at least equal if not greater advantage. The British merchant feels indignant that the foreigner should be allowed to carry on a trade in our ports from which he is excluded.

Do you not consider that the circumstance to which you have alluded in a former answer, of a part of the surplus of British commodities, exported to India in the years 1817 and 1819, having found their way amongst other countries to the eastward of Bengal and to China, is a proof that under favourable circumstances an increased demand might exist in China for British manufactures?—Knowing, as we do, the immense population of China, and the wealth that abounds amongst many classes of that population, and now that British manufactures of new and various descriptions have in a small degree been introduced into that country, I should be inclined to think that if facilities were afforded to a direct intercourse, it would not be easy to estimate the extent to which such a trade might be carried by the private merchant.

Are you aware of any circumstance distinguishing the character of American from British seamen which could make it less safe to admit the British seamen into ports belonging to a government jealous as the Chinese government is known to be, while the American seaman is enabled to go there without such inconvenience being experienced?—If any distinction exists between the character of the seamen of the two countries, I should think it would rather be in favour of than against the British seaman, in so far that I consider the system of discipline on board the British merchant ships to be stricter and better than on board the American.

Have you understood, generally speaking, that the seamen on board large vessels,

J. Gladstone,  
Esq.

(14 March 1821.)

are more easily kept in a state of subordination, than the smaller number employed in vessels of less tonnage?—I should suppose the fact would depend upon the proportion the officers bore to the number of the crew, the system of discipline in the merchant ships being the same, whether the vessels are of a larger or a less tonnage. In the private trade of India, I think the officers are in the proportion of about one-fifth part of the crew; and we consider that number sufficient and competent to preserve the necessary discipline and good order on board those ships.

Can you state, whether the proportion of officers on board the American ships, is generally greater or less than those on board the English ships engaged in the same trade?—Certainly not greater, nor do I think that the difference is at all material in the system of the two countries; I think they are very much the same.

In the event of the trade to Canton being opened to British shipping, exclusively, however, of any importation directly into this country, do you conceive that trade between Canton and other countries, might still be carried on with advantage by the British ship owners?—It is a well-known fact, that such a trade is carried on to a considerable extent by the Americans, and I believe, in a small degree by the shipping of other European countries. If such a trade was opened to British shipping, I cannot doubt but it would be productive of a great advantage to them, as it is to the shipping and merchants of America; its ultimate benefit would of course depend on the extent to which it might be carried, and the consumption of the markets of which they might have the supply; at the same time, I am not aware that the productions of China, with the exception of tea, could be imported on such a scale to the continent of Europe, as to constitute a very great or considerable trade; the other articles are chiefly silks, nankeens, sugar, &c.; and from the neighbouring countries, pepper and other spices of various kinds; the great bulk of the American cargoes is tea.

Do you conceive, that an advantageous trade might be carried on by the British merchant, in the event of his being allowed to export tea from the port of Canton, though not to this country?—I conceive such permission would greatly increase the value and importance of the trade.

Can you form any opinion to what extent a market could be found for tea so exported?—I am not prepared to speak to specific quantity; but I believe the exportation of tea from China in American shipping, has amounted to above one-half of the exportation by the Company, and that a considerable proportion of that quantity has been sent to the continent of Europe.

Has not a considerable quantity been so exported by Americans to Holland, notwithstanding the economy which you have already stated to exist in Dutch navigation?—I believe their exportation from China, have been carried chiefly to the ports of Holland and to Hamburgh. The advantages which American ships possess over those of Holland, are much more important in a long voyage than a short one, from the superior expedition with which the voyage is performed. Dutch shipping are better calculated for the European than the foreign trade.

Would those advantages apply in an equal degree to constitute a superiority in American over British shipping, in the trade now under consideration?—By no means. I think British shipping intended for such a trade, would be so calculated as to be in all respects, at least equal to American shipping; for shorter voyages, it is the system with British shipping, to look more to capacity for tonnage, than to great expedition in performance of the voyage; but that arrangement is less attended to where voyages are of great length.

Are you aware, whether it is more particularly the practice of the American trade than of other trades, either in general or with the port of Canton in particular, for the common seamen to be admitted to a share in the adventure?—I am not aware that such a practice either has existed or does exist.

You have stated in a former answer, that a considerable proportion of commodities exported to India, have found their way, through different channels, to countries further to the east; are you aware of any instance in which that exportation has been defeated by the jealousy or dislike of the government of those countries, to any commerce whatever?—I am not aware that such exportations have been carried to a considerable extent. I believe that a part of the great accumulation of stock that existed in India, in the years 1817 and 1818, had been so dispersed, but that those goods necessarily were less fitted and less suitable for those markets than if they had been originally ordered from thence, or prepared for them; and that such shipments were rather a measure, in some degree, of necessity than of choice. I have had no experience myself, in the trade, and therefore I can only speak from the report of others; but

but I have not heard, in the course of my enquiries, of such resistance or dislike having existed.

Can you, from your knowledge of the equipment of the large vessels of the East India company, and of those employed in the private trade, form any opinion as to the comparative difficulty or advantage which might attach to the discipline and management of the seamen, placed under such circumstances as they might be in the Canton trade?—I think the number of officers, in proportion to the number of the crew, on board of the private ships, is fully equal to those on board the Company's ships; in proportion to the tonnage, the number of crew is not quite one-half, therefore it follows, the crews of the private ships are not greater in number than what is absolutely required for the purposes of navigation; as for instance, a ship of 500 register tons, would not in all have a crew exceeding thirty or two-and-thirty persons, whilst a Company's ship of 800 tons would have a hundred and one; of 1,200 tons, not less than a hundred and sixty or a hundred and seventy; at Canton, the crew of a private ship would be required to be always on board, for the necessary and unavoidable duty of the ship in discharging and loading the cargoes, whilst the number on board a Company's ship, being greater than can be required for such purposes, a portion may be, by the permission of the officers, without inconvenience, allowed to go on shore; and therefore, if any thing is to be apprehended from such a system, the crews of the Company's ships appear more exposed to the consequences of it, than of the private ships.

During the period you have fitted out ships in the private trade for India, have any complaints reached you, of want of subordination, or difficulty in maintaining discipline in the seamen employed on board of those ships while in Indian ports?—In all my experience, none whatever.

Would the danger arising from pirates in the eastern seas, render it necessary to employ a greater number of seamen in the navigation of those ships, than the private traders do at present?—Judging from the fact that the country ships, as well as the American ships of all sizes, now employed in navigating those seas, do so in a defenceless unarmed state, I conceive that no serious risk exists, such as would require any addition to be made to the number of the crews of British vessels.

In forming the opinion which you have given as to the prospect of a more extended China trade, in the event of its being opened to the free traders, have you had in view its being confined to the port of Canton exclusively, or taken into consideration the prospect of other ports of the Chinese empire being opened to the same trade?—Not being aware that there is a probability of any other ports in China being opened to foreign intercourse, I have spoken with reference to Canton only; but in the answer I gave connected with Singapore, I had a reference to the shipping of China resorting thither from other ports of China, with a view to purchasing the manufactures and productions of this country, and disposing of their own in return. I have always understood, that the exports of the private merchants from India to China, consisting chiefly of cotton and opium, amount to double the value of the goods imported into China by the Company; that is, where the Company's imports have amounted to six millions of dollars, those of the private merchant have been ten to twelve millions; a great part of their returns are in dollars, carried to China by the Americans, and given in payment for their teas and other productions of China.

Are you aware of any arrangement which might fairly be expected to take place between the government of this country, and the Dutch government of Java, which would promote the employment of British shipping in the Indian seas?—At present, Dutch ships resorting to our possessions in India, are liable to an additional duty on the value of the goods they may import there, of about five per cent; but British shipping trading with the Dutch settlements, are liable to a considerably heavier duty, and their systems are subject to much fluctuation and uncertainty. Were a reciprocal arrangement made between the governments of the two countries, that would admit Dutch ships to trade with our possessions in India on the same terms with British, and British ships to trade with the possessions of Holland on the same terms with Dutch, I am inclined to think that such an arrangement would lead to an extended and beneficial intercourse with the Dutch possessions, that would be productive of increased employment to British shipping.

The Witness is directed to withdraw.

Ordered, That this Committee be adjourned to Friday next, one o'clock.

J. Gladstone,  
Esq.

(14 March 1821.)

*Die Veneris, 16<sup>o</sup> Martii, 1821.*

The MARQUÈSS OF LANSDOWNE in the Chair.

*William Fairlie, Esquire;*

Is called in; and Examined, as follows:

*W. Fairlie,  
Esq.*

(16 March 1821.)

YOU have resided for a considerable time in the east?—About thirty years.

During what period of time?—From the year 1780 to 1810.

In what capacity?—As a merchant and agent at Calcutta, having very large connections with the government in contracts for the army, and otherwise.

You have not resided in the east since the last renewal of the East India company's charter?—No, I have not.

Have you still any connection with the trade of the east as a merchant?—I have; I am an East India agent.

Does your experience of those countries formerly, and your connection with the trade at present, enable you to form an opinion as to the effect of the removal of the restrictions which existed upon private trade under the former charter of the East India company, upon the East India trade in general, and more particularly upon the export of British manufactures to the east?—The export of British manufactures has been greatly increased, no doubt, since the licence trade and the alteration under the charter, particularly in a thing totally unexpected, cotton manufactures.

Do you conceive that that increased export of British, and particularly of cotton manufactures, would probably have taken place without the removal of the restrictions before referred to?—It certainly would not to so great an extent under the restrictions of the former charter; but it might have done so, had the Company been more liberal in allowing goods to go, as they sometimes did, with particular licences, in country ships; but the Company were very tenacious of their privilege.

Have you any means of judging what proportion of the British manufactures exported since the last renewal of the charter, has found its way into the consumption of the native inhabitants?—There has been nothing new, I fancy, that the natives have used, but the manufactured cotton goods; most of the other articles they make for themselves, that is, for the common use of the country. Cotton manufactured goods, I think, are the only articles which may be said to be new articles with them since that time.

You consider that a great proportion of the cotton goods recently exported, has been for the use of the native inhabitants?—As far as Europeans require it, they also use a great deal of British manufacture, which they did not before; they made use of the Indian manufacture, which are now found to be much dearer; but the greatest part is for the natives; the quantity is so large, Europeans cannot have used them.

Does not the same observation apply to the increased exports of crockery and earthenware?—Not by any means; that is to a more limited extent; they have their own manufactures of earthenware in India, not fine, but to a great extent they use their own pots and pans; and a great part of the consumption for the Hindoos is in metal pots of copper, and a mixture of tutenague and copper made by themselves.

Does the same observation apply to the exportation of woollens?—That has increased, no doubt, from the extension of the Company's territories to the northern countries, but by no means equal to the cotton manufactures, because they manufacture a great deal of woollen goods themselves in the northern countries.

You are of opinion, then, that wherever any accession of territory has been made by the Company, an increased demand hardly fails to be occasioned for British manufactures?—Some increase, but small; many of the countries are poor, and they have manufactures of their own, at present, that answer their purpose in some degree; but coarse woollens, I think, would sell to a considerable extent in time; it must be a work of time.

Are you aware, from your knowledge of the east, of the existence of any prejudices in the native population, which would present a material obstacle to the extension of a demand for the manufactures of this country?—None, I believe, to either the manufacture of woollen or cotton.

Are

(16 March 1821.)

Are you aware of any?—I am not aware of any objection that would be made by the natives to either woollens or cottons; they have been used by them a long time.

Are you aware of any objection to the consumption of any other produce of British manufacture?—Not to the manufacture of iron or metals of that kind; there is to the use of some other things, such as provisions; I know of none to manufactures generally, unless there may be perhaps to leather; I am not aware of any other; cow leather the Hindoos may object to.

Do you conceive the removal or modification of any of the restrictions existing under the present charter of the East India company, would facilitate the improvement of trade with those countries?—I should not think any necessary as far as the Company's territories extend; it might be an advantage to the trade of this country if they were allowed to go to China, because that is connected with a very extensive trade in the route among the eastern islands; it would not be confined to a China voyage alone, but would include Borneo, Java, Manilla, and other places.

While you were resident in India, did you trade to the east?—We did to a considerable extent.

Do you conceive the removal of the restriction now existing respecting tonnage, would be attended with any beneficial effect to trade?—I should think it would, but I am not much acquainted with the nature of shipping, or how much it might be objected to by the government; there might be an advantage to the trader in being allowed to have smaller ships, say 200 tons.

Are you aware of any inconvenience having arisen from the necessity of ships proceeding to and unloading at the port for which they have obtained the licence, unless they obtain a fresh licence in the country itself?—It would no doubt be a convenience to the ships of this country to be allowed to trade from port to port in India without requiring a fresh licence from the government of the country; but it would be an act of injustice to the country ships of India under the present restrictions.

You consider, then, that British-built ships might successfully compete with the country ships in the coasting trade, were they permitted to proceed from port to port?—I rather think they might have the advantage, going out on a voyage from this country; but they would interfere with a trade which has been carried on by the country ships, granted them exclusively by the government.

In what articles did the trade consist, which you describe yourself to have been concerned in between the East India company's dominions, and the islands and countries farther eastward?—Opium, the piece goods of India, iron, copper, steel, and cutlery, were the chief articles, with rice and sugar.

During the period of your observations, did the demand for those articles in the countries referred to, appear upon the whole to increase or diminish?—They were pretty much fixed when I was there, for there was then no adventure from this country; they remained pretty steady; the Buggiss and Malays, who are chief purchasers, have been traders and merchants for centuries; there was not a great increase to be expected from the trade, for they have been trading countries for a long period.

Do you conceive that the establishment of a central depôt in that part of the world, in the nature of a free port, such as that understood to be now established at Sincapore, under the protection of this country, would be attended with beneficial consequences to trade?—Very much so to the trade of India. I consider that one great advantage of having a settlement on the eastern side of the straits of Malacca was, that the traders, the Buggiss and Malays, had an objection to go through the straits of Malacca, if they could meet with a market for goods nearer home. A settlement nearly similar to Sincapore, but under a native prince, was established formerly at Rhio, and had those advantages which Sincapore now will have; it was desirable to the native trader to come to Rhio without going further. Sincapore will, I believe, be a much more extensive and a much more considerable port, being under the protection of the British, than Rhio was.

Does Rhio still exist as a free port?—It does; but I believe there is little or no trade there now.

Will you state to what ports eastward of the East India company's dominions, you have exported British manufactures directly, since you have been engaged in that trade?—The chief port was Batavia; from thence they are distributed all over the eastern islands; some of the ships that have gone out have called at those ports themselves and Manilla.

Has it ever come to your knowledge, in the course of your acquaintance with the trade of the east, that any obstacle to trading with any of the countries or islands

W. Fairlie,  
Esq.

(16 March 1821.)

eastward of the Company's dominions, has arisen from a determined indisposition to admit the trade upon the part of the native governments of those countries?—Not on the part of the native governments.

Are you aware of any manufactory of woollens having recently taken place in Great Britain with a view to the market of Thibet?—I have understood, and indeed know, that there has been some manufacture for the Tartars beyond the Thibet mountains, from a sample of their clothing which has come to this country, a species of cap; and they have imitated them so well here, that I understand they are likely to answer the purpose.

Has that taken place for a sufficient time to permit you to judge of the result?—It is only within a few weeks that they have had the article manufactured; it has come through the governments in India to the directors here.

Have you had any commercial transactions with Cochin China and Siam?—We have.

In what has it consisted?—Chiefly in the same articles that are ordered for the other eastern islands.

You have exported nothing directly from this country to Cochin China?—No, we have had no communication with Cochin China, since I have been in this country.

In what manner did you communicate with Cochin China?—We sent small vessels from Bengal for the purpose of trading; it was to a very limited extent.

Were those vessels commanded by Englishmen?—Yes; there was no objection made to this; and the same to Siam.

What return did you receive?—Tin, pepper and betel nut, and treasure.

Did those vessels experience any difficulty in disposing of their cargoes, in consequence of the interference of the native governments?—We never experienced any; but it requires a person to be acquainted with the country, and the manners of the people.

Are the duties heavy?—No.

Are there any exactions to which they are subjected?—The duties there are very much paid in what are called presents; that is, something given to the government.

Was it, upon the whole, a productive trade?—It was advantageous to the extent it went, but that was but small.

Do you suppose it to be capable of extension?—I dare say it might be, there have been so many articles from hence that might be sent there; such as Birmingham articles, and particularly in the very cheap cotton manufactures; there is now an export of about two hundred thousand yearly of cotton goods, where none was sent before.

Have you had any communication recently with those countries?—No, I have had none since I have been in England, which is ten years. I am not engaged as a trader now.

Have you understood that Cochin China is thickly peopled?—Not, I fancy, like China itself; but I believe it is settled as well as the neighbouring countries of Siam and Pegu, and all those countries; they are well settled countries, as far as communication has been had with the coast.

Is it a rich country?—I do not suppose it is a very rich country; tin, betel-nut, and some sugar are got there.

Are there numerous places of trade on the coast?—No, they are chiefly confined to a very large and extensive bay; I believe they go to only one port or two.

Do you consider the governments of those countries more or less jealous than the Chinese?—Less so.

What are the principal returns from India to this country?—There has been a most extensive return in cotton wool, but was attended with heavy loss; indigo is a very valuable return; also raw silk; sugar and saltpetre are considerable, but at present unprofitable; there are a variety of drugs, such as a new species of drug called lack dye, which is a valuable substitute for cochineal.

Have the private traders had much share in the silk trade?—Yes, as much as they have desired; silk is at all times to be purchased in Bengal.

Is the supply unlimited?—The market is usually well stocked.

Can you state the price of raw silk at Calcutta?—It may be stated from 10s. to 15s. a pound, the general price.

The witness is directed to withdraw.

Ordered, That this Committee be adjourned to Monday next, One o'clock.

*Die Lunæ, 19<sup>o</sup> Martii, 1821.*

The MARQUESS OF LANSDOWNE in the Chair.

*John Christopher Weguelin, Esquire;*

Is called in; and Examined as follows:

IN what business have you been principally concerned?—In the Russia trade.

Can you state to the Committee, what has lately been the state of the trade between Russia and Asia, particularly as affected by any demand for the Chinese market?—The trade between Russia and China is entirely carried on at Kiachta, and is solely in the hands of Russian merchants, so that any British merchant living at St. Petersburg can only form some judgment of the demand from China, by the demand for any foreign product or manufacture that may be brought to St. Petersburg. I do not apprehend, from any thing that I know upon the subject, particularly as I have been twenty years from Russia, that the trade with China has either diminished or increased in any material degree.

*J. C. Weguelin,  
Esq.*  
(19 March 1821.)

You are still in the Russia trade?—I am. The great articles that are bartered at Kiachta are furs and peltry; the furs come mostly from the Russian islands between Kamtschatka and the north-west coast of America, as also from Siberia, and some which come from Canada and Hudson's bay, that are sent from hence to Petersburg, and bought by the Russia merchants to carry to Kiachta. The article next in consequence is cloth, the most of which are Prussian and Polish cloths, they being of an ordinary quality, and cheaper than the low cloths from this country can be afforded. There are various other articles, worsted stuffs, coarse linens, tanned hides, sheep and lamb skins, cattle, &c. The articles that are received in return principally are teas, raw and manufactured silk, though the raw is prohibited on the part of the Chinese, but it finds its way into Russia; silk and cotton manufactured goods, raw and manufactured cotton, porcelain of all sorts, sugar-candy, tobacco, rhubarb, musk, &c. The value of those goods was stated in a report, which the Committee of the House of Lords published last year, of the year 1816, and which I think amounted in that year to about six millions of roubles, imports and exports, the duties on which were 637,000 roubles; but there appears in that report a mistake to have crept in, for in the year 1817, the sum attached to Kiachta is a very trifling one; while on the contrary there is a very large sum attached to a place called Ust Kamenogorsk, which probably may belong to Kiachta. There are lists come over lately of two subsequent years 1818 and 1819, but which have been given in by the person who received them to the Committee of the House of Commons, and I could not procure them in time to produce a note from them. The year 1816 was a very low year, the trade amounting according to this statement to only six millions of roubles; whereas, in looking to Mr. Cox's Russian discoveries, there is a statement there of the trade at Kiachta, in the year 1777, which amounted, the exports and imports, to 2,868,000*l* and the exchange being at that time forty-three pence per rouble, made the trade in 1777 double what it was in the year 1816; but I think the subsequent year 1817 may have been considerably more, because in the year 1816 the new Russian tariff appeared, by which a number of goods were permitted to be imported into Russia, which before had been prohibited, such as some sorts of cloths, &c.; and in 1820 a subsequent Russian tariff permitted the importation of our ordinary cloths and manufactured cotton goods, so that I apprehend the following years will have increased considerably the trade with the Chinese through that medium, which must at all times be very consequential, because the Chinese supply the Russians entirely with teas of different kinds, and as these consume a great deal, and are a very growing nation, of course that article must continue to increase. There are some articles, however, which of late years have rather decreased. I think the quantity of cotton goods brought from China is much less than used to be, as the Russians import now such very large quantities of cotton twist from England, that they make cottons at a cheaper rate than they can import them from the Chinese; likewise the value of their furs, both from their possessions eastward of Kamtschatka to the north-west coast of America, and their own furs from Siberia, as well as ours

J. C. Weguelin,  
Esq.

(19 March 1821.)

from Hudson's bay and Canada, has increased so much of late years, that the Chinese will not take such quantities of them as they used in former times to do.

You are understood to have stated, that cloth formed one of the principal articles of export through Russia into China?—Yes.

Was any great proportion of that cloth of Prussian and Polish manufacture?—It was.

Some portion, however, you stated had been of British manufacture?—Some portion, but I apprehend not of ordinary cloths.

Can you form any idea what quantity of cloths have been exported?—No, I cannot.

Is not the consumption of tea in Russia confined to the higher classes?—It is very generally extended through the higher and the middling classes and a good deal among the lower classes.

Do you know what is the relative price of tea of the same quality in this country and in Russia?—I have generally considered, that it was cheaper in Russia than in this country.

Taking the duty into consideration?—Yes.

Is the duty on tea in Russia heavy?—I do not know exactly how that is; the duty generally appears to be about ten per cent on the different articles; but the only mode by which I can judge, is the six hundred and thirty-seven thousand roubles, being the duty on six millions.

Have you reason to think, that the consumption of tea among the inferior classes is increasing in Russia?—Yes, I think it is; there is one circumstance which probably may account for the value of the exports and imports at Kiachta appearing small, while at the same time it may be considerably larger than it appears to be, in consequence of the mode in which the barter is made, which is by the Russians and the Chinese fixing a price for the articles between themselves, so that they do not sell to each other, but they barter, and they may probably by that means reduce the value of the article, in order to save something in the duties. From what I have understood from gentlemen who know more of the matter than I do, a Chinese says, here is a chest of tea which is worth so much, and he fixes a price upon it; the Russian says, I have so many furs, and so much cloth, and then they agree to barter the one against the other; which is a reason why it would seem that the sums are almost always nearly the same, of the exports and the imports; and therefore it is possible the actual value may be greater than the nominal value as put down on these lists.

How far do the charges of transport from Petersburg to Kiachta enhance the value of the goods?—I cannot take upon myself to say, as the British merchants established at Petersburg have no right to trade in the interior of the country; and in consequence having once sold their goods at the port, they are not intimately acquainted with the charges of transport, or the duties which afterward take place.

Are they taken by mules, or by water carriage?—Part of the way by water carriage and part by land carriage, according to the season of the year. If it is in the summer time, they are sent a good deal by water carriage; but in winter by land carriage.

Is not the trade of Kiachta confined to particular seasons of the year?—Yes, the fair is generally in the month of February.

Is it only annual?—Annual.

For what period of time does it last?—I should imagine for a couple of months.

Are you aware under what restrictions the trade is placed by the Chinese government?—No, I am not.

Do you conceive that any large proportion of the woollen goods that are transported from Petersburg to Kiachta are of the manufacture of the Russian empire?—None that I know of, except coarse linens, and probably some ordinary and low cloths.

Is there any particular article that you are aware of, in which there has been any considerable increase of import to Kiachta recently?—If any, I think it is in cloths, particularly in Prussian and Polish cloths, as they stand cheap, and the duties are less upon them than upon cloths coming from England.

Have you understood that there has been lately any considerable increase of the manufactures of Manchester imported?—I should imagine there must have been an increase lately in the import of cotton goods from England, in consequence of the permission of the Russian government for them to be admitted generally into Russia since the year 1820.

Do



Do you conceive that those articles form any considerable item in the exports to Kiachta?—No, I should not think so as regards cotton goods; but I beg to observe it must be extremely difficult for any person to offer a decided opinion upon that subject, for the goods that come to the port of Petersburg are dispersed over the country; a great part of them go to the different fairs and are bought there, so that hardly any person can know to what places they afterwards go. To the fairs at Nishnei, Novogorod and Irbit, considerable quantities of the manufactured goods go, and they are bought by traders, who may carry them where they like, so that it is difficult to ascertain what quantity goes to Kiachta; it can be ascertained only by a list of the actual goods bartered with the Chinese against their commodities. That probably might be procured, but I have never seen any thing of the kind.

*J. C. Weguelin,  
Esq.*

(19 March 1821.)

Are you aware of any particular article of Manchester manufacture being in peculiar demand at Kiachta?—No, I am not.

Are you able to form any opinion whether the Yorkshire cloths could be furnished to that market at a cheaper rate than the Prussian cloths now are?—I do not think they could. It is possible, in the present moment of depreciation of their value, that they might; but in the general state of things I do not think they could, for I recollect at the period when I was in Russia, the Yorkshire manufacturers were very desirous of making such cloths as were fit for the Kiachta market, and they endeavoured to do it, but they found they could not furnish them at so cheap a rate as the Prussians did.

[The witness is directed to withdraw.]

*James Drummond, Esquire, a member of the House of Commons, attending;*

Is called in; and Examined, as follows:

You have resided a considerable time in the east?—I have, in China, for about twenty years.

At Canton of course?—At Canton.

*J. Drummond,  
Esq.*

Have the goodness to state to the Committee, whether any and what inconveniencé you imagine might arise to the trade of the East India company at Canton from the admission of British vessels, upon the same footing with those of other nations, to trade between that port and other parts of the world, with the exception of the British dominions?—In the evidence I gave before the House of Commons in the year 1813, I was decidedly of opinion that it would be very dangerous to the trade of the East India company, if British ships of any denomination, except their own, were admitted to that port. Circumstances I think have occurred that have rather altered my opinion upon that subject; the seamen, from whom the great danger to the trade arose, are not now permitted to go to Canton, and consequently the same danger does not exist. I entertain decidedly the same opinion with respect to the monopoly of the East India company as I then expressed; namely, that this trade could not be carried on with advantage to this country but by means of a monopoly, as the Chinese would have such advantage in raising the prices of articles, that I conceive the profits which are at present derived would be entirely lost to Great Britain; the danger therefore, as far as concerns China, I think no longer exists; but I am not so clear how far it might be advisable to admit small British ships to pass through either of the channels, the British or Saint George's channel, as affording facilities to smuggling, which was one of the causes I then assigned for considering that an open trade to China should not be permitted. Connected with this circumstance, however, I conceive that any British ship trading to China ought to be bound by the same regulations and covenants as those entered into by the private ships, or what is usually termed the country trade between India and China; and further that the chief of the factory, or the committee, should have the power by Act of Parliament, if misconduct arises on the part of the captain, officers or seamen of those ships, to arrest or seize the party so offending, and send them to England on board of the Company's ships.

Do you conceive that the apprehension you have stated in the former part of your last answer of the difficulty of preventing smuggling in ships so employed in the narrow seas, would be obviated by confining the trade so carried on to ships of a particular burden?—I think it might perhaps be better obviated by regulations to prevent the ships entering into any British port, with severe penalties attached to any deviation;

*J. Drummond,  
Esq.*

(19 March 1821.)

certainly the use of ships of a larger size, say six, seven, or eight hundred tons, would prevent the facility to smuggling, in a greater degree than ships of a smaller size.

Are you aware of any reason, why articles the produce of China, should not be exported to the continent of Europe, with as much advantage in British-built as in American ships?—Certainly not.

Do you conceive, that there exist any circumstances distinguishing the character of American from British seamen, or the general equipment of American vessels from British ships, which render the crews of such vessels more amenable to discipline, and less likely to be the occasion of misunderstanding with the government of China, when engaged in trade with that empire?—I consider the American seamen that visited Canton during my residence, more orderly and of a superior description to the generality of the British seamen that were employed in the trade to China during the period of my residence there; besides which, the seamen of the American ships were frequently admitted to a participation in the profits of the voyage, and consequently their good conduct thereby insured.

Should you consider that observation as applying equally to the crews of small English vessels, such as might be equipped by private traders, as to the larger crews employed in the ships of the East India company?—I should think it would.

Are not a considerable number of English seamen, particularly in time of peace, employed in the merchant vessels of the United States?—I believe there are; but there were many during the war.

Did you ever hear, during your residence at Canton, of any misunderstanding resulting from the misconduct of English seamen so employed on board the American vessels?—I do not recollect that I ever did.

Do not the misunderstandings, which occasionally arise between the English seamen and the Chinese, originate in large bodies of seamen being allowed to go on shore at the same time?—Certainly, when they visited Canton in large bodies.

By what authority are the seamen now prevented going to Canton?—I understand, though I cannot speak positively, for it has occurred since I quitted China, that it was by mutual agreement between the government of Canton and the East India company.

Then, in point of fact, it is at present impossible that any misunderstanding should arise?—No, I should think not, for they are still in the river, though they do not go to Canton on liberty.

Is this restriction extended to the seamen of other countries?—I cannot speak to that.

When you state, that the trade between this country and Canton can only, in your opinion, be carried on with advantage as a monopoly, how do you account for the increased prosperity of the American trade with the port of Canton, which has at no time been carried on under those circumstances?—I have always considered the Americans or any other nation trading to China, benefitted equally with the East India company, by the monopoly established by them; and that if that monopoly were done away, the Americans, as well as every other nation, would suffer proportionably.

Is there any reason, why a British free trader, if admitted to trade between the port of Canton and other parts of the world, with the exception of the British dominions, should not profit by the monopoly of the British trade enjoyed by the East India company, in the same manner and to the same extent with the trader from the United States, and from other nations?—Certainly none, except as respects the apprehension of carrying on a contraband trade with this country.

Are you acquainted with the state and progress of the trade of the United States with the port of Canton?—Having left China fourteen years ago, and from the period of quitting it, devoted very little of my attention to this subject, I am not competent to answer that question.

Referring to your former answer, respecting the regulations best adapted to obviate some of the disadvantages of a free British trade at the port of Canton, do you conceive that the establishment of a consul there, invested with some authority over the whole British trade, might not be the best mode of obviating such inconveniences?—It might perhaps be useful to give the chief, or person at the head of the East India company's affairs in China, consular powers; but I am not aware of any advantages that could result from the appointment of a consul to be independent of the East India company's servants.

Can you state to the Committee, what is the constitution and nature of the monopoly

J. Drummond,  
Esq.

(19 March 1821.)

monopoly enjoyed at Canton, by the Hong merchants?—I should conceive, that gentlemen more recently returned from China, would be better able to answer that question than myself; because I understand, although not perfectly acquainted with the circumstance, that some recent regulations were made by the court of Peking, relative to the re-establishment of the monopoly; but as far as my own knowledge goes, from observation during my residence in China, the Hong merchants possessed a complete monopoly of the whole trade but merely nominally, and the injury which must have resulted from a real monopoly, could only have been obviated by the power of the Company's servants to support or encourage one Hong merchant against another, and thereby frustrate the evil effects of such monopoly; and though it was at the first moment of its establishment a perfect monopoly, it had, in the course of time, and by the opposition of the Company's servants, become very nearly an open trade, divided among the Hong merchants according to their credit and integrity.

What is the nature of the benefit the Americans derive in trading with Canton, from the monopoly of the East India company?—The advantages the Americans derive from the monopoly, are, in my opinion, a security against the rise in the price of articles, which a competition would immediately occasion, if the East India company's servants had not the power of fixing the prices of teas; and this is exemplified in the great rise of articles purchased by the Americans, and in which the East India company never deal.

Is it not the great demand of the East India company, which alone gives that power to its servants at Canton, of fixing the prices of teas?—Certainly.

Would not that demand continue to produce the same effect, though British subjects should be permitted to trade between Canton and foreign Europe?—Provided the trade were not so extensive as to enable them to vie with the East India company, in their purchases to an equal amount.

Therefore, unless the demand of the East India company should become materially diminished, in consequence of the opening of the trade between Canton and foreign Europe to the British merchant, that demand would continue to produce the same beneficial effect upon the trade of other nations, which it does now?—I should think it might, if the demand was not diminished.

Do you think that the facilities of smuggling from a small British ship conveying teas through the Channel, would be considerably greater than the facilities of smuggling from a small American ship under the same circumstances?—That is a question I am not exactly equal to answer. I think there does exist greater facility in smuggling to an Englishman; the English are better acquainted with the coasts of this island and its people than the Americans. I am not aware, however, that there would be any very material difference.

Was there any considerable trade carried on by any foreign vessels with the port of Canton, at the time you were resident there?—At the early part of my residence, before the war of 1792, to a very considerable extent, by the Dutch, Swedes, Danes, and French; there were few, if any, American ships at that time.

Do you consider that the quality of the tea obtained by the East India company is materially superior to the quality of the tea obtained by other nations?—It was generally considered that the Swedes and Danes had rather a preferable Congo tea to the East India company; and upon the cessation of their trade, those chops or large quantities of teas of the same denomination fell into the hands of the East India company.

But, notwithstanding that circumstance, is not the quality of the tea brought to sale by the East India company inferior to the quality of the tea brought to sale by other nations, in consequence of the clause in the Charter by which the East India company is obliged at all times to have one year's supply in their warehouse?—I should think certainly not; I do not perceive what could cause the deterioration; it is found that black tea in particular does not injure in this country, and may be kept for many years without any deterioration. I believe it is not the same with regard to the green tea, which does suffer in some degree by being kept for a considerable time.

Would the apprehensions you entertain to opening the China market to the private trader be equally great, if the trade was not carried on on the part of the Chinese by an exclusive company?—I should consider the danger increased.

Do you consider that command of the foreign trade which is now possessed by the Hong merchants favourable to the trade of this country?—I think it is, by preventing fraud, which would be frequently practised if in the hands of merchants of inferior character and capital.

J. Drummond,  
Esq.

(19 March 1821.)

Is there any peculiarity in the character of the Chinese, that leads you to conceive that the same advantages would not be derived from individual and reciprocal competition that is experienced in all other countries where there are not the same restrictions on commercial intercourse as in that country?—The Hong merchants are a body established for carrying on the foreign trade by edicts of the emperor, and consequently the government is considered responsible for all their acts, even to the payment of their debts; and if the trade were thrown open to the generality of the Chinese subjects, I think the trader would experience material difficulties in carrying on his trade, and in the event of the smaller merchants attempting to defraud him, he could have no means of enforcing the recovery of his property.

Is there not reason to believe that not only the local authorities at the port of Canton, but even the officers of the imperial government at Peking, derive considerable pecuniary advantages from foreign trade?—It is generally supposed they do.

Do not, therefore, the interest and the habits of those individuals require the existence of foreign trade in some shape or other?—I have no doubt they are interested in the continuance of the foreign trade; but I do not imagine they possess sufficient influence to oppose the acts of the emperor, should he wish to abolish it.

If, therefore, those advantages were not secured to them by the monopoly of the Hong merchants, the habits they had acquired, and their pecuniary necessities, would call for facilities for foreign trade in some other form?—Yes, perhaps they might.

Do you not think that the monopoly of the Hong merchants may have derived strength and support from the credit which has been given to it from the high character of the East India company, and the security which they have afforded to it by their large and regular and liberal demands?—I consider the credit and respectability of the Hong merchants may have been augmented in proportion to the extent of their dealings with the Company; but, I must observe, that this monopoly is only nominal.

To what causes do you attribute the principal obstacles which the Chinese government is understood to throw in the way of a commercial intercourse with European nations?—That is a question, I conceive, purely political, and would require considerable detail; but I should ascribe it, generally, to their apprehension of suffering what they know has occurred to the nations of India.

Had you ever the means of directly ascertaining that the American seamen participated in the profits of the voyage?—Only from report, but I think very generally circulated and believed.

You are understood to state your opinion, that the principal motives of jealousy entertained by the Chinese government with respect to foreign trade, is an apprehension arising out of the vicinity and power of the party by whom that trade is carried on?—I certainly think that their jealousy arises in a great measure from the dread of the power of European nations, and the desire of excluding them from their country altogether, to prevent all interference in their own government, lest similar encroachments might be attempted in the same manner as those practised in India.

Is the whole trade to Canton literally confined to the Hong merchants, or are there not extra merchants winked at by the government of China, through whose means a considerable trade passes?—There certainly is a considerable trade carried on by private merchants, but all passing under the names of the Hong merchants, as far as the government are concerned.

The witness is directed to withdraw.

Ordered, That this Committee be adjourned to Wednesday next, one o'clock.

*Die Mercurii, 21° Martii, 1821.*

The MARQUESS OF LANSDOWNE, in the Chair.

*Sir Theophilus Metcalfe, Baronet;*

Is called in; and Examined, as follows:

YOU have resided during a considerable period in the east?—I have been twenty-one years in the service of the Company.

During that time, where have you principally resided?—In China, principally at Canton.

*Sir T. Metcalfe,  
Bart.*

(21 March 1821.)

Will you state to the Committee what inconveniences, or whether any inconveniences would, in your opinion, arise to the trade of the East India company in China, were British-built ships belonging to private merchants admitted, under such regulations as might be deemed expedient, to trade between the port of Canton and other parts of the world, with the exception of the British dominions?—I conceive considerable inconvenience would arise, in the first place, in keeping the sailors in order, but I should think more particularly with respect to the teas, in the provision of the investment, from the circumstance that such an addition of English ships being reported to the northern provinces from whence the tea comes, would occasion an idea of their conveying the whole to Europe, which we, with all our communications with the Hong merchants, could not remove: this for several years would deteriorate the quality by the increase of the quantity, which might again be obviated, probably, after two or three years, as far as the quantity ceasing, but I am afraid it would require several years to restore the quality of it.

Why should an impression of the nature you describe be produced by British free traders coming into the China market for tea, while it is not produced by the free traders of other nations, who are equally at liberty to supply the continent of Europe with importations of tea from Canton?—I conceive that the other free traders would be there also, that these would be in addition to them: but in the first two or three years we should not be able to remove the impression, that those ships were not to carry the tea to England: an impression would be made. I speak from experience, of two or three ships being added to the quantity which had been first expected, that it has raised that impression in the month of September or October, about the time the teas generally come down; that impression has been raised by smaller additions.

Does not the knowledge of any increase in the number either of ships of the United States, or of other nations, produce a similar effect?—I do not conceive that it is so generally known, the numbers that are coming of other ships, as the number of the English generally is.

Is not that owing to the circumstance of the peculiar arrangements of the Company's ships making it better known before hand, what number of those ships will come?—No, I conceive the Chinese, in the first instance, consider entirely what are coming on the English account, being of the larger trade, and that the others are considered as merely carrying off the surplus. Their first contracts and engagements are entirely to supply the English trade, and the other vessels generally take, I should almost say the refuse, particularly in black teas.

You consider, then, the tea imported either for the continent of Europe, or for the consumption of the United States, by American merchants, of inferior quality to the great bulk of that consumed in England?—Of the black tea, certainly.

What circumstances do you think there are, in the supply and the demand of the Chinese market at Canton, which would prevent their adjusting themselves to each other after a limited time, like other markets, to the joint advantage of the consumer and producer?—I think they would be adjusted in a few years, but the quality of the tea would scarcely be restored; it would take many years to restore it. In increasing the quantity, they would deteriorate the quality of it, which would require some longer period to restore it; the trade would find its own level in the quantity, in the course of two or three years, in the disappointment they would meet with, probably.

Why should not the quality also, as far as teas of a superior quality can be produced in the Chinese empire, adjust itself, as well as the quantity, to the particular demand for qualities of different descriptions?—As far as we are able to understand, there

Sir T. Metcalfe,  
Bart.

(21 March 1821.)

are three gatherings of teas; the first being superior to the second, and the second to the third; and they would mix so much larger a quantity of the third into the superior, to increase the quantity, that the quality of the general parcel would be deteriorated. When the intelligence was sent up the country of the number of ships expected, they would consider all the English ships of the same size, twelve hundred tons, and there would be no convincing them they were of only three or four hundred tons; we have frequently now to complain of the quality of tea being lost; and it is very difficult to restore it again, even by offering high prices.

How have you been able to counteract the natural desire that must exist of adulteration for many years past?—By the trade and monopoly we have; the immense trade we have with them gives us the power of reducing the prices, which we have exerted in some instances very strongly.

In the years 1810 and 1811, the quantity of tea exported from Canton was nineteen millions; in the years 1811 and 1812, the quantity exported was twenty-six millions: can you state, from your experience, whether in 1812, the quality of tea was materially worse, and for any number of succeeding years?—I was in England in those two years; I cannot exactly state.

You have never heard any report to that effect?—No, I have not.

Within the period of your knowledge, has the variation which appears from the accounts to have taken place in a great many seasons, between the demand in those and the preceding seasons, been attended with any of the effects you have described?—I do not conceive it has been of that consequence; the great increase of the ships has not been the cause of the difference. I do not at present remember any instance where I could attribute it to that in my time, certainly; I rather allude to the novelty of those ships coming, and the report being spread.

Does the quality of the teas depend more upon the nature of the soil, or the nature of cultivation?—I am not able to answer that; I have an impression that it is the same plant which produces the black and the green, only the difference of soil and of cultivation.

Were you at Canton during the years 1815 and 1816?—I was sent to Bengal on a mission in 1815; and I was absent in the season of 1815 and 1816.

Did you return to Canton in the course of the year 1816?—I did.

Did you understand on your arrival at Canton in the year 1816, that the circumstance of the tonnage belonging to the East India company clearing out from that port, having increased from 24,898 tons in the preceding year, to 33,083 tons in that year, had produced any material effect on the quality of the tea brought for exportation to that port?—No; because we were aware of those ships, and we can keep that secret, and did; they were ships to supply the loss of others the season before, which increased the tonnage that year. I refer to two ships built at Bengal, which were to have come round to us, but did not; and there were ships sent from England to supply the places of them.

Are the Company's servants in the habit of carefully examining the teas, or is that confided to the Hong merchants?—Very great care is taken; there is a tea inspector who is attached to the establishment for that purpose.

Would not that tea inspector immediately observe any deterioration of the quality of the tea, any mixture of the first, or second, or third sorts?—Certainly.

Would he not refuse such teas at the price that would have been given for the better teas?—He would report them under special characters; the price is dependent upon the Committee, the council there; it would depend upon circumstances, whether they could be able to lower it or not; if the competition was greater, they would have greater difficulties.

In fact, has such deterioration frequently taken place?—It has occasionally taken place.

To any great extent?—Not to any very great extent.

So as to diminish the character of the whole importation?—It has been found so occasionally.

Unless the competition should be extremely powerful, the Committee, upon the report of the tea inspector, would entirely regulate the price of the tea according to its real quality?—Undoubtedly, if they had not a competition to contend with; if the competition was not too great, they could accomplish that.

Would not those who furnished tea to the Hong merchants, immediately discover it was not to their own advantage to effect that deterioration, and restore the teas to their present quality?—It would take time to do so.

It

It would take one season?—More than that, I conceive.

Would not they immediately discover that they got nothing by it, and regulate the manufacture of tea the next season accordingly?—It might appear so to us, but it is not so; there is one article of souchong which has been in my memory in former years, which cannot now be procured.

*Sir T. Metcalfe,  
Bart.*

(21 March 1821.)

Is it still in the same demand?—We have offered very high prices to restore it, and have not been able to do so; having lost it, they do not seem to be able to restore it.

Have any efforts been made to procure the restoration of it?—By offering the best prices.

Has any other European power obtained it?—No, it does not come to the market.

Do you consider the Hong merchants as having exclusively the monopoly of the trade with foreigners at Canton?—They certainly have that exclusively, and may prevent any other persons whatsoever dealing with Europeans.

Is there no species of irregular traffic carried on with any other merchants in the town of Canton, but the Hong merchants?—There is.

Can you state to what extent?—Not to a very great extent; I conceive what comes more particularly under our knowledge is the officers and commanders of ships who bring out such articles as the Hong merchants refuse to take, and for those they are in general obliged to barter with the shopkeepers, or outside merchants, as they are termed there.

Are there any other commercial monopolies in Canton, except that enjoyed by the Hong merchants?—Yes, I believe of almost every article of commerce; there is a large body of salt merchants. In later years, endeavouring to bring the price of woollens to the prime cost and charges, we endeavoured to get rid of the Hong, and to sell, if we could, to the cloth merchants themselves; we found again that there was a monopoly amongst them, that we could not bring them to a competition; it was necessary that such a shop should have so many shares in the hundred, and such a shop so many, and so on; so that I had no doubt when I left them they must come back to the Hong.

Do you conceive that if British free ships were permitted to trade with the port of Canton, any particular inconvenience might be apprehended from the character of the seamen who might be employed in that trade, other than that which is experienced from American seamen employed in the free trade of the United States?—No, I should not conceive there is more to be dreaded from English seamen than from American seamen. The Company's ships had a very bad class of men in the course of the war, but I think they have now a much better class which are more troublesome in the ships, but less troublesome in China; they are men who conceive the commander has not a right to punish on board the ship, but I think they are better behaved in port, now we have got rid of the erroneous system we had got into, I do not know how it was introduced, of giving liberty days at Canton.

Under the existing system at Canton, you see no reason to apprehend any disputes as likely to arise from the admission of British vessels, which are not occasioned at present by those of the Company, or of the vessels of the United States?—No, there is always danger to be apprehended of disturbances in China, but not more from English seamen than Americans; we are never free from the apprehension of it.

Can you form any opinion as to the progress and present state of the American trade with the port of Canton?—It has fluctuated extremely during my residence in China, sometimes greater and sometimes less; I should think at present it was rather on the decline.

Has it not, upon the whole, however, considerably increased since the period of your first going out to Canton?—It has.

How do you explain that increase?—During the war they were the carriers of the trade to the Continent, and during the present peace we have not had any foreign ships there, except, I believe, two Dutch and three Swedes; the Swedes seem to have entirely relinquished; the Dutch are in hopes they shall continue: but as far as my information goes upon it, one of the China merchants, who has been much concerned with the Americans in trade, I am told, has entirely given it up: he was the man who sent the tea to Holland.

Is that Howqua?—It is. I am told he has met with losses, and relinquished it. I do not know it of my own knowledge.

Sir T. Metcalfe,  
Bart.

(21 March 1821.)

From your experience of the Canton trade, and of the respective equipment of British vessels and vessels of the United States, are you of opinion that the vessels of the latter would enjoy any commercial advantage, in the trade between Europe and Canton, over British vessels, if they were admitted to a competition with them?—I believe the Americans sail their ships, in general, cheaper than the English do; but I have no document by me to enable me to make a calculation upon that subject. I know of no other advantage.

Can you state whether there is any smuggling of tea at present, from the continent of Europe to Great Britain, to any extent?—We have reason to believe none at all. The Swedes and Danes, at former times, used to send at least three or four ships to China, and certainly for the purpose of smuggling into England. At the close of the last war, three ships were sent by the Swedes, and I understand their voyage had failed most completely, which was attributed to the impossibility of smuggling any part of the cargo into England; it has been the general impression, that the Danes and Swedes did smuggle considerably; since the peace we have had but those three ships.

Do you conceive a considerable importation of tea, which has lately been understood to take place into Holland, to have been made with any view to smuggling it into this country?—I should think they had intended, or had hoped at least, to have effected that, because the quantity shipped for Holland certainly greatly exceeded that which was supposed to be the consumption of that country.

Have you any means of judging of the state of consumption of tea on the continent of Europe at present?—None, but hearsay from others.

Do you conceive that there is any reason why vessels, of a smaller tonnage than those usually employed by the East India company, should not trade with the port of Canton to the same or greater advantage?—The port duties upon a small ship, as far as regards the present to the Emperor, is the same as upon the largest, and is very heavy, being 1,950 taels (three tael to the pound); every ship, whether large or small, pays that duty, about 650*l.*, independent of the measurage of the ship, which is of less amount, but that depends upon the size.

Is that paid equally by ships of all nations?—Yes; they would then also experience much difficulty with respect to provisions. The whole of China is in a state of corruption from beginning to end; and the man who supplies the ship is obliged to pay to the offices of government about 2,000 dollars for each ship; a large ship, having 150 men in it, he is enabled by his profits to pay that sum by the expenditure of provisions, but in a small ship he cannot do it; and we have had many difficulties with respect to some 600 ton ships, which the Company have sent, in getting provisions for them.

What is the general size of the American ships?—About 400 tons.

How do they get their provisions?—They get very little fresh provisions; I believe they get them from a man alongside the ship, who is stationed there, the custom house officer. I believe that is the general mode in which they are supplied, but they are very poorly supplied, they are generally on salt provisions the whole time they are there.

What are the articles with which American ships have chiefly supplied the Chinese market, during your acquaintance with the trade of Canton?—Specie chiefly; the largest import is certainly in dollars.

Are you acquainted with the circumstance of American ships having recently taken out articles of British manufacture?—I have heard that since my arrival here.

Can you state what articles?—I understand woollens in general, but which I conceive they will find very little market for in China, and I think they will relinquish it; at least it will cause the Company the inconvenience of lowering the price they have at present obtained for their woollens for some years; and the American will find he cannot go on with it.

Do the Company now sell at a loss?—Not of late years; for the last two years they have bought it to prime cost and charges.

How do you calculate the charges; what it costs the East India company to export it, or what it would cost a private trader?—There is a per-centage put by the Company upon it, not on the freight of the tonnage, but on each article: I am not at this present moment able to say what it is; it is calculated in general equal to what would be the expense of sending the money; that is the principle upon which it is done.

Money of the same value?—Yes.

Is not that a higher rate of charge than would be the amount of transport to a private



a private trader?—I am not able to answer that. I conceive that the trade of the Americans in woollens will not answer, because the Company export to the full demand.

Sir T. Metcalfe,  
Bart.

Is there any demand in China likely to increase for other articles besides woollens?—No, I am not aware that there is any demand. The Company have tried some printed cottons, which failed entirely, the demand for them would be very small; even what they sent did not succeed.

(21 March 1821.)

To what distance from Canton do you conceive the manufactures imported by the East India company are conveyed?—To express miles I cannot, but nearly all over the country, as far as the tea country, all which have any communication through that means with Canton.

Do you think the enterprize of the individual Chinese merchants gave to the Chinese, resident in all parts of the Chinese empire, the power of purchasing British commodities?—I conceive they can be purchased by those who have the power of purchasing them.

You conceive there is no part of the country in which British manufactures have not appeared?—There may be a part beyond the reach of our commerce altogether; I mean among those who communicate with Canton, I cannot say exactly the line which should be drawn; but during the embassy, I understand that British cloths were seen in every town they came through.

How long have you resided at Canton?—Twenty years from the first to the last; I have been once home in England, and have been for health to Bengal; I left last, the first of December 1819.

During that time did you perceive the same extent of jealousy and of difficulty in the extension of trade?—Certainly.

Did you ever see at Canton any of the manufactures introduced by the Russians at Kiachta?—I once saw a piece of cloth, a small remnant of cloth, that was brought to me.

Was that piece of cloth on sale at Canton?—No, I believe not.

Have you any knowledge of the extent of that trade of the Russians at Kiachta?—No.

Have you ever heard that the cloths introduced by the Russians at Kiachta came into competition with the cloths introduced by the East India company?—Never.

In what manner do you conceive that the admission of British merchants into the trade between Canton and foreign Europe would affect the interests of the East India company?—I conceive there would be difficulty in keeping them in order, inasmuch as they would come in with very hostile feelings towards the Company as competitors, which is not the case with other nations so particularly; and that we should have more trouble in keeping them in order, than we have with what is called the country trade, the captains and officers of the country trade who sail from ports under the license of the Company and solely depend upon them.

Supposing the inconvenience arising from that circumstance to be altogether overcome, do you apprehend that the interests of the East India company would be any otherwise affected by that competition?—Not in the course of time; for the first two or three years, I think, it would in a commercial view; but after that I am not aware that it would.

Can you state the general price of raw silk at Canton?—365 taels, between four and five hundred dollars, the pecul of 133 lbs. and one-third.

Is the silk trade subject to any regulations or restrictions?—They allow only a certain quantity in each ship: that can be removed, as almost every thing else can, by paying a fee to the custom master at Canton, and they will then endeavour to find out some ship that has not taken silk, and report it as going in that, though it is not.

What is the amount allowed to each ship?—100 pecul.

Can you state the amount in pounds?—100 pecul would be something more than 1,333 lbs.

Does the supply appear to be quite unlimited?—I think, when the demand for it is great, it has been generally fully supplied.

Do the Americans export much raw silk?—I believe not.

Is the price of manufactured silk at Canton very considerably cheaper than it is in this country or in France?—I do not exactly know the price of it here; but I should think it is not much cheaper, as far as I have observed.

*Sir T. Metcalfe,  
Bart*

(21 March 1821.)

Are you enabled to state whether the trade of the Company with British India is a losing or a gaining trade?—I should rather think it has been a losing trade taken by itself; it is not exactly under my province or knowledge, but by itself I conceive it has been a losing trade: the China trade has been a source of profit to them.

Do you not think, that, although the Danes and Swedes failed in their attempt to smuggle tea into this country, a considerable quantity might be smuggled from France and Holland, through the superior facilities which they can command?—I am told by the tea brokers of this country, that there has not been any smuggling of late years, and that they believe it is entirely stopped. I am told by them, that the sales of the Company are so regular, that they can instantly discover any smuggling that has taken place; that the consumption is so regular in the different towns, that the broker could give information on that point instantly if there was any supply of that nature.

Have you ever considered whether the establishment of free ports in the eastern seas under British protection, would be advantageous to the commerce of this country?—I have never considered it.

Might not many of the inconveniences now encountered in carrying on the trade at Canton by the Hong merchants, be prevented by the establishment of such free ports?—I think not.

Explain why?—I think the same difficulty would exist in keeping them down altogether; I do not see in what way they could get the tea carried down to those ports; the Chinese would not permit it to be done by themselves.

Do not the Chinese, in point of fact, export tea from other ports than Canton to the eastern islands?—Very little, if any tea.

Is the tea exported from Amoy subject to monopoly?—I believe so; a regular set of merchants established there.

Are you aware whether the tea exported from Amoy is purchased in the eastern islands at a cheaper rate than the Company purchase at Canton?—I am not aware of the prices given there.

Are you acquainted with the commerce of Tonquin, Pegu, Siam, and Cochin China?—Not much; the Company have made attempts to get into Cochin China, as I observe by their records, but they failed.

Have they lately made such attempts?—No; the last I think was in 1803 or 1804.

Have any similar attempts been made to establish commercial intercourse with Pegu and Siam?—Not from our side, at all; I do not know whether there has been any by the Bengal government.

Can you state whether the monopolies among the Chinese are monopolies which regard their dealings with each other, as well as their dealings with foreign nations?—Yes; in one instance of a sale of iron, having disposed of it to merchants a little way up Canton one season; on the second season I was told, in endeavouring to make the same sale, that the regular iron merchants had made a complaint to the government, and that they could not step forward again.

[The Witness is directed to withdraw.]

*James Thomas Robarts, Esquire;*

Is Called in; and Examined, as follows:

*J. T. Robarts,  
Esq.*

You have resided a considerable time in India?—About eighteen years.

How long is it since you returned?—I returned last year, having left Canton in 1819; and am going out again the end of April next.

Where have you chiefly resided during that time?—Chiefly at Canton and at Macao; the two principal places where we reside in China.

In what capacity have you resided there?—As a servant of the Company; and about fourteen years I was engaged as a private agent, for commercial transactions, from the different presidencies in India.

Do you conceive that any material inconvenience would arise to the trade of the Company from the admission of British free traders to trade between the port of Canton and other parts of the world, with the exception of the British dominions, under proper regulations?—I do, certainly.

State them?—There are various reasons. In the first place, I conceive that the present mode of conducting the trade of this country with China is, above all others, best calculated to meet the present state of the footing on which we stand with

J. T. Roberts,  
Esq.

(21 March 1821.)

with China; I conceive that it is absolutely necessary that a great influence and power should be maintained in China with the government, which cannot possibly be done so well as under the system now pursued by a great corporate body like the East India company, who do possess a power there which, under any other circumstances, could not be maintained, were that power diminished by private ships resorting to the port of Canton, over whom they would only have a partial authority; these are the two principal reasons: likewise, I should also state, if private ships were allowed to go to Canton, various quarrels and disputes with the Chinese must necessarily result from the Company's representatives not possessing that control over those ships which at present exists with those of the East India company; for a private ship is not like a Company's; in the latter there is discipline and order amongst the crew; the commanders and officers being bred up in the service, are more or less interested in the whole concern, consequently there is but one common interest binding the whole together; whereas, if a private ship were to go to Canton, the commanders and officers having nothing more than their pay and allowances to depend upon, it cannot be supposed they would take any further interest in the ultimate out-turn of the voyage than what their own individual interest demands: and particularly with regard to disputes with the Chinese, a private ship could not maintain that command over the crew; for the sailors would probably be allowed to come to Canton, quarrels must necessarily then ensue with the Chinese, and should a Chinese unfortunately be killed, an immediate stoppage of the trade would follow, which did take place on such an occasion in the year 1807, when a sailor, on liberty from the Neptune East Indiaman, unhappily killed a Chinese. I likewise consider that it is necessary the present power of the Company should be maintained with regard to the disposal of the great staple commodities of this country, viz. woollens and metals; for the Company, in the early part of their trade to China, were unable to sell these commodities to any advantage, on the contrary, they were considerable sufferers; but now they at least export eight hundred thousand pounds worth of woollens alone every year to Canton, at a considerable profit. For several years the East India company, partially with a view of assisting the manufacturers of this country, as well as to push the exportation to the utmost, sent out more woollens than could be consumed; consequently the merchants were then unable to pay them an adequate price for them; but latterly, by limiting the exportation to the actual demand at Canton, they have gradually raised the price, and, instead of a losing concern, it has now become a gainful one to both parties. They have also introduced latterly metals into China, which are gradually increasing in demand; and it is to be hoped will still further increase, by maintaining the cautious plan which they now pursue, viz. of gradually increasing their exportations, as the different metals are required. I likewise conceive there are peculiar features in the Chinese government, which absolutely require such an ascendancy of power and influence as the Company now possess; for the government of China is not like that of any other country, they have fixed laws and regulations with regard to foreign trade, which require the most extensive responsibility; thus, for instance, the whole trade of the empire is confined to one port, and that trade limited to ten or twelve Hong merchants, who are not only individually and collectively responsible for the orderly and good conduct of all foreigners, but equally so to the government for all their transactions with them: such are the principal reasons which induce me to say, that I think it essential for the benefit of the country, that the present system should be maintained. This influence may also be applied to the purchase not only of teas, but of every other species of goods; but with respect to teas in particular, not only are those procured of the most approved quality adapted to the home market, but the exact quantity selected, so as to leave only the inferior kinds for the Americans; but if private traders were to be allowed to go to Canton, even though they would be prevented from importing tea into this country, yet by the introduction of seven or eight ships in the markets, all competing with the Company for the same article and at the same time, a necessary enhancement of the prices must ensue in the first instance; but I may perhaps add, in mitigation of this argument, that in the course of a few years, from the comparatively few private ships that would resort to Canton (for it is not to be supposed the Americans would give up in toto the continental trade from Canton), the competition would not be so seriously felt, and thus the Company's interest in the end not be materially affected by it.

When you speak of the power of the East India company at Canton, and its beneficial effects upon the trade, do you mean to refer more particularly to the monopoly of the British market enjoyed by the East India company?—I do.

J. T. Roberts,  
Esq.

(21 March 1821.)

Do you consider, then, that that power would be for any beneficial purpose diminished, that monopoly being preserved to them, but the trade from Canton to Europe being opened to the British free traders upon the same footing with the American ships?—I do certainly think it would.

What effect do you conceive, then, that the British free trader would have upon the power and trade of the East India company at Canton, which is not produced at present by the admission of the vessels of the United States, and of other countries trading to the same port?—I think, in the first place, that the admission of British free traders to China would gradually diminish the power of the East India company, and also that British free traders when once they are admitted to Canton, would not confine their adventures thus far, but from a speculative spirit be induced to prosecute them to other ports of the Chinese empire, where no foreigners are allowed to go, which might ultimately involve us in serious disputes with the Chinese government.

Is it as much the interest of the American trader to push his adventures as far as he can, both as to amount and as to place, as it could be the interest of the British free trader employed in the same trade?—It is undoubtedly.

Is there any difference in the equipment of British vessels, and the vessels of the United States, which would lead to greater apprehension of disputes, or other inconveniences arising out of their admission to the port of Canton, than is now experienced from American vessels and American seamen?—I do not conceive there is any other difference whatever, between the equipment of a British private ship and an American, further than with respect to the relative characters of the sailors; an American sailor, undoubtedly, is more orderly than a British one, less quarrelsome in his disposition, and not so much addicted to intoxication; in proof of which, I may assert, that during the eighteen years I have been in China, I have never heard of any serious disputes between the Americans and the Chinese, whereas, unfortunately, there have been too many instances of the kind with sailors of the Company's ships.

You consider, then, that the American trade, carried on as it has been, has been attended with less inconvenience upon the whole, arising from disputes between the captains and seamen, and the inhabitants of China, or the local authorities of China, than that carried on by the East India company?—I undoubtedly do.

During the time of your residence at Canton, has the American trade increased or diminished?—It has increased in a great ratio. I have a statement by me, which is the same, I believe, which has been already produced here.

How do you explain that increase?—I conceive it to arise in a great measure, from the increased population of America, and the increased consumption of tea, and from having been, since the war, the principal carriers to continental Europe.

Do they continue to carry to continental Europe?—They do, to the exclusion, almost, of the Dutch, who have scarcely any ships whatever of their own, only seven or eight having arrived at Canton since the peace, thus leaving the trade almost entirely in the hands of the Americans.

Do you conceive, that there is any circumstance connected with the equipment of American vessels, or the rate of freight at which they are enabled to sail, which would prevent the British free trader, if no other circumstances prevented his admission, engaging in a competition with those vessels in the trade between Canton and Europe?—I do not, certainly; I think an English ship, at the present low price of freight in this country, and of building materials, can sail equally cheap, if not cheaper, than the Americans.

During the period that you have been acquainted with the Canton trade, have there been any material variations in the qualities of the tea brought to the Canton market for European consumption?—There have not; during the time I have been there, the teas have generally maintained a strict uniformity with regard to their quality; and certainly the Company have not only always the selection of the very best kinds, but the preference of every other species of goods in the market.

Have you observed that the variation of demand from year to year, as to quantity, which in some years has been considerable, has been attended with the effect of producing any material alteration in the quality of the teas brought down to Canton for exportation?—I have not particularly observed any deterioration of quality, except in the species of one particular tea, which is called souchong; that which formerly the merchant used to take such pride in delivering to the Company, is certainly now much diminished in quality; but in the other qualities, such as congo and hyson, and other green teas, there has been no material depreciation to my knowledge.

Can you account for the circumstance you state in respect of souchong?—I can account

account for it only in this way, that being a very expensive tea, grown only in particular parts of the country, and requiring a great deal of care and attention in picking; the tea growers find it much more for their advantage to mix it with the inferior sorts, by which both they and the Hong merchants obtain a greater profit.

*J. T. Roberts,  
Esq.*

(21 March 1821.)

You do not, therefore, attribute the difficulty in procuring souchong, to any external circumstance, or particularly to any variation of trade connected with the Canton trade?—Certainly not, it is a tea more particularly used in this country, and grown, I may say, almost expressly for this market.

Should you apprehend, that were any increased demand from any circumstance, to take place for teas, that demand being felt at the port of Canton, would produce any deterioration in the quality of teas brought down for exportation?—I should think, if any greatly increased demand for teas were to take place, certainly some deterioration in the quality, would naturally follow.

Do you conceive, however, that an inconsiderable increase of demand, would be liable to be attended with that effect?—Certainly not.

Have you observed any material variation in the demand of the Chinese, for European commodities, and more particularly for those of British manufacture?—I have not; it has been asserted by many, that there has been a demand, but from every information I can collect from those who have more recently left the country than myself, I find such not to be the case; such an impression, I am aware, is now extant in this country, to no inconsiderable a degree, but from my own individual observations, I believe it not the case.

Is the power of purchasing such commodities for the consumption of the Chinese empire, strictly and effectually limited to the Hong merchants?—It is not, certainly; there are a great many of what are termed outside dealers, composed principally of shopmen, who are in the habit of trafficking with the officers of the Company's ships, and with the natives of India who come to China in country ships, as also with the Americans; smuggling is carried on to a great extent, so much so, as seriously to affect the interests of the Hong merchants, who have it in contemplation, in consequence of this, to adopt some restrictive measure to stop so pernicious an evil, but which, I feel confident, they never will do as long as the inferior mandarins are open to bribery.

Are the dealings of the American merchants and captains, confined to the Hong merchants, or do they also deal to any extent with those you have described as outside dealers?—Many of the more respectable merchants, confine themselves entirely to the Hong merchants, others partly to the Hong merchants, and partly to the outside dealers.

Do you attribute that limited demand which you have described to continue in the Chinese market, for European manufactures, to the want of taste for those manufactures, in the population of China, or to any other circumstance connected with the mode in which they are supplied?—I do not attribute it altogether to the want of taste in the Chinese, but to the great expense of transporting them to the northward; for the various district mandarins have their regulated fees on these goods, in passing through the different provinces. Were those evils, and many other similar ones, removed, or other ports opened to the northward, I have no doubt, not only that double, but treble the quantity might be introduced into China, with advantage to this country.

Do you think it extremely improbable that the Mandarins, or other persons who are empowered to confine the trade within those limits, may ultimately discover that it would be for their advantage to make use and to admit of more commodities passing than they have done heretofore?—I do not think, certainly, that would ever be the case.

Did the power of the East India company, at Canton, experience any diminution during the period you were resident there?—On the contrary, it certainly has much increased in China.

If the power of the East India company rather increased than otherwise during the eighteen years you were resident at Canton, during which period the American trade with Canton attained its present height, on what ground do you suppose a diminution of the power of the East India company would be the consequence of an admission of the British free traders to that port?—The only thing to be apprehended would be, that the Company would not have the same influence and power over those ships they would over their own; that disputes would occur with the Chinese, and that

J. T. Roberts,  
Esq.

(21 March 1821.)

that British free traders might prosecute their adventures to distant ports in the empire, and ultimately involve us in serious disputes with the Chinese government.

Do the Americans prosecute their adventures to distant ports in the empire?—Not at present, but I have every reason to believe they may be induced to do so from their adventurous spirit.

Have the Company's servants at Canton any power over the Americans trading to that port?—None whatever.

Would not any difficulties that arose between the Americans and the Chinese government affect the interest of the East India company in the same manner as if those difficulties arose with British free traders?—Certainly not; they would make a proper distinction; an instance of which occurred in the year 1807, when a Chinese was unfortunately killed by a sailor of the *Neptune*; for then the American trade continued to be prosecuted, whereas ours was entirely stopped for three months; likewise when Admiral Drury visited China in the year 1808 or 1809, the whole of the Company's trade was again stopped, but the Americans went on just in the same way as if nothing had happened.

Did the trade of the East India company at Canton increase or diminish during the time you were there?—It has been certainly increasing during the time I was there, particularly in cotton wool from India.

Were any new articles introduced?—No; metals have been more recently introduced; but the exportations of woollens have continued nearly the same as they were thirty years ago, except in a few intervening years, when the exportation was nearly double, with a laudable view of assisting the distressed manufactures in this country; but the losses occasioned by this humane act were so great as to compel the Company to desist from such a system, and consequently the exportation is now limited to the actual demand, by which instead of a losing price they get a gainful one.

Have you ever considered the point of establishing free ports in the eastern islands under British protection?—Yes, I have very attentively, and have written a paper on the subject.

Be good enough to communicate your opinion upon that subject?—My opinion is, that with regard to the trade of the eastern islands, from the restrictive regulations now enforced by the Netherlands government in those seas, we shall never get a substantial footing there; for the Netherlands government, it appears by the treaty of 1814 have taken possession of all those settlements and places which the Dutch had previously occupied in the year 1803; and by the latest accounts which I have had from India, it is stated that they have it in contemplation to put those places under one general system, which shall secure to them the whole of their trade under a strict monopoly; therefore, I conceive, it is impossible ever to get any settlement on most of the islands to the eastward of Java, for even if we were disposed to establish a traffic with the inhabitants of them, who compose a band of piratical chiefs and marauders living by plundering their defenceless neighbours, the want of a convenient port to trade to would scarcely render such a trade worth the expense of forming one, much less the sacrifice, in the first instance, to obtain it, for the islands do not produce enough articles singly to form a cargo of a ship even of the smallest class.

Supposing such an emporium were established, would it not afford facilities for conducting the commerce with China which do not now exist?—It would in some measure, but not materially so.

Would that circumstance in any degree affect the advantage to be derived from the establishment of such an entrepot to the trade between this country and China?—I certainly think it would not with respect to the trade of those islands, in any great degree, for I have no doubt that when the Chinese government discovered these illicit practices, (for the Chinese junks by established law are not allowed to quit the empire, but only to trade from port to port), would establish restrictive regulations to prevent such a traffic; but even were such a trade permitted, and our ships resorted to such entrepots to receive the commodities of China, these islands would only take off a very small portion indeed of British manufactured goods, the inhabitants of them being principally clothed in the manufactures of their own country, or of India; latterly, however, I have understood that British manufactured Manchester cottons, similar to their own patterns, have found their way there, and perhaps met with some demand, so that in the course of a few years, an increased consumption might follow, but not to an extent to warrant the presumption that any real benefit could be derived to a free trader by it, from the great difficulty which I said

before

before he would find in procuring a return cargo: it is certainly true, that the little the islands do themselves produce, would ultimately find a sale in China; but this circumstance does not warrant the idea, that a voyage so undertaken would in the end prove a lucrative one.

J. T. Roberts,  
Esq.

(21 March 1821.)

[*The Witness delivers in the Paper, referred to by him, which is read, and is as follows:*]

October 29th, 1820.

“THE petition from the merchants of London, now under consideration of a select committee of the House of Lords, relative to the policy of opening the port of Canton to British free traders, involves so many questions of importance, affecting the ultimate security of the China trade, as to require, in the first instance, not only the most unequivocal proof that such an innovation cannot directly or indirectly affect the exclusive privileges of the East India company; but at the same time equally clear proof that it would tend to promote and benefit the commercial prosperity of this country.

“In the observations which I am about to submit on this important subject, I consider it unnecessary to say much, how far the present system of conducting the China trade may or may not be the best for the country, because that point has been more than once determined by the legislature, and lastly in 1813; but it may not be amiss for me here to observe generally, that my own opinion, matured and confirmed during seventeen years residence in Canton, as a Company’s servant, supported by the opinion of those who have been connected with me in the same service, is so fully made up on this question, as not to be easily shaken by any speculative reasoning of the present day; for whether with respect to the peculiar nature of the trade itself, the peculiar habits and customs of the Chinese, and the peculiar measures therefore required to preserve such a trade unimpaired, the present one is of all others the best adapted for the purpose, both for the security of the trade itself, as well as to protect it from the casual but unavoidable interruptions, to which the known jealousy of the Chinese government has more than once exposed it. But the private traders will not subscribe to this position; on the contrary, arguing on general principles of political economy, and viewing the Chinese character in a far different light to what it ought to be, they suppose, that a free and unrestricted trade with this as well as all other countries, would be the best for any state; such a principle, however, cannot well be maintained with regard to China, where the intercourse with foreigners is so circumscribed, and where the government, acting on a fixed line of cautious policy toward these foreigners, bind their own subjects by fixed regulations to a limited trade with them, under the most severe penalties, if they are transgressed; thus, for instance, it is universally known, that the Chinese government acting on this principle, confine the trade with foreigners to one port, and that trade is placed entirely under the management and control of ten or twelve licensed Hong merchants, who are not only both individually and collectively responsible for all transactions with foreigners, but are even responsible for the good and orderly conduct of foreigners themselves.

“For a more particular and enlarged view of the foreign trade to China, especially that connected with our own country, I must refer those who wish for this information, to a document written by Sir George Staunton, on the renewal of the charter in 1813, intitled, “Considerations on the China Trade,” in which the present system is so ably and satisfactorily treated, as to leave no doubt of its superiority even in the minds of the most prejudiced.

“It being thus imperative upon us to preserve the China trade, as far as practicable, on its present substantial footing, let me next consider, whether the grounds alledged for deviating from the present system be sufficiently convincing to warrant any departure from it, and if so departed from, what are the consequences likely to result to the interests of the East India company. The great and extensive advantages, held out to the country by the boon required, appear, by the general tenor of statements I have heard, to be founded on the assumed fact, that the unrestricted trade to India since 1813 has materially tended to increase the demand for British manufactured goods of every description; they suppose, therefore, that if a similar free and unrestricted intercourse were established among the whole of the islands in the eastern Archipelago, to the eastward of Java, to the north-west coast of America, Spanish America, the whole of the coast from China Proper down to the Malay peninsula, with the power afterwards of proceeding from these countries

J. T. Roberts,  
Esq.

(21 March 1821.)

and places to Canton, and from thence with cargoes to continental Europe, not only would the same advantages result there, but it would enable the private trader also successfully to compete with the Americans, who now exclusively occupy this circuitous traffic, to the great detriment of British capital.

“ With respect to the representations which have been made, at least such as I have seen, they undoubtedly come from persons who have been either themselves in India, or intimately connected with establishments on the spot, and should therefore be respected; but these persons being all more or less interested in the pending question, they ought at the same time to be received with corresponding caution. Now, I should wish to know, with the exception of the boon now sought to be obtained, and the privilege of going to the north-west coast of America, which is also a chartered trade, whether British free traders, under proper licences, may not, equally with the Americans, visit most of the countries to which they resort; and, if not permitted subsequently to extend the voyage to China, they have at least an advantage in carrying out the staple commodities of the country, which generally may be supposed to yield a fair profit, whilst the American traffic is principally conducted with dollars, procured, oftentimes, in the United States at a very high premium; the only superior benefit, therefore, really in favour of the Americans, rests in the auxiliary one (if it may be so termed), which the unrestricted intercourse with the port of Canton affords them; and however much this may be exaggerated, and dwelt upon as a peculiar facility, (and that it has been beneficial to them in some degree no doubt exists,) yet it does not appear to me to be of that vast importance, or are the expectations formed of it by the private merchants sufficiently conclusive to warrant any change in the present system of conducting the China trade; and I am led to this belief from a consideration as well of the probable consequences likely to result to this trade from it, as in the conviction, that with respect to the free trade in general, particularly that to India and the eastern Archipelago, which in fact constitutes the whole, that the Acts of Parliament in favour of it, passed in 1813, not only afford every facility and encouragement to the private merchant in most instances, particularly in extending the demand for British staple articles, but that the evidence itself admits these objects to have been already in a great measure gained by the number of private ships which have proceeded there since that period, and also in the fact, that the superiority and cheapness of the cotton manufactured goods exported from hence have almost entirely superseded the use of those manufactured in India, which previously thereto, were always in great demand throughout the east; then why not rest satisfied with these advantages: here is a specific benefit gained to the country, and enough to satisfy the views of most reasonable traders; for it does not follow that because they may have already been successful in these adventures, they would be equally so in prosecuting others to countries and places where little, if any intercourse at all exists with foreigners; on the contrary, the presumption is, that they would not be so; and when, in addition, every attempt of the kind, as avowedly connected with the port of Canton, would more or less interfere with the Company’s exclusive privileges, and consequently endanger the security of that trade, another strong and powerful reason here again presents itself to making such a trial: but such arguments as these, however well founded they may be, will not satisfy that feeling for general freedom of trade which has lately been so conspicuous. Give us, therefore, say the British merchants and ship owners, in one word, a more extended commercial intercourse with the world, including a participation in the China trade, and we promise to do much more for ourselves, as well as to benefit the country; and as we have the example of the Americans in a free unrestricted trade to Canton, who have never hitherto embroiled themselves in serious disputes with the Chinese government, so as to interrupt that amicable understanding at present subsisting between the two nations, we see no reason to apprehend any thing of the kind from a similar trade on our part; and are consequently not aware of any danger likely to result to the Company’s interest, with whose monopoly we wish not to interfere.

“ Now, to meet these arguments with any probability of success, it may be necessary to make some enquiry into the nature of the footing on which we stand, with respect to the great trade of the eastern Archipelago, to see how far the expectations held out, at least in that part of the globe, are likely to be realized. On reference to the most authentic documents on record, it will be found, I believe, from the earliest periods downwards, that the foreign trade in those seas, was, and is to this day carried on to certain emporia, to which the native traders resort, with the various produce of these islands, and barer it for the commodities of Europe,  
opium,



J. T. Roberts,  
Esq.

(21 March 1821.)

opium and piece goods from Bengal. These emporia may, at the present day, be considered to be Batavia, Prince of Wales island, Malacca, and I should also hope the new settlement in Singapore Strait may be added to the number; but besides this traffic, there is also one to the same extent, and of equally ancient date, carried on between China and the eastern Archipelago in Chinese junks, which proceed annually to Java, to most of the ports on the north and north-west coast of Borneo, to the Suluh islands, and Macassar on the Celebes, and to several ports on the coast of Sumatra; and there is this peculiar feature in a large portion of this trade, viz. that by a sort of tacit agreement with many of the independent and piratical chiefs in the Suluh and Celebee seas, these junks there carry on a coasting trade amongst the numerous cluster of islands which is denied to Europeans, and which would in fact be attended with considerable risk to attempt. The exports from China consist chiefly of coarse earthenware, manufactured silks, tea, furniture, and such other articles as the domestic wants of the Chinese settlers, who are very numerous in many of these islands, particularly in Borneo and Java, may require; in return for which, the junks receive tin from Banca, sugar and hides from Batavia, pepper, betel, and edible bird nests, beache de mer, bees wax, rattans, all calculated for the China market.

“On the general peace of 1814, the Netherlands government at once became possessed of all those places which they held previous to the breaking out of the war in 1803, comprehending the whole of Java, part of Borneo, the Moluccas and Celebes, with Malacca on the Malay peninsula, and several settlements on the west coast of Sumatra.

“By the latest accounts from India it appears, not only that the Dutch have taken possession of these places, but have it in contemplation also, to put them under one general system of control, which shall secure to them the monopoly of its commerce in their own hands. Here then is at once a serious difficulty intervening, to frustrate those hopes of an extended and advantageous intercourse thus far; for it naturally follows, that so situated, no other direct facilities to those places will now be permitted, than what it may suit the interest or policy of the Netherlands government to allow; and however much such a system may be unjustifiable in itself, and equally to be deplored as injurious to the prosperity of the places themselves, and moreover contrary to that spirit of freedom which had been previously in force when we were sovereigns in those seas; yet it must ever operate, even under the most favourable regulations that the Dutch may make to protect the interest of foreigners, as a serious drawback against that unrestricted intercourse so much called for.

“But in this emergency, however, it has been assumed, that there is still a wide field open for the purpose to those islands or countries not comprehended in the Netherlands possessions, which do not acknowledge the authority of any European power. These are principally that group of islands in the Suluh seas, including the northern and N. E. parts of Borneo, which are under the dominions of various independent chiefs, subservient to no superior head, and from the information which I have been able to collect on the subject, these Rajahs support their power by one regular system of piracy, in plundering whatever may chance to fall in the way of their armed prows, and in predatory excursions to the neighbouring coasts, seizing upon the defenceless inhabitants, whom they sell for slaves. The booty when thus taken, is afterwards collected in one of the principal islands, then fairly divided amongst them, and subsequently disposed of either to the Chinese junks, or such Malay traders who may have purchased free licenses for the purpose. The same sort of indiscriminate warfare and plunder is pursued likewise by those independent chiefs who inhabit the islands more to the southward, in the Celebee seas, and who follow precisely the same system. It may then fairly be asked, what greater prospect is there of establishing any more unrestricted intercourse with such places as these, than there is with those already in possession of the Dutch?—The difficulties indeed must strike every one as much greater and more insurmountable, for although the islands themselves be very populous, and many of them produce articles calculated for the China market, which they undoubtedly do; yet, as the natives themselves are only a few degrees removed from savages, and consequently unfit for engaging in peaceable intercourse with foreigners; it is not reasonable to suppose that any trade could be established with them on a permanent footing; but even admitting they were disposed to admit us on such terms, still the want of a secure and commodious port as an emporium must ever remain a serious obstacle, as such a trade would scarcely repay the expense of forming one, much less the sacrifice in the first instance

J. T. Roberts,  
Esq.

(21 March 1821.)

instance to obtain it; and even then I much doubt whether the delay in collecting the produce from the different islands would not counterbalance the ultimate advantage of the voyage: this latter inconvenience may be exemplified in the voyages of the Chinese junks from Amoi, which are sometimes two years on the coast, and then frequently return without full cargoes.

“But besides these islands and countries, which only form an inconsiderable part of the plan to be pursued by the private merchants, much stress has also been laid by the evidence on the innumerable advantages that would result to it by a direct intercourse with Cochin China, and the coast downwards to the Malay peninsula; which countries, possessing a very extensive population, might gradually be brought to receive the staple commodities of this country, particularly woollen and cotton manufactured goods, in exchange for the produce of theirs; of which Cochin China produces sugar, pepper, spices and betel nut, besides elephants teeth, dye woods, and various other articles, all calculated for the China market; whilst Siam has principally sugar, and fine timber proper for building ships. In confirmation of the truth of this opinion, it is stated that this lucrative trade is now wholly in the hands of the Chinese, and of the Portuguese from Macao, who annually bring down British woollens, China manufactured cottons, tea, and many other articles besides, in exchange for those already mentioned. That such a trade does and has existed for several centuries, I am ready to admit; but, from every information I have been able to collect through those who have more recently visited those countries, certainly not to the extent supposed; neither do I admit that any British goods are imported there from Canton, either in Chinese junks or Portuguese ships; for, it is generally known, that the Cochin Chinese are chiefly clothed in silks of their own manufacture, which is both cheaper and finer than that from Canton; or in coarse linen cloths also manufactured there, because the climate is far too hot and oppressive for clothing composed of warmer materials. This trade by the junks, which is principally from Amoi, and also from the port of Cow-Moon, situated to the westward of Macao, is altogether a coasting one; but the chief place of resort is a small bay called Quinion, I believe, and Seignon, the great port to the south, and in Siam that place itself. The Siamese also pay tribute to the Emperor of China for the trade which is allowed to them in his dominions; and they annually send two ambassadors, to do homage before the viceroy of Quan Tong, for the purpose, accompanied by presents. It cannot however be fairly inferred, that, from the circumstance of such a trade as this being tolerated between China and these dominions, which has been the case from time immemorial, originated, I believe, not in any fixed treaties, but tacitly admitted with a view to reciprocal advantages from the contiguity of the countries themselves, as well as from a similarity in the wants and habits of each requiring the commodities of either, it should be equally extended to foreigners. In the sixteenth, and early in the seventeenth century, there were, no doubt, foreign factories established at Siam and Tonquin: the Dutch, French, and English had each one there; but owing, perhaps, as much to their own folly and imprudence in constant disputes, as to the effects of the revolution which subsequently took place in Cochin China and Tonquin, and which terminated in that latter empire becoming a part of Cochin China, it has altogether ceased; and although attempts have since been made, at least on our part, to renew a friendly intercourse with Cochin China, the last of which took place in 1804, in a special mission from the Governor General, conducted on a scale of liberality calculated to ensure it success, if success could be obtained; it altogether proved fruitless; a steady resistance having been made on the part of the King's ministers, influenced no doubt by the intriguing spirit of the French residents at his court, to every overture on the occasion. The fact is, I believe, that the Cochin Chinese, possessing in a more eminent degree than their neighbours the Chinese, that extreme jealousy of all foreigners, no inducement, however favourable, will, I am disposed to think, ever allow that country again to be open to foreign commerce; but, if further proof were required to support this argument, it may be gathered from a more recent attempt, on the part of the French government, to open a communication with this country, and which, from the treaty concluded in France in 1788, when the young prince was carried there, might be supposed to have greater weight; yet it also had no better effect than our own. The mission sailed from France in 1817, and, after visiting Macao, arrived at Turon bay, I think, in February or March 1818. It was subsequently communicated to me by a missionary at Macao, who has been in the habits, for many years, to correspond with the principal French resident at the Cochin Chinese

J. T. Roberts,  
Esq.

(21 March 1821)

Chinese court, and on whose authority I can depend, that the king would neither receive any letter from the French ambassador, Count Kirgurien, or even accept of the costly presents that accompanied him. But it must be admitted, in opposition to this, and whether from the near vicinity of Macao, or from other causes which I am not acquainted with, that the inhabitants of this settlement have been accustomed, for many years past, to send one or two ships annually to Seigon, with an assorted cargo of China goods, but not woollens or any other British manufactures, in exchange principally for betel nut, which is of a very superior quality, and other articles. For the last four years, however, this trade has been altogether discontinued; and the reason I understood to be as much from the great delay and trouble in procuring a cargo, as from the additional imposing duties established to satisfy the rapacity of the local mandarins. The Portuguese, from Macao, also, in the year 1817, I think, made an attempt to establish an intercourse with Siam on a permanent footing; a ship was then dispatched, with an authorized person and presents, for the purpose; but the mission altogether proved unavailing, and the ship ultimately returned without gaining a single advantage. I have lately understood, however, that one or two Americans, and also an English ship, have got up the river near Siam, and by some means or other, clandestinely procured a little cargo, chiefly sugar.

“ With respect to the north-west coast of America, as connected with this country and China, it may be proper to state, from the nature of the existing laws, that this trade is in the hands of the north-west company. Of the nature of this trade, how far it may contribute in the first instance to carry off the manufactured goods of this country, I am not sufficiently well informed to speak decidedly on the subject; but I have been told that woollens and cotton goods form a very inconsiderable part of the outward cargoes, which consist chiefly of iron in bars, hardware and various other articles of ironmongery, besides copper, tools and muskets, and the furs collected in return are principally conveyed over land to our Canadian possessions, and from thence transported to England. It must however appear curious to many, that although so much has been said of the advantages of this trade to the Americans in their intercourse with China; yet when permission was given a few years back to the north-west company by the court of directors, to send their ships to Canton, with liberty either to load back again, or to pay the proceeds of the furs when sold into the Canton treasury for bills on the court, yet they never availed themselves of it, but in two instances, once in 1815 I think, and the other two years afterwards; but both these voyages having turned out far different to the expectations formed of them, the trial has not since been repeated. This circumstance at least speaks against the probability of such a trade being profitable to private individuals, even if the facility of going to China were added; for, if not so to a company whose establishments on the coast and other local advantages, must enable them to collect the furs so much more readily, it is not likely to be so to them. The success of the Americans, therefore, must depend on other causes, which I attribute principally to the peculiar system adopted in it. Their voyages extend not only to the north-west coast, but subsequently to the islands in the south seas to collect seal skins. The captain and mates of the vessel, besides being each more or less interested in the concern, are experienced in the trade, having been perhaps brought up in it from early life, and the crew also are picked men, and some of them not unfrequently participate in the benefits of the voyage, which is of that uncertain nature, and attended with such risk, as to require these precautionary measures to ensure its success. I do not mean to say that the same system might not be adopted on our part; and if the port of Canton were open to us, as it is to the Americans, the same advantage might result; but those voyages which have come under my knowledge, undertaken from Canton by private individuals, to collect furs, have almost invariably failed, and no doubt from this very circumstance, a want of proper equipment in the first instance. Relative to the trade along the eastern coast of South America, commonly called Spanish America, and which is also cried up as a traffic, which, were there facilities of proceeding on to China, might produce the most valuable benefits to the country in the sale of British manufactures, I feel myself equally at a loss to say much; but from the information I have been able to collect through others, I really cannot perceive how this would be the case, when I am to consider what these territories produce calculated for the Chinese market, which, with the exception of copper and a little cochineal, I know of no others, unless it be silver in bars and dollars. Now the principal article brought into China from that coast has been copper, and not exceeding in one year more than 15 or 20,000 peculs; but this very article of copper

J. T. Roberts,  
Esq.

(21 March 1821.)

is the thing we are most desirous of discouraging being sent there, as interfering with our own direct traffic in that metal from this country; and it unfortunately turns out for the ill success of the argument in the present case, that this very copper itself, so imported by the Americans, has not been purchased by the Chinese, (who would not give a corresponding price for it), but generally transhipped on board country ships at a higher rate for Calcutta; so that this transit trade ought to be looked upon as more connected with India than China. As to the increasing demand for our manufactures, if such really be the case, I see no difficulty whatever to its being met by the direct traffic from England; and perhaps with more success than any substantial benefit to be derived from prosecuting the voyage on to China. The next and not the least important subject to which I have to resort, is that connected with the trade from Canton to continental Europe, on which indeed such peculiar weight has been laid, because being at present almost exclusively in the hands of the Americans, it is assumed that an unnecessary and severe hardship is thus forced upon private individuals, in their exclusion from any participation in it; as were the permission allowed, and being totally separated and distinct from any interference with the Company's exclusive trade, no detriment whatever would accrue to them. The American trade to Canton has undoubtedly increased in a surprising way for the last fifteen or twenty years; but if the circumstance of having been the chief carriers to Europe since that time has mainly contributed to this increase, it ought not to be forgotten that the increased population of the United States, and consequently a greater demand for tea, and other produce of China, has no less been the cause of it. It cannot therefore be fairly inferred, that this trade to the continent has been the only one. The following may be considered as a tolerably correct account of the value of the American trade to and from Canton, from the year 1804-5 to 1818-9.

|                    | Imports.   | Exports.   | Tonnage. |
|--------------------|------------|------------|----------|
|                    | Dollars.   | Dollars.   |          |
| 1804-5             | 3,550,000  | 3,842,000  | 10,159   |
| 1805-6             | 5,300,000  | 5,127,000  | 12,480   |
| 1806-7             | 3,877,000  | 4,294,000  | 11,268   |
| 1807-8             | 3,940,000  | 3,476,000  | 8,803    |
| 1808-9             | 479,000    | 808,000    | 2,215    |
| 1809-10            | 5,744,000  | 5,715,000  | 12,512   |
| 1810-11            | 2,898,000  | 2,973,000  | 4,748    |
| 1811-12            | 3,132,000  | 2,771,000  | 7,406    |
| 1812-13            | 1,453,000  | 620,000    | 1,816    |
| 1813-14            | 451,000.   | 578,000    | 2,854    |
| 1814-15            |            |            |          |
| 1815-16            | 2,527,000  | 4,220,000  | 10,208   |
| 1816-17            | 5,609,000  | 5,703,000  | 13,096   |
| 1817-18            | 7,076,000  | 6,777,000  | 14,325   |
| 1818-19            | 10,217,000 | 9,401,000  | 16,022   |
| Total              | 56,253,000 | 55,945,000 |          |
| Average 14 Years   | 4,019,000  | 3,996,000  |          |
| Average of 4 Years | 6,396,000  | 6,435,000  |          |

"I have taken the average of the last four years, because being since the peace, it may be considered the best mode of forming a fair criterion of it. Of the exports of the year 1818-19, which is the largest of the whole, cargo to the value of dollars 1,459,000 was shipped for continental Europe; and it is the magnitude of these shipments in that year which has led to the favourable expectations formed of this trade by the private merchants, in connection with the other objects in view. In the face of such a statement, it would be perhaps presumptuous in me to dispute the justness of these conclusions; but I do not hesitate to say they are not altogether well founded: and I draw this inference as well from general observations as from the account of an individual, who was, unfortunately for himself, induced to enter largely into this trade, since the peace; and who unfortunately also has become a severe sufferer in consequence. The person to whom I allude is no less than that respectable and opulent Chinese Hong merchant, Howqua. Previous to my departure from Canton in 1819, he had himself informed me of these losses in various consignments made to Holland;

J. T. Roberts;  
Esq.

(21 March 1821).

Holland; and I have since heard they amounted to 600,000 dollars in the short space of only five years. Now it may be naturally inferred from this, that others who were prosecuting the same trade would not have been more fortunate, because Howqua could afford not only to send his teas at a cheaper rate, but of so much superior a quality, as he is remarkable for the selection of this article. If this, however, be not sufficient to warrant such a conclusion, it may be supported by the known fact that the markets for China produce in Holland have been greatly overstocked for these two or three years past, there being at the present time, or at least there was a few months back, 102,000 chests of tea unsold, whilst it has been ascertained, that the actual consumption is not more than 35 to 40,000, leaving therefore nearly two years and a half consumption on hand, with corresponding low prices in the market; but besides this, there is also the chance of the Dutch not permitting the indiscriminate intercourse on the part of foreigners to their ports for a much longer period; for it should be recollected, that that nation is fast gaining its ancient commercial weight in the scale of nations; when it may naturally be supposed, that, aided by the increased capital of their country, they would be disposed to confine it solely to their own subjects and Dutch shipping, to the entire exclusion of all participation in it on the part of the foreigners. Such a state of things, therefore, ought to be taken into consideration, when weighing the propriety or not of opening this trade to the access of British shipping; for should the Dutch proceed to this extremity, some other port would be discovered, if only to open a channel for a regular system of smuggling along the coast of England and Ireland, detrimental in its consequences to the revenue, and fatal to the interests of the East India Company. But I come lastly to consider why, under any circumstances whatever, the China trade should not be accessible to free traders; which leads me in the first instance to make a few observations on the present system of conducting it, which I had not originally intended to do. The numerous and extensive advantages which are already enjoyed under the commercial preponderance of the East India company in China, are, first, that it gives their representatives a weight with the government, and also that particular influence with the Hong merchants, which has enabled them successfully to contend against any combined operations, even amongst the most wealthy and powerful of them, to affect long established privileges. Secondly, it enables them not only to buy the best, but the cheapest productions of the country, as well at the same time to promote the sale of British staple commodities; and lastly, it constitutes in them, as supreme head over the whole British trade to the port, that wholesome authority to control the general conduct and proceedings of every British subject (as far as connected with the well-being of the trade), to prevent any infraction of those established laws framed by the Chinese for the guidance of foreigners, which have more than in one instance proved so nearly fatal to the existence of the trade itself. The benefits which more immediately apply to our own country, are in securing a regular and fixed supply of the different qualities and quantities of tea, proportionate to the annual demand; as also enabling the legislature to collect the revenue arising from it in a comparatively less expensive way, and preventing almost the possibility of any smuggling.

“With respect to the first point, many instances could be adduced to substantiate the proof of this influence in various cases; but none more readily occurs to my recollection at this moment, or is more strikingly illustrative of the fact, than that unjustifiable attempt on the part of the merchants to establish what was by them termed a colony, the principal features of which were to fix the price of every article of import (woollens excepted) at certain periods of the season, according to their own views of the then existing state of the market, and that no merchant in purchasing a cargo should be allowed to give more. This combination, if I mistake not, took place in the year 1809 or 10, and received, I believe, the sanction of the Hoppoo or superintending magistrate over foreign commerce, who issued his edict on the occasion. The fatal consequences, however, of such a dangerous attempt to destroy the very foundation of the trade itself being evident to the Company’s representatives, because when all competition was thus prevented, there was an end to the prop which supported it; it became necessary to exercise that influence and power which they possessed, to crush it, before any of the pernicious effects had taken deep root, in which attempt their exertions were crowned with success (to the satisfaction of the whole trading community) by the almost immediate abandonment of the plan. But let me ask whether it is reasonable to suppose that such a combination, coolly and deliberately formed, with such powerful engines set to work, could have been defeated by any ordinary representations, or by any other less powerful means, in fact, than

J. T. Roberts,  
Esq.

(21 March 1821.)

those which were used on the occasion? Every reasonable man will concur with me in saying that it could not. Then how necessary is it to preserve that power and influence to the Company unimpaired! And would it not be considerably weakened by British ships being permitted to visit Canton not under their immediate control, but allowed to prosecute their own views and interests in every instance, without regard to the common interest of all.

“ Secondly, with respect to the prices of the various productions of the country, nothing can be a stronger proof of this fact, than the uniformity of the Company’s prices for teas at Canton, which, in spite of various vexatious exactions of the government to increase the revenue, or rather to satisfy, perhaps, the rapacity of the Mandarins themselves, have seldom much varied. It is a fact, that the Company’s servants seldom fail to obtain with readiness, not only the best tea at the fairest prices, but even the first quality of goods brought to Canton for sale, are offered to them; the consequences of which are, such a selection is made, as in every respect is suited to compose a cargo for our own consumption. But how, again, could these advantages be gained if the Company’s influence was to be weakened by the indiscriminate speculations of casual adventurers from England, totally unconnected with them, and who would by their measures only create an additional competition to that to which the Company are already exposed, without, perhaps, benefitting themselves.

“ In regard to the disposal of British woollens, the advantages are not less conspicuous. It is generally known, that it has been through this influence, again, the Company’s servants have been enabled to induce the Chinese merchants to receive large quantities of the staple commodities of this country, and at prices, so far from affording the Company any profit, as have left them very considerable losers.

“ The leading articles sent out, are broad cloth, camlet, long ells, with metals; but the latter have only found hitherto, an immaterial sale, and then but in the raw materials; whilst the former, if not greatly extending in demand, may be considered permanently fixed at about one million sterling.

“ With a laudable zeal, also, on the part of the Company in times of peculiar distress, to the manufacturing interests at home, they have been induced even to extend these exportations beyond the demand; in China, however, the quantity now sent out from this country, has been reduced to a level with that demand, by which higher prices have been gradually obtained, and consequently the trade, instead of being any longer a losing, has at length become a gainful one to them. How beneficial, then, must such a regular system as this be, not only in securing a fixed and permanent sale for these woollens, but in facilitating their dispersion throughout the Chinese empire; and how impossible does it appear, to my judgment, to maintain it unbroken under any other. To such a pitch of excellence, indeed, is it notorious that the exertions of the Company have arrived, in establishing the credit of these woollens, that their mark, stamped on the bales, is a sufficient guarantee, and always admitted as a proof of the quantity and quality supposed to be contained under it.

“ Whilst on this subject, it may not be amiss to mention a report which seems to have gained such universal credit in London, and is so eagerly seized upon as an argument in favour of opening the China trade, viz. that of the Chinese merchant Howqua, to whom I have before alluded, having transmitted home orders to purchase woollens and cotton goods to the extent of 500,000*l.* to be sent out in American ships. Now the Company themselves, only export one million in woollens, of which perhaps; a tenth part falls to his share; and if any opinion may be formed of the extreme difficulty he would have in disposing of this additional quantity to that he has already on hand, by the quantity of bales piled up in his Hong from year to year, it is impossible to conceive for a moment, that common prudence would have allowed him to give such an order. I have, therefore, no hesitation in saying, that the whole report is a fabrication intended for bad purposes, to induce the public to believe that the demand for woollens in China, is not adequately met by the Company.

“ It is, however, to be regretted, at the same time, that any American ships should have been allowed to clear from the river, laden partly with British woollens, for China. I have an account by me, which states, that five of these vessels, who left England at different periods since January last, have, in addition to a considerable sum in dollars, and some minor articles of trade, carried with them woollens to the extent of 113,000*l.* and cotton goods to the amount of 17,000*l.* It never before occurred to me, that such a licence could be extended to foreign ships bound direct to Canton; because I always conceived this branch of trade to that port, vested, by the charter, solely in the hands of the Company; it is impossible, therefore, to say what effects this may produce

produce in China, and what discredit it may bring on the Company's name, as I understand, in addition to the fact of the exportation having taken place, that the bales were stamped with the Company's mark; this latter part, however, is only reported, and may not be true; but if proved so, such a clandestine proceeding, cannot be too severely reprobated.

*J. T. Roberts,  
Esq.*  
(21 March 1821.)

“ With respect, lastly, to the necessity there is that some controlling power should be exercised over the whole trade to the port of Canton, it may indeed be inferred from the very nature of the footing on which the trade itself rests, which requires, in every instance, such strict obedience to Chinese laws and customs. Various instances, indeed, have occurred, where such disobedience has produced the most serious consequences; but none more particularly so, than in that well-known affray in 1806, when a Chinese was unfortunately supposed to have been killed by a sailor belonging to the *Neptune East Indiaman*. To prevent the recurrence, then, of similar disorders, as well as any infractions of the known established regulations and ordinances of the government, such an efficient power is absolutely necessary, and is moreover maintained to this day; but how could it possibly be so, if six or seven private ships were to resort to the port, over whom the Company's representatives had no control, and who would be at liberty to pursue their own measures, independent of any authority. Would not the recurrence, then, of every imaginable evil that could befall the trade, happen, either in clandestinely dealing with unauthorized Chinese, or in similar illegal acts; but with respect to the disturbances above-mentioned, particular and well-founded apprehension may be entertained; for a private British ship is not like an *Indiaman*; in the one, there is discipline among the crew, the commanders and officers are regularly bred up in the service from early life, and themselves more or less concerned in the success of the voyage, and consequently between them and the Company there is but one common interest; in the other, there is little or no sort of discipline amongst the crew; and the master and mates, having no further interest in the ship than that derived from their pay and allowances, it is not to be supposed that they would be very particular in watching over the conduct of their men, to prevent such disturbances as these again happening. Against this argument, however, I am aware, is opposed, the example of the Americans, who, in an unrestricted trade with China for so many years, have never yet embroiled themselves in any serious disputes with the Chinese government; but in opposition to this, I maintain, that there is a great dissimilarity between the character of an American and English sailor. The American sailor is not only more peaceable in his demeanor towards a Chinese, but not so easily provoked to anger, and above all, is less addicted to intoxication than an English one; in proof of which, it may be adduced, that during the seventeen years I have been in China, I never once heard of any serious affray between a Chinese and American, whereas, unfortunately, there have been too many instances on the other side. It is not, however, only in cases like these, from which eventual danger may be apprehended, by free traders, but there are others, and amongst them the great probability of rash attempts being made to open a communication with other ports in China, which might lead to the most serious consequences; for although any such intentions may not be immediately manifested or spoken of, yet when the principal objects in view, decidedly profess to be the promotion of the sale of our manufactures in countries and places, if not altogether unknown, at least rarely visited, it may ultimately be presumed to be so. I do not wish to be understood to mean, that there is not still a wide field open in the vast empire of China, for even three times the quantity of goods now exported by us; but what I must maintain is, that until we have more ports to trade to than Canton, the present quantity is amply sufficient to meet the demand. It has also been said, that a taste has lately risen up in China, for the manufactured or Manchester cotton goods, in preference to their own manufactures, and that the increased supplies lately exported, partly by the Americans, justify this conclusion.

“ From my own observations, however, confirmed by more recent accounts from Canton, this does not appear to be the case, or at least is greatly exaggerated. A few printed and coloured cottons may be required, and which is usually met in the privileges of the commander and officers; but with respect to the more substantial kind of cottons, or that which approximate nearer their own manufactures, in such general use throughout the southern provinces, there is no great demand; for it can neither be sent out so cheap, or is it in the same estimation as their own; proof of which may be gathered from an experimental consignment sent out by the Company a few years back; I do not at present recollect the year, but I think it was in 1810 or 1811; the result, however, I am certain from memory was so unfavourable as to preclude

J. T. Roberts,  
Esq.

(21 March 1821.)

preclude all idea of repeating it; but if even under any other circumstances, I much doubt whether the Chinese government would permit the importation of British cotton goods to any extent; at least not without imposing such high duties as would render it a losing concern, if only to protect their own manufacturers, who, like those at Leeds and Manchester, comprize some thousands of poor families solely dependent on this trade for their support.

“ Lastly, there may be justly considered no less serious danger to arise, on the one hand, from the admission of free traders to China, in the various facilities which would thus necessarily be afforded them to smuggle on the coast of England and Ireland, producing thereby manifest injury to the revenue of the country, than on the other, equally imminent risk to the prosperity of the Company, by compromising their interests.

“ I know, however, it may be said in opposition to this, if such were likely to be the case, why had not smuggling been resorted to through the Americans? But it does not follow, that because no clandestine attempts of this kind have yet been made by them, they should be neglected to be so by the free traders, when the facilities become comparatively so much easier, by being so immediately in their own power. My own opinion therefore is, that these attempts would be tried to no inconsiderable an extent, not by the more respectable class of British merchants, but by those needy adventurers who are ready to grasp at every thing. How then can such a pernicious evil be so well guarded against as by the present system, which absolutely not only prevents the possibility of much smuggling, but brings to the state, almost without any expense or trouble in the collecting of it, a revenue to the amount of about 4,000,000*l.* sterling which the trade alone is supposed to yield.

“ If, then, in addition to the evils already enumerated, such bad consequences as these must likewise arise from permitting an open intercourse with China, how very impolitic, not to say unwise, it would be, to forego the certain advantages which the present system secures to the country, for those illusory ones which, under the most favourable view of this question, are at best but problematical, and must evidently be attended with a considerable degree of risk in gaining. I have therefore but little to add to the foregoing observations, which I trust may appear sufficient to prove not only that the views and objects of the advocates for opening the China trade are founded in error, but that the laws by which the free trade to India are regulated, as established in 1813, are in every respect sufficient to encourage and support it. On that occasion, when the renewal of the Company's charter came under discussion, the trade to China was deliberately considered with all its relative defects and advantages, and then found to be a trade yielding extensive benefits to the country, but at the same time hanging by a mere thread, and requiring in consequence the most skilful management to preserve it unimpaired; and as it could not be so preserved on a better or more secure footing than it then stood, the legislature wisely conceded again those exclusive privileges to the Company which they had previously enjoyed for so many antecedent years, with such advantages to the state.

“ It may not be amiss for me further to observe, in conclusion, that as the trade from the eastern Archipelago to China, as before stated, seems to be the basis on which the hopes of the free traders are principally founded, if they are excluded from any participation in this partial traffic, it cannot be considered a severe or unnecessary hardship upon them, when such a privilege, it must be recollected, would materially interfere with a class of traders equally entitled to the protection of the British government, and little inferior in importance: I mean those engaged in what is termed the country trade of India. The value of this great source of revenue to our eastern possessions, I do not immediately recollect, but it is to a great extent, carries off its productions, particularly cotton and opium, to China and the eastern islands, and otherwise contributes to the general prosperity of India, not only in a commercial point of view, but also in a political one, by affording efficient transports for the conveyance of troops in time of war to the different presidencies, or in prosecuting more distant expeditions.”

Is there any demand at present at Canton for the manufactures of Manchester, or for English calico, or cotton goods?—There is a slight demand for them; many people in this country who have come from Canton, especially the captains and officers of the Company's ships, have stated the demand to have much increased; but my own observations convince me that this is not the case, because by the latest accounts



accounts the markets were inundated with these goods totally unsaleable. Many who have taken out adventures of this description have been most seriously deceived in their expectations, and lost considerable sums in consequence.

J. T. Roberts,  
Esq.

(21 March 1821.)

Cannot you recollect a time when there was no demand at all at Canton for the cotton manufactures of this country?—There was always during my residence in China a limited demand for the cotton manufactures of Manchester printed goods; but which was met by the officers of the Company's ships; perhaps the whole extent is not above twenty-five or thirty thousand pounds per annum.

Have you not understood that the Americans have furnished some articles of that kind?—I have; I have an account of the Americans having furnished from this country a considerable quantity, not only of woollens, but of cotton manufactured goods: there were five vessels sailed the last season, which took out woollens and bombazeens, and various other articles, to the extent of about 130,000*l.*; of Manchester cottons, about 17,000*l.*

Did those Manchester manufactures find a sale in the Canton market?—They may have done so; but my information leads me to suppose, that the greater part were remaining in the market unsold.

Is then the Committee to understand, that during the eighteen years you were resident at Canton, there has been no increased demand for the cotton manufactures of this country?—I do not think there has been. Experimental consignments in manufactured cotton goods were made by the Company about the year 1811; they then proved so ruinous a concern, as to induce the Company to discontinue them until last year, when in consequence of the prices being so much lower, some expectations of a profit were held out; the out-turn, however, of this adventure I have not yet heard of.

You mentioned, that you had understood that some articles of British manufacture had found a sale in the eastern islands; can you state what those articles are?—I have understood they were chiefly manufactured handkerchiefs, and various cotton articles, in imitation of what they make in that country, which they find they can send out cheaper than those manufactured by the natives.

Is the tea brought to Canton, the result of a previous bargain, or do the natives bring it there prior to any bargain?—The Company make their bargains, at the close of one season, for at least two-thirds of the quantity for the ensuing season; they contract with the Hong merchants, and agree to sell them woollens, at a certain price, for different species of teas, the prices of which are affixed by the Company's servants, according to their own estimation of the quality.

After they arrive?—Yes; they are then inspected and examined, and subsequently priced, according to the relative qualities of each species.

There is no pledge until the inspection?—No; there is a pledge; the merchant binds himself down to deliver a certain quantity of tea; but if the quality does not appear to be equal to that specified in the contract, the tea is thrown back on the merchant.

The Chinese are satisfied with the price?—Sometimes they are not.

But they take that which is fixed?—They are obliged to take whatever prices we choose to affix, in most instances.

How is the trade between the Americans and the Hong merchants regulated?—They go into the market, and purchase in the best way they can; we purchase first, and they take the refuse; they requiring tea very different from that which comes to this country. The first and best qualities of every description are offered to us.

You mentioned, that formerly, the East India company exported nearly double the quantity of woollen goods they have sent out lately?—They did formerly, by which they became very serious sufferers.

Do you think that those woollen goods found any market?—They did ultimately; but many of them remained three, four, and even five years upon the market; in consequence, the large quantity accumulated from year to year, by which not only the Company became severe sufferers, but the merchants themselves were many of them ruined, and became bankrupts.

Then you conceive, that formerly, the consumption of English woollen goods in China, was greater than it now is?—I do not consider that to be the case at all; I consider, that the Company over-did the market; that they sent out more than the country could consume.

J. T. Roberts,  
Esq.  
(21 March 1821.)

Do you think that not more than half of what they sent out was consumed?—No; not above half of what was sent out annually; there was quite a stagnation in the trade, which did not recover itself until the equilibrium was restored, by a diminution in the annual exportations from England.

The Witness is directed to withdraw.

Ordered, That this Committee be adjourned to Wednesday next, the 28th instant, one o'clock.

*Die Mercurii, 28<sup>o</sup> Martii 1821.*

The MARQUESS OF LANSDOWNE in the Chair.

THE Marquess of Lansdowne produces to the Committee, a General Statement of the commerce of Russia in 1818, 1819; which he states he had received from T. Tooke, Esquire. (*See Appendix Q.*)

Also, An Extract of a Letter, which he states he had received from John Gladstone, Esquire. (*See Appendix R.*)

Also, Certain Accounts of importations from the East Indies and the United States of America, into the ports of Marseilles and Leghorn; which he states were contained in a letter which he had received from Robert Wilson, Esquire. (*See Appendix S.*)

And also, An Extract of a Letter, on the subject of Singapore; which he states he had received from a gentleman acquainted with that station. (*See Appendix T.*)

His Lordship states, That these several papers come from persons of undoubted credit, and that he believes the information they contain, may be relied upon.

The same are severally delivered in and read.

Ordered, That this Committee be adjourned to Monday next, one o'clock.

*Brought from The Lords, 26th June 1821.*

## APPENDIX: viz.

- (A.)—STATEMENT of the Value of Merchandize imported into Bengal, Fort St. George, and Bombay, respectively, from the United Kingdom, in the Years 1814-1815, 1815-16, 1816-17, and 1817-18 exclusive of the Trade of the East India Company - - - - - pp. 238-9
- (B.)—Statement of the Value of Merchandize imported into Bengal, Fort St. George, and Bombay respectively, from China, in the Years 1814-15, 1815-16, 1816-17, and 1817-18, exclusive of the Company's Trade - - - - - pp. 240-1
- (C.)—Endeavours of the East India Company to settle and prosecute Trade in the Eastern Islands and other Countries - - - - - pp. 242
- (D.)—Extension of Trade - - - - - p. 302
- (E.)—Disputes arising from the Intercourse of British Sailors with the Chinese - - - - - pp. 311-13
- (F.)—Statement of American Imports into, and Exports from, Canton - - - - - pp. 314-15
- (G.)—Statement of the value of Merchandize imported into Bengal, Fort St. George, and Bombay respectively, from the Eastward Islands, &c. in the Years 1814-15, 1815-16, 1816-17, and 1817-18 - - - - - pp. 316-17
- (H.)—Statement of the Value of Merchandize exported from Bengal, Fort St. George, and Bombay respectively, to the Eastward Islands, &c. in the Years 1814-15, 1815-16, 1816-17, and 1817-18 - - - - - pp. 318-19
- (I.)—An Account of the Value and Amount of all Imports to and from Canton in Vessels of Foreign European States, and of the United States of America, distinguishing those of each State, for the Years 1817, 1818, and 1819 - - - - - p. 320
- (K.)—A similar Account for the Year 1820 - - - - - p. 321
- (L.)—Accounts relative to the Trade of the East India Company and of the Americans with India and China:
- No. 1.—An Account of the Quantities and Value of British Manufactures, &c. exported from Great Britain to all Parts of India by the Free Traders, during each of the last Six Years; specifying separately the Quantities of Woollens and Cottons; also, of the Registered Tonnage of Shipping that cleared Outwards from Great Britain to India with Cargoes, by Free Traders, during the same Period - - - - - pp. 322-25  
The same to 5th Jan. 1821. (See Appendix (P.) page 372-3.)
- No. 2.—An Account of the Value and Quantity of the Cargoes imported into Canton on the Tonnage employed annually in the Country Trade between the different Ports of British India and Canton, specifying particularly the Quantities and Value of Raw Cotton and Opium - - - - - pp. 326-27
- No. 3.—An Account of the Quantity of British Manufactures annually imported by the East India Company into the Port of Canton, for the last Ten Years respectively; specifying particularly the Quantities of Woollens and Cottons imported. - - - - - pp. 328-9  
Continued to 1819-1820. (See Appendix (M.) No. 10. page 350.)
- No. 4.—An Account of the Quantity and Value of all Manufactures (exclusive of Woollens) exported by the East India Company and their Officers to China, in the last Ten Years - - - - - pp. 330-1  
Continued to 1820-1821. (See Appendix (M.) No. 7. page 349.)
- No. 5.—An Account of the Quantity of Tonnage annually employed by the Americans in their Trade with the Port of Canton, for Four Years, from 1815-16, to 1818-19; also, a Statement of the Value and Amount of the Bullion and Cargoes imported by them in each Year of the same Period; and also, an Account of the Quantity and Value of Teas exported by the Americans in each Year of the same Period, specifying the Quantity exported by them direct for the United States, and that shipped direct for Europe - - - - - p. 332
- No. 6.—An Account of the Prime Cost and Quantity of Tea exported from the Port of Canton by the East India Company, for each Year of the last Ten Years - - - - - p. 333  
Continued to 1819-1820. (See Appendix (M.) No. 9. page 350.)
- No. 7.—An Account of the Prime Cost and Quantity of Raw Silk exported from the Port of Canton by the East India Company, for each Year of the last Ten Years - - - - - p. 333  
Continued to 1819-1820. (See Appendix (M.) No. 8. page 350.)
- No. 8.—An Account of the Quantity and Sale Amount of Teas, sold by the East India Company, for each of the last Ten Years respectively - - - - - p. 334  
Continued to Years 1820-1821. (See Appendix (M.) No. 3. page 347.)
- No. 9.—An Account of the Quantity of Woollens exported by the East India Company to China, in each Year, for the last Ten Years - - - - - p. 335  
Continued to Years 1820-1821. (See Appendix (M.) No. 6. page 349.)
- No. 10.—An Account of the Quantities and Value of British Manufactures exported to all Parts of India, exclusive of China, by the East India Company, in each Year, since 1814 to March 1818 - - - - - pp. 336-7  
Continued to Years 1819-1820. (See Appendix (M.) No. 5. page 348.)
- No. 11.—An Account of the Quantities of British Manufactures exported to our Indian Possessions, in Ten Years, ending March 1819 respectively, specifying particularly the Quantities and Value of Woollens and Cottons - - - - - pp. 338-9  
Continued to 1819-1820. (See Appendix (M.) No. 11. page 351.)
- No. 12.—An Account of the Quantity of Registered Tonnage employed by the East India Company in their Trade to our Indian Possessions, excluding Ships touching at the Ports of Continental India on their Voyage to China, for Five Years ending March 1814 - - - - - p. 340
- No. 13.—An Account of the Quantity of Registered Tonnage belonging to the East India Company, clearing out annually from the Port of Canton, for the last Ten Years - - - - - p. 340  
Continued to the Year 1820. (See Appendix (M.) No. 2. page 347.)
- No. 14.—An Account of the Quantity of Registered Tonnage employed by the East India Company in their Trade to our Indian Possessions, excluding Ships touching at the Ports of Continental India on their Voyage to China, for Five Years, ending March 1819 - - - - - p. 341  
Continued to 31 July 1820. (See Appendix (M.) No. 1. page 347.)
- No. 15.—An Account of the Registered Tonnage employed by the East India Company in their Trade to China from Year to Year, in the last Ten Years - - - - - p. 341  
Continued to the Year 1819-1820. (See Appendix (M.) No. 4. Page 347.)
- No. 16.—An Account of the Quantity of Tonnage employed annually in the Country Trade, between the different Ports of British India and Canton, from the year 1803-9, to the Year 1817-18, inclusive - - - - - p. 342  
No. 17.

- No. 17.—An Account of the Quantity of American Tonnage, which has cleared out from different Ports of British India, in the Years 1815-16, 1816-17, and 1817-18 . . . . . p. 343
- No. 18.—An Account of the Quantity and Value of Cargoes exported by American Ships from the different Ports of British India, in the Years 1815-16, 1816-17, and 1817-18 . . . . . p. 344-6
- (M.)—The same Accounts relative to the Trade of the East India Company, &c. continued from N<sup>o</sup> 3, in Letter (L.) pp. 347-52
- (N.) No. 1.—An Account of all Goods of the Produce of the East Indies and China, imported into Great Britain, during each of the last Six Years ending 5th January 1820; specifying the Quantity and Value of the principal Articles imported, and stating the Imports by the East India Company distinct and separate from the Free Trade pp. 353-5
- And, No. 2.—An Account of all Goods exported from Great Britain to the East Indies and China, for the same Period; specifying the Quantity and declared Value of the Principal Articles exported, and stating the Exports by the East India Company distinct and separate from the Free Trade . . . . . pp. 356-67
- And also, (O.)—Similar Accounts for the Year ending 5th January 1821 . . . . . pp. 368-71
- (P.)—An Account of the Quantities and Value of British Manufactures, &c. exported from Great Britain to all Parts of India, by the Free Traders, during the last Year, ending the 5th January 1821; specifying separately the Quantities of Woollens and Cottons; also, of the Registered Tonnage of Shipping that cleared Outwards from Great Britain to India with Cargoes by Free Traders, during the same Period . . . . . pp. 372-3
- (Q.)—A General Statement of the Commerce of Russia in 1818 and 1819 . . . . . pp. 374-5
- (R.)—Extract of a Letter from John Gladstone, Esq. . . . . p. 376
- (S.)—Accounts of Importation from the East Indies and the United States of America, into the Ports of Marseilles and Leghorn . . . . . pp. 377-82
- (T.)—Extract of a Letter on the subject of Singapore . . . . . p. 383
- (U.)—Copies of all Representations made to His Majesty's Privy Council, or the Committee for Trade, in the Years 1819 and 1820, relative to the Trade with Countries within the Limits of the East India Company's Charter; and also, Copies or Extracts of all Correspondence between the Privy Council, or the said Committee, and the Commissioners for the Affairs of India, on the Subject of such Representations.
- No. 1.—Memorial of the Committee of the Society of Ship Owners, praying, for the Reasons set forth, that the Restrictions imposed by Law, regulating the East India Trade, may be so far relaxed as to enable British Ships in the Private Trade to enter into Competition with Foreigners . . . . . p. 383
- No. 2.—Memorial of the Merchants of London, praying, for the Reasons set forth, that the Port of Canton may be opened to British Ships . . . . . p. 384
- No. 3.—Memorial of the East India Agents, praying, on behalf of their Commercial Constituents in India, and those engaged in East India Shipping, that the Merchants of British India may be permitted to navigate their Ships from Canton to Foreign Europe . . . . . p. 385
- No. 4.—Memorial of the Merchants, and others, engaged in the Trade between Liverpool and the East Indies, praying, for the Reasons stated, the Removal of the present Restrictions as to Tonnage, &c. in the East India Trade; and that Arrangements may also be made with the East India Company to permit a trade with China, &c. . . . . p. 386-7
- No. 5.—Memorial from certain Merchants of London, praying that British Vessels may be permitted, without any Limitation in regard to Tonnage, to trade between the Ports of South America and the East Indies . . . . . p. 388
- No. 6.—Memorial from the Merchants and Manufacturers of Glasgow, praying to be permitted to carry on in British Ships a Trade with China, &c. . . . . p. 388
- No. 7.—Two Memorials from Manchester and Salford, praying that Arrangements may be made for opening a direct Trade with China . . . . . p. 389-90
- No. 8.—Memorial of the Chamber of Commerce and Manufactures of Edinburgh, praying a Relaxation of the Restrictions on the Trade to China and the East Indies . . . . . p. 391
- No. 9.—Copy of a Letter from the Committee of Trade, dated 23d of August 1819, to the India Board; inclosing the Copy of the Memorial marked No. 1 . . . . . p. 392
- No. 10.—Further Letter from the Committee of Trade, dated 2d December 1819, to the India Board; inclosing Copies of the Memorials numbered 2 and 7 . . . . . p. 392
- No. 11.—Letter from the India Board, dated 12th June 1820, inclosing the Correspondence between that Board and the Court of Directors of the East India Company, in consequence of the above Two Letters . . . . . p. 392-99
- No. 12.—Memorial from the Chamber of Commerce at Belfast, praying a Relaxation in the Laws which regulate the Tonnage of Vessels, &c. in the Trade with India and China . . . . . p. 399
- No. 13.—Memorial from the Merchants, Manufacturers, and others in the Town of Leeds, and its Neighbourhood, praying to trade to China, &c. . . . . p. 400
- No. 14.—Letter from S. R. Lushington, Esquire, transmitting one from Mr. Robertson, inclosing Suggestions on the Subject of the Trade between this Country and the East Indies . . . . . p. 401-7
- (V.)—Papers delivered in by James Goddard, Esq. as under:
- No. 1.—Importation of Skins into Canton, by American Ships, from . . . . . 1804 to 1818 . . . . . pp. 408
- No. 2.—Importation of Teas, by American Ships, into Hamburgh and Altona, in 1819 . . . . . ibid.
- No. 3.—Importation of Teas into Holland, by American Ships, in 1818 . . . . . p. 409
- No. 4.—Importation of Teas into Holland, by American Ships, in 1819 . . . . . ibid.
- No. 5.—Importation of Dollars into China, by American Ships . . . . . ibid.
- No. 6.—Treasury Report of Duties paid on the Importation of Tea, in 1819, in America . . . . . p. 410
- No. 7.—Imports of Forty-five American Ships into China, in 1817 and 1818 . . . . . ibid.
- No. 8.—Exports from China, in Season 1817 and 1818 . . . . . ibid.
- (W.)—Extract of a Letter from the Lieutenant Governor of Java to the Secret Committee of the Court of Directors of the East India Company, dated 11th February 1814; with Inclosure . . . . . p. 411-17
- (X.)—Letter from the India Board, with Inclosures relative to Licences, as under:
- No. 1.—Rules and Regulations for granting Licences by the Commissioners for the Affairs of India, dated March 19th, 1814 . . . . . p. 417
- No. 2.—Ditto . . . . . Ditto, dated 28th October 1817 . . . . . p. 418
- No. 3.—Licence from the Commissioners for the Affairs of India, for a South Sea Whaler . . . . . p. 419
- No. 4.—Licence from the Commissioners for the Affairs of India, for a Ship to proceed to the several Ports and Places within the Limits described in the Act 53 Geo. 3, cap. 155, sect. 12 . . . . . p. 419

Appendix (A.)

## Appendix (A.)

STATEMENT of the Value of MERCHANDIZE imported into BENGAL, FORT ST. GEORGE, and BOMBAY respectively, from the Reports of External Commerce

| DESCRIPTION OF MERCHANDIZE.  | 1814-15.  |                  |           |           | 1815-16.  |                  |
|--|-----------|------------------|-----------|-----------|-----------|------------------|
|  | Bengal.   | Fort St. George. | Bombay.   | TOTAL.    | Bengal.   | Fort St. George. |
|  | Rupees.   | Rupees.          | Rupees.   | Rupees.   | Rupees.   | Rupees.          |
| Anchors - - - - -  | 18,614    | - - -            | 460       | 19,074    | 1,63,552  | - - -            |
| Books, Stationery, Maps, Mathematical Instruments, &c. - - - - -                     | 1,53,149  | 82,424           | 87,652    | 3,23,225  | 3,47,534  | 1,11,129         |
| Beads, &c. - - - - -   | - - -     | 51,712           | - - -     | 51,712    | 2,895     | 40,844           |
| Wines, Spirits, &c. - - - - -  | 17,64,571 | 3,59,957         | 3,23,551  | 24,48,079 | 14,75,798 | 4,34,436         |
| Drugs, Medicines, &c. - - - - -  | 37,163    | 11,483           | 59,471    | 1,08,117  | 50,079    | 31,053           |
| Opium - - - - -  | - - -     | - - -            | - - -     | - - -     | - - -     | - - -            |
| Wearing Apparel, Haberdashery, Hosiery, Mercery, Millinery, Perfumery, &c. - - - - - | 3,07,404  | 1,67,633         | 1,35,735  | 6,10,772  | 4,44,647  | 3,37,631         |
| Woollens - - - - -   | 33,491    | 26,918           | 15,998    | 76,407    | 1,02,143  | 31,369           |
| Glass and Earthen Ware - - - - -   | 2,28,601  | 67,529           | 83,056    | 3,79,186  | 3,61,998  | 1,32,132         |
| Confectionery, Grocery, &c. - - - - -  | 39,861    | 42,504           | 17,844    | 1,00,209  | 69,705    | 54,696           |
| Tin - - - - -  | - - -     | - - -            | - - -     | - - -     | - - -     | - - -            |
| Spices - - - - -   | - - -     | - - -            | - - -     | - - -     | 1,20,132  | - - -            |
| Cutlery, Hardware, &c. - - - - -   | 50,710    | 30,650           | 30,294    | 1,11,654  | 75,964    | 21,319           |
| Cabinet Ware, Musical Instruments, &c. - - - - -                                     | 75,124    | 11,003           | 5,221     | 91,348    | 83,659    | 27,254           |
| Copper and Copper Nails - - - - -  | 3,96,323  | - - -            | 23,169    | 4,19,492  | 4,11,884  | - - -            |
| Iron and Steel - - - - -   | 2,30,076  | 19,010           | 1,12,259  | 3,61,345  | 3,30,379  | 51,178           |
| Lead - - - - -   | 9,559     | 3,222            | 12,745    | 25,526    | 40,432    | 4,126            |
| Ironmongery, Braziers, &c. - - - - -   | 1,38,694  | 39,902           | 52,192    | 2,30,788  | 252,333   | 25,845           |
| Cordage - - - - -  | 30,331    | 1,703            | 28,494    | 60,528    | 1,06,872  | 4,389            |
| Woods - - - - -  | - - -     | - - -            | - - -     | - - -     | - - -     | - - -            |
| Timber and Planks - - - - -  | 22,312    | - - -            | - - -     | 22,312    | 28,536    | - - -            |
| Masts, Spars, &c. - - - - -  | 2,348     | - - -            | 7,656     | 10,004    | 20,369    | - - -            |
| Canvass and Vittrey - - - - -  | - - -     | - - -            | 5,048     | 5,048     | 78,795    | - - -            |
| Fowling Pieces, Pistols, &c. - - - - -   | 39,195    | 9,392            | 10,411    | 58,998    | 29,498    | 18,589           |
| Carriages, Saddle, &c. - - - - -   | 90,594    | 51,816           | 39,314    | 1,81,724  | 1,54,468  | 55,193           |
| Clocks and Watches - - - - -   | 3,627     | 9,296            | 4,223     | 17,146    | 34,277    | 15,710           |
| Skins and Hides - - - - -  | 5,329     | 2,315            | - - -     | 7,644     | 25,128    | 7,647            |
| Jewellery, Silver Plate, &c. - - - - -   | 54,524    | 16,659           | 23,005    | 94,188    | 1,03,023  | 32,836           |
| Quicksilver - - - - -  | 8,554     | - - -            | 28,230    | 36,784    | 85,937    | - - -            |
| Grain, Seeds, &c. - - - - -  | 1,850     | 1,902            | 1,175     | 4,927     | 2,258     | 1,831            |
| Piece Goods - - - - -  | 43,346    | 51,931           | 1,67,854  | 2,63,131  | 2,61,846  | 36,055           |
| Provisions, Oilman's Stores, and Ship Chandlery - - - - -                            | 2,25,984  | 1,16,887         | 1,11,745  | 4,54,616  | 3,06,627  | 1,90,654         |
| Tobacco and Snuff - - - - -  | 1,999     | 1,746            | 4,024     | 7,769     | 3,350     | 6,139            |
| Metals - - - - -   | - - -     | 2,109            | - - -     | 2,109     | - - -     | - - -            |
| Bullion - - - - -  | - - -     | 1,901            | - - -     | 1,901     | - - -     | - - -            |
| Raw Silk - - - - -   | - - -     | 15,592           | - - -     | 15,592    | - - -     | - - -            |
| Military and Naval Stores - - - - -  | - - -     | 4,276            | - - -     | 4,276     | - - -     | 4,174            |
| Furs - - - - -   | - - -     | - - -            | - - -     | - - -     | - - -     | - - -            |
| Candles - - - - -  | - - -     | - - -            | - - -     | - - -     | - - -     | - - -            |
| Sundries - - - - -   | 85,832    | 6,993            | 7,827     | 1,00,652  | 1,78,763  | 16,436           |
| Total Rupees - - - - -   | 40,99,165 | 12,08,465        | 13,98,653 | 67,06,283 | 57,52,886 | 16,92,666        |

Appendix (A.)

from the UNITED KINGDOM, in the following Years, exclusive of the Trade of the East India Company.—(Extracted from Bengal, Fort St. George, and Bombay.)

| 1815-16.  |           | 1816-17.  |                  |           |             | 1817-18.    |                  |           |             |
|-----------|-----------|-----------|------------------|-----------|-------------|-------------|------------------|-----------|-------------|
| Bombay.   | TOTAL.    | Bengal.   | Fort St. George. | Bombay.   | TOTAL.      | Bengal.     | Fort St. George. | Bombay.   | TOTAL.      |
| Rupees.   | Rupees.   | Rupees.   | Rupees.          | Rupees.   | Rupees.     | Rupees.     | Rupees.          | Rupees.   | Rupees.     |
| 5,460     | 1,69,012  | 1,16,795  | - - -            | 12,252    | 1,29,047    | 1,24,457    | 10,031           | 28,796    | 1,63,284    |
| 74,296    | 5,32,959  | 4,68,711  | 1,47,720         | 1,04,277  | 7,20,708    | 6,31,238    | 1,53,735         | 1,26,922  | 9,11,895    |
| 13,619    | 57,359    | 16,239    | 69,823           | 53,319    | 1,39,381    | 15,569      | 1,41,021         | 69,216    | 2,25,806    |
| 3,29,245  | 22,39,479 | 15,40,079 | 3,10,399         | 2,28,480  | 20,78,958   | 18,28,919   | 3,48,619         | 2,52,167  | 24,29,705   |
| 2,34,966  | 3,16,098  | 1,23,684  | 72,241           | 2,95,512  | 4,91,437    | 1,81,644    | 77,191           | 3,66,846  | 6,25,681    |
| 20,061    | 20,061    | - - -     | 16,948           | 19,221    | 36,169      | 28,342      | 38,243           | - - -     | 66,585      |
| 1,59,599  | 9,41,877  | 6,89,161  | 3,59,697         | 1,53,944  | 12,02,802   | 12,89,920   | 5,49,443         | 2,80,762  | 21,20,125   |
| 68,045    | 2,01,562  | 2,00,674  | 29,786           | 5,732     | 2,36,192    | 4,47,090    | 1,01,879         | 57,071    | 6,06,040    |
| 75,568    | 5,69,698  | 8,88,832  | 1,69,301         | 2,06,899  | 12,65,032   | 19,48,622   | 3,20,145         | 3,18,523  | 25,87,290   |
| 35,712    | 1,60,113  | 73,157    | 39,207           | 19,516    | 1,31,880    | 1,11,058    | 47,659           | 29,774    | 1,88,491    |
| - - -     | - - -     | - - -     | - - -            | 318       | 318         | -           | -                | -         | -           |
| 1,354     | 1,21,486  | - - -     | - - -            | - - -     | - - -       | - - -       | - - -            | 31,955    | 31,955      |
| 35,117    | 1,32,400  | 1,33,173  | 38,378           | 86,256    | 2,07,807    | 2,71,675    | 44,470           | 84,469    | 4,00,614    |
| 10,207    | 1,21,120  | 1,52,727  | 49,290           | 5,669     | 2,07,686    | 1,82,338    | 1,14,764         | 11,608    | 3,08,710    |
| 70,472    | 4,82,356  | 5,42,267  | - - -            | 2,21,543  | 7,63,810    | 8,91,601    | 64,351           | 4,36,610  | 13,92,562   |
| 2,52,949  | 6,34,506  | 3,87,917  | 17,470           | 3,61,694  | 7,67,081    | 5,85,958    | 57,457           | 3,01,191  | 9,44,606    |
| 22,900    | 67,458    | 1,31,350  | 1,273            | 73,193    | 2,05,816    | 4,79,132    | 28,371           | 1,87,863  | 6,95,366    |
| 77,600    | 3,55,778  | 4,13,185  | 53,412           | 87,114    | 5,53,711    | 7,53,542    | 1,09,032         | 2,00,265  | 10,62,839   |
| 47,292    | 1,58,553  | 1,44,909  | 17,986           | 31,408    | 1,94,303    | 1,98,612    | 6,431            | 58,338    | 2,63,381    |
| - - -     | - - -     | - - -     | 2,486            | 345       | 2,831       | 1,214       | - - -            | 1,802     | 3,016       |
| 404       | 28,940    | 24,225    | - - -            | 568       | 24,793      | 74,573      | - - -            | 4,967     | 79,540      |
| 7,359     | 27,728    | 59,890    | - - -            | 3,783     | 63,673      | 45,370      | - - -            | 20,451    | 65,821      |
| 19,774    | 98,569    | 31,662    | 7,505            | 33,213    | 72,380      | 84,791      | 1,659            | 35,569    | 1,22,019    |
| 13,120    | 61,207    | 96,629    | 11,636           | 14,648    | 1,22,913    | 1,73,562    | 62,196           | 36,683    | 2,72,441    |
| 43,091    | 2,52,752  | 2,68,532  | 93,315           | 51,359    | 4,13,206    | 3,48,466    | 97,897           | 79,155    | 5,25,518    |
| 4,849     | 54,836    | 25,592    | 37,422           | 9,827     | 72,841      | 34,888      | 36,472           | 20,814    | 92,174      |
| - - -     | 32,775    | 50,730    | 4,841            | - - -     | 55,571      | 72,683      | 14,971           | 1,840     | 89,494      |
| 30,407    | 1,66,266  | 1,71,240  | 72,503           | 43,929    | 2,87,672    | 3,44,837    | 1,08,169         | 57,002    | 5,10,008    |
| 14,756    | 1,00,693  | 1,79,686  | 23,122           | 1,11,143  | 3,13,951    | 1,22,116    | 9,558            | 1,52,742  | 2,84,416    |
| 2,583     | 6,672     | 3,958     | 1,104            | 780       | 5,842       | - - -       | 2,787            | 2,205     | 4,992       |
| 4,28,512  | 7,26,413  | 3,13,102  | 58,931           | 1,98,755  | 5,70,788    | 11,20,909   | 1,09,035         | 9,44,177  | 21,74,121   |
| 1,90,419  | 6,87,700  | 5,58,806  | 1,52,138         | 1,81,117  | 8,92,061    | 7,71,528    | 1,81,252         | 1,94,902  | 11,47,682   |
| 1,225     | 10,715    | 16,011    | 8,665            | 4,575     | 29,251      | 14,762      | 13,189           | 15,585    | 43,536      |
| - - -     | - - -     | - - -     | 4,320            | - - -     | 4,320       | - - -       | 4,129            | - - -     | 4,129       |
| - - -     | - - -     | - - -     | - - -            | - - -     | - - -       | - - -       | - - -            | - - -     | - - -       |
| - - -     | 4,174     | - - -     | 2,469            | - - -     | 2,469       | - - -       | 7,112            | - - -     | 7,112       |
| - - -     | - - -     | - - -     | - - -            | - - -     | - - -       | - - -       | 2,214            | - - -     | 2,214       |
| - - -     | - - -     | - - -     | - - -            | - - -     | - - -       | - - -       | - - -            | 3,802     | 3,802       |
| 12,333    | 2,07,532  | 2,28,189  | 26,180           | 16,226    | 2,70,595    | 3,83,546    | 34,191           | 25,901    | 4,43,638    |
| 23,03,295 | 97,48,847 | 80,51,112 | 18,99,568        | 25,86,615 | 1,25,37,295 | 1,35,62,962 | 28,97,673        | 44,39,973 | 2,09,00,603 |

## Appendix (B.)

STATEMENT of the Value of MERCHANDIZE imported into BENGAL, FORT ST. GEORGE and BOMBAY respectively, and Bombay), exclusive

| DESCRIPTION OF MERCHANDIZE.                                     | 1814-15.  |                 |           |           | 1815-16.  |                  |
|---|-----------|-----------------|-----------|-----------|-----------|------------------|
|   | Bengal.   | Fort St. George | Bombay.   | TOTAL.    | Bengal.   | Fort St. George. |
|   | Rupees.   | Rupees.         | Rupees.   | Rupees.   | Rupees.   | Rupees.          |
| Books, Stationery, China Paper, China and Lacquered Ware, &c.   | 70,227    | 20,905          | 93,941    | 1,85,073  | 1,01,195  | 62,589           |
| Beads, Cowries, Coral, &c.                                      | 59,151    | 5,744           | 55,531    | 1,20,426  | 56,222    | 5,132            |
| Betel Nut   | -         | -               | -         | -         | 2,025     | -                |
| Confectionery and Grocery                                       | 5,637     | 2,591           | 6,610     | 12,838    | 2,459     | 8,110            |
| Sugar, Sugar Candy, Cocoa Nuts, Sago, &c.                       | 33,129    | 19,850          | 7,40,373  | 7,93,352  | 32,253    | 48,365           |
| Tea   | 1,91,070  | 17,505          | 1,10,455  | 3,19,030  | 1,03,792  | 93,034           |
| Coffee  | -         | -               | -         | -         | 2,365     | -                |
| Pepper  | 23,413    | -               | -         | 23,413    | 10,736    | -                |
| Spices  | -         | -               | 8,286     | 8,286     | 1,260     | 2,676            |
| Cabinet Ware, &c.   | -         | -               | 2,274     | 2,274     | -         | -                |
| Copper and Copper Nails   | 3,039     | -               | -         | 3,039     | 58,754    | -                |
| Iron and Steel  | -         | -               | -         | -         | 3,169     | -                |
| Tin   | 61,260    | -               | -         | 61,260    | 1,10,661  | 14,283           |
| Tutenague   | 7,81,332  | 22,801          | 1,84,595  | 9,88,728  | 4,35,838  | 30,095           |
| Ironmongery, Brazieri, &c.                                      | 7,919     | -               | 2,195     | 10,114    | 13,480    | 5,643            |
| Wine, Spirits, &c.  | 16,307    | -               | 323       | 16,630    | 2,187     | -                |
| Drugs   | 3,31,360  | 9,693           | 4,11,497  | 7,52,555  | 3,87,127  | 63,018           |
| Rattans   | 4,475     | -               | 160       | 4,635     | 6,806     | -                |
| Woods   | 1,224     | -               | -         | 1,224     | 7,008     | -                |
| Timber and Planks   | 3,000     | -               | -         | 3,000     | -         | -                |
| Masts and Spars   | 1,925     | -               | 4,766     | 6,691     | -         | -                |
| Hemp, Cordage, &c.  | -         | -               | -         | -         | 3,139     | -                |
| Coir, and Coir Rope, &c.  | -         | -               | -         | -         | -         | -                |
| Canvass and Vittrey   | -         | -               | -         | -         | 1,364     | -                |
| Grain, Seeds, &c.   | -         | -               | 11,617    | 11,617    | 2,344     | -                |
| Wearing Apparel, Haberdashery, Hosiery, Mercery, Perfumery, &c. | 3,872     | 2,090           | 12,070    | 18,032    | 2,395     | 9,572            |
| Woollens  | -         | -               | 1,037     | 1,037     | 1,400     | -                |
| Elephants Teeth, Tortoise-shell, Bone, &c.                      | 18,030    | -               | 18,558    | 36,588    | 1,693     | -                |
| Vermillion  | 1,07,908  | -               | 17,184    | 1,25,092  | 37,345    | -                |
| Wax, Wax Candles, &c.   | -         | -               | -         | -         | 2,522     | -                |
| Jewellery, Silver Plate, &c.                                    | 7,874     | -               | 5,246     | 13,120    | 1,314     | 5,576            |
| Clocks and Watches  | -         | -               | -         | -         | -         | -                |
| Skins and Hides   | 2,813     | -               | -         | 2,813     | -         | -                |
| Glass and Earthenware   | -         | -               | 479       | 479       | 999       | 1,824            |
| Provisions, Oilman's Stores, &c.                                | 17,999    | -               | 6,256     | 24,255    | 25,665    | 35,570           |
| Piece Goods, and China Petty Goods                              | 2,99,691  | -               | 4,26,229  | 7,25,920  | 2,25,456  | 18,250           |
| Nankeens  | 1,17,982  | 23,058          | 1,99,099  | 3,40,139  | 84,316    | 56,461           |
| Raw Silk  | -         | 2,751           | 9,51,538  | 9,54,289  | 17,550    | -                |
| Wrought Silks   | -         | 5,023           | -         | 5,023     | -         | 66,344           |
| Velvets   | 16,610    | 1,429           | -         | 18,039    | 13,579    | 6,994            |
| Quicksilver   | 68,092    | -               | -         | 68,092    | 16,071    | -                |
| Indigo  | -         | -               | -         | -         | 6,398     | -                |
| Lead  | -         | -               | -         | -         | -         | -                |
| Cutlery and Hardware  | -         | -               | 475       | 475       | -         | -                |
| Tobacco and Snuff   | -         | -               | 1,089     | 1,089     | -         | -                |
| Sundries  | 21,266    | 3,236           | 49,979    | 74,481    | 22,599    | 11,300           |
| Total Rupees  | 22,74,605 | 1,36,681        | 33,21,862 | 57,33,148 | 18,03,691 | 5,44,836         |



Appendix (B.)

from CHINA, in the following Years, (extracted from the Reports of External Commerce from Bengal, Fort St. George, of the Company's Trade.

| 1815-16.  |           | 1816-17.  |                  |           |           | 1817-18.  |                  |           |           |
|-----------|-----------|-----------|------------------|-----------|-----------|-----------|------------------|-----------|-----------|
| Bombay.   | TOTAL.    | Bengal.   | Fort St. George. | Bombay.   | TOTAL.    | Bengal.   | Fort St. George. | Bombay.   | TOTAL.    |
| Rupees.   | Rupees.   | Rupees.   | Rupees.          | Rupees.   | Rupees.   | Rupees.   | Rupees.          | Rupees.   | Rupees.   |
| 1,15,602  | 2,79,386  | 1,78,608  | 1,905            | 2,33,820  | 4,14,333  | 2,11,693  | 80,434           | 1,56,225  | 4,48,352  |
| 1,19,202  | 1,80,556  | 75,301    | - - -            | 1,61,080  | 2,36,381  | 28,441    | 23,604           | 52,322    | 1,04,367  |
| - - -     | 2,025     | 13,594    | - - -            | - - -     | 13,594    | 12,901    | - - -            | - - -     | 12,901    |
| 5,536     | 16,105    | 6,390     | - - -            | 10,121    | 16,511    | 14,145    | 4,836            | 2,821     | 21,802    |
| 8,78,936  | 9,59,559  | 40,204    | 1,220            | 6,11,132  | 6,52,556  | 86,019    | 50,634           | 8,68,465  | 10,05,118 |
| 87,094    | 2,83,920  | 2,98,642  | - - -            | 95,889    | 3,94,531  | 5,38,075  | 98,859           | 3,23,174  | 9,60,108  |
| - - -     | 2,365     | -         | -                | -         | -         | -         | -                | -         | -         |
| - - -     | 10,736    | 34,039    | - - -            | - - -     | 34,039    | 48,713    | - - -            | - - -     | 48,713    |
| 1,255     | 5,191     | - - -     | - - -            | 3,185     | 3,185     | - - -     | 2,261            | 5,220     | 7,481     |
| 3,656     | 3,656     | - - -     | - - -            | 3,819     | 3,819     | 1,317     | - - -            | 6,745     | 8,062     |
| 4,665     | 63,419    | 63,156    | - - -            | 64,365    | 1,27,521  | 5,998     | - - -            | - - -     | 5,998     |
| 9,850     | 13,019    | 12,348    | - - -            | 6,289     | 18,637    | 4,890     | - - -            | - - -     | 4,890     |
| 7,849     | 1,32,793  | 1,56,879  | - - -            | 795       | 1,57,674  | 2,627     | 2,816            | 2,026     | 7,469     |
| 2,35,868  | 7,01,801  | 10,61,993 | - - -            | 3,40,796  | 14,02,789 | 16,45,548 | 29,942           | 4,60,266  | 21,35,756 |
| 6,829     | 25,952    | 15,818    | - - -            | 23,240    | 39,058    | 16,954    | 10,610           | 13,253    | 40,817    |
| 772       | 2,959     | 53,056    | - - -            | 5,249     | 58,305    | 15,941    | - - -            | 4,264     | 20,205    |
| 4,07,857  | 8,58,002  | 3,74,010  | - - -            | 2,90,204  | 6,64,214  | 2,68,054  | 82,015           | 3,69,759  | 7,19,828  |
| 245       | 7,051     | 3,734     | - - -            | 607       | 4,341     | 19,958    | - - -            | 582       | 20,540    |
| 455       | 7,463     | - - -     | - - -            | 104       | 104       | 4,370     | - - -            | 293       | 4,663     |
| - - -     | - - -     | 7,153     | - - -            | 1,087     | 8,240     | 38,642    | - - -            | - - -     | 38,642    |
| 1,840     | 1,840     | - - -     | - - -            | 122       | 122       | -         | -                | -         | -         |
| - - -     | 3,139     | 20,154    | - - -            | - - -     | 20,154    | -         | -                | -         | -         |
| - - -     | - - -     | 2,945     | - - -            | - - -     | 2,945     | -         | -                | -         | -         |
| - - -     | 1,364     | -         | -                | -         | -         | -         | -                | -         | -         |
| 10,560    | 12,904    | 8,853     | - - -            | 13,733    | 22,586    | 4,274     | - - -            | 5,989     | 10,263    |
| 11,768    | 23,735    | 13,908    | - - -            | 22,948    | 36,856    | 13,036    | 13,844           | 15,241    | 42,121    |
| - - -     | 1,400     | - - -     | - - -            | 166       | 166       | -         | -                | -         | -         |
| 22,177    | 23,870    | 1,443     | - - -            | 20,849    | 22,292    | 4,751     | - - -            | 6,760     | 11,511    |
| 40,461    | 78,006    | 20,097    | - - -            | - - -     | 20,097    | 40,384    | 1,040            | 15,401    | 56,825    |
| - - -     | 2,522     | 10,002    | - - -            | 458       | 10,460    | 5,408     | - - -            | - - -     | 5,408     |
| 11,464    | 18,354    | 9,414     | - - -            | 4,810     | 14,224    | 16,912    | 1,919            | 9,935     | 28,766    |
| 225       | 225       | - - -     | - - -            | 300       | 300       | - - -     | - - -            | 388       | 338       |
| - - -     | - - -     | 1,334     | - - -            | - - -     | 1,334     | -         | -                | -         | -         |
| 1,755     | 4,578     | 2,862     | - - -            | 4,954     | 7,816     | 4,099     | 1,350            | 3,909     | 9,358     |
| 7,478     | 68,713    | 24,944    | - - -            | 19,670    | 44,614    | 34,674    | 15,393           | 18,401    | 68,468    |
| 3,97,789  | 6,41,495  | 4,37,261  | - - -            | 6,22,210  | 10,59,471 | 3,33,681  | 24,918           | 3,41,199  | 6,99,798  |
| 38,217    | 1,78,994  | 99,211    | - - -            | 2,61,562  | 3,60,773  | 1,29,611  | 1,16,859         | 2,02,900  | 4,49,370  |
| 4,66,333  | 4,83,883  | 24,940    | 4,382            | 8,76,899  | 9,06,221  | 6,194     | 11,661           | 7,06,961  | 7,24,816  |
| - - -     | 66,344    | - - -     | 1,535            | - - -     | 1,535     | - - -     | 1,33,090         | - - -     | 1,33,090  |
| - - -     | 20,573    | 35,557    | - - -            | - - -     | 35,557    | 28,286    | 3,077            | - - -     | 31,363    |
| 25,225    | 41,296    | 9,725     | - - -            | - - -     | 9,725     | -         | -                | -         | -         |
| - - -     | 6,398     | -         | -                | -         | -         | -         | -                | -         | -         |
| - - -     | - - -     | 9,262     | - - -            | - - -     | 9,262     | -         | -                | -         | -         |
| 1,246     | 1,246     | - - -     | - - -            | 1,976     | 1,976     | - - -     | 4,610            | 1,094     | 5,704     |
| - - -     | - - -     | - - -     | - - -            | 2,427     | 2,427     | -         | -                | -         | -         |
| 59,120    | 93,019    | 43,541    | - - -            | 81,606    | 1,25,147  | 70,385    | 31,061           | 89,223    | 1,90,669  |
| 29,81,329 | 53,29,856 | 31,70,378 | 9,042            | 37,86,472 | 69,65,392 | 36,55,981 | 7,44,833         | 36,82,816 | 80,83,630 |

## Appendix (C.)

## ENDEAVOURS of THE EAST INDIA COMPANY to settle and prosecute Trade in the Eastern Islands and other Countries.

*BANDA — AMBOYNA — POLEROON — POOLO-AY — ROSYNGYN — LAURANTUCE — CERAM — MACASSAR — BATAVIA, and THE MOLUCCAS.*

Early Records.

THE Island of Poleroon or Pulo-Run was obtained by cession to the English in 1601. In 1619 it was seized by the Dutch, after they had murdered the English in Amboyna, the two nations being at that time in profound peace. After many representations to the States of Holland, it was the subject of an arrangement concluded in London in 1649, and received at Batavia in 1651, according to which this Island was to be restored to the English. It was not, however, formally given back to the English nation till March 1665, and returned into the hands of the Dutch, by capitulation, in December of the same year, or early in 1666.

In 1604, the English Company sent out their second voyage, under the command of Sir Henry Middleton, with four ships, of which two obtained loadings of nutmegs and mace, at Banda, and cloves at Amboyna.

In 1609, Captain David Middleton, in the Company's ship Expedition, proceeded to Banda; but, being refused trade by the Dutch, sailed to Puloway.

The Company, in 1612, enjoined a settlement to be formed at Cambello, in Amboyna, which was done; but the Company's servants were beaten out by the Flemings, in June 1614.

In June 1615, the crews of the *Thomasine* and *Concorde* were put in possession of Cambello Castle, by the natives, but afterwards ejected by the Dutch. The Company's servants regained possession in the next year, but, in 1619, they were all murdered by the Dutch, under the sanction of judicial forms, after they had suffered the most cruel tortures. This transaction became the subject of the most formal remonstrances between the two powers in Europe; and by an article (twenty seven) in the Treaty between the States General and the Protector Cromwell, concluded in 1654, it was stipulated, that the States General should do justice on those who had a hand in the murdering of the Englishmen in Amboyna, in case any of them are living.

Some small factories, which, it appears from Captain Keeling's journal of his first voyage to Eastern Asia, and from other early records of the Company, their servants had established on Ceram, Pulo-ay, Rosyngyn, and on Flores at Laurantuce, appear to have expired not long after the catastrophe at Amboyna.

## MOLUCCAS.

In 1607, the *Dragon* and *Consent*, English ships, proceeded from Batavia to the Moluccas, and were refused lading by the Dutch and Spaniards.

With Macassar the English never appear to have had any other than a precarious intercourse after the year 1615, when the factory they had established there was lost through the contrivances of the Dutch; who, on the 18th November 1667, concluded a treaty with the king (afterwards known by the name of the Bonay treaty), by one article of which, he engaged to expel the Portuguese and English, and to admit subjects of no European nation, or their ambassadors, to enter his country.

## BATAVIA.

The English had a factory here in 1615, and in 1616 agreed to pay 700 rials per annum for liberty to trade, but their factory was burnt by the Dutch in the same year, against whom they united with the king of Bantam in hostilities. They also entered into a treaty with the king of Jaccatra (Batavia) in 1719, and the Dutch surrendered their fort. Batavia was for some time after this the seat of the joint operations of the two nations (Dutch and English), under the treaty of 1619; but the

the Dutch obtained full possession of Jaccatra by cession from the Soosoooonang Matteram in 1677, to the exclusion of all other European nations.

At Bantam, the Company began to trade in 1601, and settled a factory in 1609, which was declared accountable only to the Company, and made a presidency in 1634.

In 1635, the king of Bantam, whose territories had been the scene of hostilities between rival mercantile states, destroyed all the pepper trees in his country, conceiving that the pepper occasioned his misfortunes.

The Company continued in possession of Bantam, as their chief factory or settlement in this part of India, till 1662, when it was taken by the Dutch; and was afterwards virtually yielded to them, with all the other possessions in this part, by King Charles the Second, under a treaty, by which the Dutch gave in compensation 100,000*l*.

In 1703, the English government in India received assurances of the sultan of Bantam being weary of the Dutch, who were described as very watchful to prevent correspondence between him and the English.

The Pangeran of Lampon\*, in the king of Bantam's territories, was also desirous of the English making a settlement there.

But it appears from the Dutch treaties, that they had entered into engagements with all the petty states in the Moluccas and in the islands of Celebes, Banda, and Amboyna, stipulating that those states should not trade with any other European power.

---

#### SUMATRA.

In 1608, the Company's ship *Ascension*, proceeded to Priaman, on this island, and obtained a cargo of pepper.

In the correspondence between 1616 and 1669, it appears that in 1616 captain Keeling addressed a letter to the sultan, with a view to open trade; that the traffic of the island was afterwards engrossed by the Dutch, who obtained and fortified a settlement at Padang, in the centre of the island, which they made their chief residence; and it was believed they would risk much rather than forfeit these advantages.

In 1685, three Sumatra rajahs arrived at Fort St. George, to treat of a settlement and trade. The correspondence lasted till 1688, when it was resolved to encourage the trade on Sumatra, by establishing factories at Priaman and Indrapore.

These factories, with others which had been established, it was afterwards found necessary to relinquish, on account of the hostile movements of the Dutch, and to confine the Company's pepper trade (after the erection of York fort at Bencoolen) to that settlement. The Company have since established several small residences for the collection of pepper along the coast, which have been upheld in time of peace, and not abandoned till untenable in time of war.

---

#### ACHEEN.

In 1601, captain Lancaster arrived at this place, charged with a letter and presents from Queen Elizabeth to the king. He established a treaty of commerce, and left factors, but did not obtain a sufficiency of pepper to load the ships.

In 1612, the English ships of that year proceeded to Acheen, and were favourably received, and obtained a confirmation of the privileges formerly possessed.

In 1619, the French complained to the king of the English trade interfering with theirs.

In 1658, the queen of Acheen made a grant to the company of privileges of trade, and a factory was settled there in 1659. Mr. Henry Gary was sent to the queen in 1661, when the privileges were confirmed, the queen being desirous of the English friendship.

The Dutch about this time took from the queen of Acheen the principal forts of Sumatra, over which Acheen claimed hereditary sovereignty; and it appears by the Dutch treaties with the king of Maning-Kabue and the petty states which surrounded the island, that the queen of Acheen's actual possessions were in a state of blockade. The trade appears after this to have declined. The government of the country is represented as bad, and the pepper, which was the chief object of trade,

---

\* Lampong, on the coast of Sumatra.

Appendix  
(C.)

Early Records.

trade, as coming from another part of the island (Lamong), which was subject to Bantam.

When Bantam fell under the dominion of the Dutch in 1683, it was proposed to revive the commercial connections with Acheen; but Bencoolen was found to be much more convenient as a commercial entrepôt for the island of Sumatra.

In 1700, the Fort St. George government wrote a letter to the king of Acheen, desiring to renew former friendship and ancient privileges.

Some years afterwards this government made another attempt to establish a settlement here, under the conduct of the Honourable Edward Moncton, but was obliged to withdraw it.

Secret Committee to the Governor General and Council, 8th Dec. 1781. Bengal Gen. Cons. 26th Jan. 1784. General Letter, 26th Jan. 1784. p. 5 & 6.

In 1781, the Company's settlement at Bencoolen being presumed to be in the possession of the Dutch, orders were sent to Bengal to obtain a settlement at Acheen. Mr. Botham, of the Fort Marlborough establishment, was accordingly deputed to Acheen in July 1782, to ascertain the practicability of the measure; who on his return reported unfavourably of the project, in consequence of the country being at that time in the hands of a usurper, who had murdered the former king, engrossed the whole trade of the port, and refused to allow of any settlement; but consented to permit a commercial resident.

Revision Letter, 1785.

Mr. J. Y. Kinlock was sent by the Bengal government, as an agent or consul to Acheen in January 1784, with a small establishment, but without force, instructed to assist any of the Company's ships that might touch there, and to pursue such other measures as might further the Company's commercial interests. The establishment was abolished upon a general retrenchment in 1785.

In 1798, a proposal was rejected for entering into a treaty with the king of Acheen, the chief object of which was to secure to him a monopoly of the trade of his dominions, in return for a very small additional supply of Pepper to the Company.

|                            |                  |
|----------------------------|------------------|
| General Letter to P. W. I. | 18th April 1835. |
| Ditto - - -                | 18th Feb. 1807,  |
|                            | 7 a 9.           |
| Ditto from - - -           | 20th Mar. 1809,  |
|                            | 7 a 9.           |
| Ditto to - - -             | 1st Nov. 1809.   |
|                            | 7.               |
| Pub. from - - -            | 29th Jan. 1808,  |
|                            | 12, 13.          |
| Ditto - - -                | 15th Aug. 1811,  |
|                            | 72, 74.          |
| Ditto to - - -             | 3d June 1814,    |
|                            | 78.              |
| Pol. Letter from Bengal,   | 27th Feb. 1811.  |
| Ditto - - -                | 31st Mar. 1814.  |
|                            | 3 a 14.          |
| Ditto - - -                | 20th Feb. 1815,  |
|                            | 1 a 5,           |
| Ditto - - -                | 3d Jan. 1817.    |
| Ditto to - - -             | 23d Mar. 1816.   |
| Letter from P. W. Island,  | 22d Jan. 1818.   |

Upon the establishment of the present government of Prince of Wales' Island in 1805, their attention was called to the best means of securing the port of Acheen against any hostile power.

In reply, the government represented that time as not unfavourable to a settlement at Acheen, but that it could not be effected without a considerable force of European as well as native troops, to maintain a permanent fort there; on which account the plan was given up.

In 1809, Mr. D. Campbell was sent from Bengal to Acheen, for the purpose of obtaining preliminary information respecting the physical revenue and commercial resources, state and character of the government. His reports were received in 1811, from which it appeared the country was impoverished, and the king, under the influence of a Monsieur L'Etoile, at whose instance he requested a supply of arms and military stores.

Mr. Campbell recommended the establishment of a military force at Acheen; which was not acceded to.

In 1813, the country ship, Annapoorany, under English colours, was seized by the Acheenese, by virtue of an assumed right to restrict the trade to all the ports on the coast of Sumatra. She was retaken by a British ship. Other similar complaints of aggression arising, captain Canning was sent to Acheen to adjust them; but the king denied him access, acting apparently under the influence and counsel of a British subject, named Fenwick, who managed his European correspondence for him.

A revolution in Acheen took place in 1817, and the king and Fenwick were driven to seek protection at Prince of Wales' Island. That government immediately deputed captain Court to adjust the claims of the rival pretenders to the throne, and to make such political and commercial arrangements with them as might be deemed proper.

#### BENCOOLEN.

The Company's settlement at Bencoolen was established in 1685, and York fort built by the agency of Benjamin Bloom, in consequence of the loss of Bantam. It was considered as the key to all the other settlements on the coast, but an unhealthy place, and therefore difficult to get persons to settle there.

In 1687, Mr. Ralph Ord, the English chief, was poisoned, at the instigation of the Dutch.

The

The Company had serious thoughts this year of withdrawing from Bencoolen, preferring Priaman or Acheen.

In 1694, the factory was described as very prosperous.

In 1695, the Company obtained by grant from the rajah the neighbouring town of Sillibar.

In 1697, the island of Sumatra was the scene of hostilities between rival chiefs, in which the Company's government were compelled to take a part; and in 1698 it was proposed, as a measure of prudence, to withdraw all the northern factories to York fort, which was ordered to be made defensible against a European enemy.

In 1700, the differences among the natives were composed; but a garrison of 200 men was determined on for York fort, with a view to protect the Company's property. The character of the Malays was described as jealous and fickle, which makes it a principal business of the English to compose differences; otherwise the Pepper plantations would be continually destroyed, and which must be three years before they could be brought again to maturity. Some of the Malay chiefs were engaged in a plot against the Company in 1701.

In 1703, all possible encouragement was offered to some Chinese to settle at Bencoolen, such as having a captain of their own, as at Batavia; but they could not be persuaded to settle. Bencoolen was this year made independent of Fort St. George.

In 1705, the Company lost the governor, three civil servants, and forty-one slaves, through the unhealthiness of the climate. All the out-stations were therefore withdrawn to York fort, when Mr. Jeremiah Harrison arrived in 1708, and found the settlement in a very unprosperous state.

In 1710, the settlement was again placed under the superintendence of the government of Fort St. George.

The number of independent rajahs gave rise to many feuds and much distraction.

In 1719, the English settlers were nearly extirpated by the natives, who destroyed Ippoe, with the resident, burnt Triamong Peggarr (a small wooden fort), and closely besieged Bantball.

In 1721, peace was restored; but not without great loss to the Company.

All the English settlements on the coast of Sumatra were destroyed by a French force under count D'Estang in 1760, but were afterwards restored, and still continue.

In the Court's Letter to Prince of Wales Island, dated the 18th of April 1805, (Para. 10.) it is observed, that Bencoolen in a political and commercial point of view, had become of no importance; Pepper, its only produce, being a losing concern, could be better supplied from Prince of Wales Island and the Malabar Coast.

#### JAPAN.

In 1613, the English first arrived in Japan, and concluded a Treaty of Commerce with the emperor, with exemption from duties. They established a factory at Firanda, but received many incivilities from the Jesuits, by whom they were described to the Emperor as pirates and rovers.

In 1614, a great massacre of Christians took place in Japan.

In 1616, the Company's servants were restricted in privileges in Japan, and the trade proved not to be so profitable as the Court had been informed it would be.

In 1619, the English and Dutch proceeded to Japan, and settled with the emperor the terms for trading. The cruelty of the Dutch to the English was, in the same year, a subject of complaint.

In 1622, above 100 persons, belonging to a European ship, were put to death, for bringing priests into Japan.

There was a conspiracy against the emperor of Japan discovered, in the same year.

In 1623, the English at Batavia deemed it expedient to dissolve the factory at Japan.

In 1658, the Japanese murdered 17 or 1800 Christians.

In 1660, the Company's servants reported the prospect of a factory being established in Japan. Silk was considered the best commodity to be sent thither from Bengal.

In 1664, the Dutch lost three ships out of six, from Japan.

In 1669, the emperor of Japan would not sell the English house to the Dutch, expecting the return of the former.

In 1672, the Dutch had resided at Tonquin 40 years, trading to Japan in silk, and

Appendix  
(C.)Early Records.  
p. 719.

it was judged that an English factory at Tonquin would not bear the charges, unless it had trade to Japan.

The importation and exportation of contraband goods were at that time punished with death in Japan.

The Zante frigate was dispatched to Japan this year. The Dutch experienced much difficulty from the arbitrary conduct of the government of Japan, and persuaded themselves that neither the French nor English would be allowed to trade there at all.

In 1673, the Japan trade was considered valuable to the Dutch, who sent eight ships in one year, value 19½ tons of gold.

pp. 98 &amp; 114.

The English captain, Simon Delboe, on his arrival in Japan in 1673, was questioned very particularly by the magistrates of Naugasay, who sent to the Emperor for orders relative to the English. Delboe was asked respecting European wars and religion. The emperor ordered the English to depart, and refused all trade with them, on account of the king being married to a daughter of Portugal. Delboe inquired whether, in case the queen should die, the English would be permitted to come to Japan; and received for answer, that it was doubtful, with expressions of surprize at marriages between persons of different religions.

p. 122.

In 1674, the trade of Japan was engrossed by the king of Tywan.

In 1675, Japan Copper was an object very much desired, if it could have been procured.

In 1676, some encouragements held out by the king of Siam to trade with his dominions; considered important, as tending to produce a trade with Japan.

In 1682, the Company attempted again to obtain a trade to Japan, by the intervention of the king of Tonquin, but that prince declined to afford his mediation, giving for reason that he had no correspondence with the Emperor of Japan.

## COCHIN CHINA.

In 1619, the English at Japan made an unsuccessful attempt to trade with Cochin China. The factors, both English and Dutch, were massacred.

1637.  
M. 18. 24.

The English residency at Batavia report to the Court in 1627, the continued measures of the Dutch to exclude the English Company from commerce with the continent and islands of South-eastern Asia, particularly Siam, Cambodia, China, and Japan. They then detail some information which they have received from Naukadars (captains of vessels) lately come from China, respecting the eligibility of settling a factory in Cochin China, in preference to any other station on the borders of China, because the presidency were informed that that was the only country with which the Chinese were allowed to trade freely. There was an uncontrolled intercourse between China and Cochin China.

Dalrymple's Asiatic  
Repertory, vol. 1.  
p. 86, 87.

In 1695, the Madras government sent Thomas Bowyear, a supra-cargo of the ship Dolphin, to Cochin China, with instructions to request commercial privileges for the English. Mr. Bowyear's letter to the Madras Government, dated 30th April 1696, which gives a detailed account of his proceedings, represents various inconveniences and impediments to trade to which foreigners were there subjected, arising out of the arbitrary character of the government of this country. Bowyear was delayed a whole season, and compelled to unload his export cargo, by the measures of the government. The Dutch, who had formerly enjoyed trade to this place, had then been expelled 46 years, in consequence of a quarrel with the king, who had ordered their factory to be destroyed.

Hostilities also subsisting between Cochin China and Tonquin, no European was permitted to trade at the former who traded at the latter. (See Tonquin.)

After continuing some time, Bowyear obtained permission to hire a factory at Foy Foe, and to come again and trade another year; but did not obtain liberty to establish a factory, which was the object of his mission.

In 1749-50, the French made an unsuccessful attempt to open a commercial intercourse with Cochin China; and in the latter year, Mr. Robert Kirsop was there, from whose report it appeared that the king and nobles engrossed the trade of the country.

Public Letter from Bengal, 20th Mar. 1778.  
p. 11.  
Pub. Cons. - - 12th Feb. 1778,  
p. 317.  
Public Letter from - - 23d April 1778,  
p. 7.  
Pub. Cons. - - 30th Mar. 1778,  
p. 637.  
General Letter from - - 14th Oct. 1780,  
48.

In 1777-8, the captain of the Rumbold, country ship, which had made a voyage to Cochin China, reported favourably of that country as a mart for European commodities. He had brought with him two Cochin Chinese mandarins of considerable rank, who were prevented landing in their own country by stress of weather, and were respectfully treated by the English at Calcutta; in consequence of which, Mr. Hastings, then governor general, deputed Mr. Chapman to Cochin China, to endeavour to open a commercial

a commercial intercourse with that country. Mr. Chapman returned to Bengal in 1779, having failed in the object of his mission, and been in fact forced out of the country, escaping with some difficulty; but laid before the Bengal Government a narrative of his proceedings, accompanied by valuable geographical and historical memoranda.

A detailed account of Mr. Chapman's mission will be found in the following documents:

“ The Governor General lays before the Board the following Minute :

“ An accident having brought to this settlement two mandarins of Cochin China, the one a near relation of the reigning prince, the other a man of considerable rank, humanity as well as policy induced the Board to afford them every assistance their situation required, and to treat them with an attention which might impress them with a favourable opinion of the people they were come amongst, and to alleviate their anxiety at being separated from their country and families. The proper season for their return home is now arrived, and they are extremely anxious to set out: I have therefore not the least doubt that the Board will concur with me in thinking it expedient to provide them with the means. It is true, the gentlemen in whose ship they came hither, have fitted out a small vessel, and offered to send them back. This was incumbent on them, and no more would have been necessary had they been persons of less distinction; but a greater degree of attention is, I think, due to the relation of so considerable a prince as the king of Cochin China. I would therefore propose, that the Amazon should be got ready for their reception. I am induced to wish this for several reasons—That the vessel is at present unemployed, and may return from this service in the month of December—She will probably accommodate the mandarins—She may be employed in a service of humanity, viz. the going in search of a part of the earl of Temple's crew, thirteen men of which, I am credibly informed, still remain on the Paracel Islands, opposite to Cochin China—She may be directed to make any surveys, or proceed on any other service the Board may deem necessary—The French chief of Chandernagore, sensible of the importance of these people, has, I am told, made them an offer of a vessel to return in.

“ The above, though I think them sufficient, are not my only motives for proposing to send the Amazon.

“ The owners of the vessel which brought the mandarins, have acquainted me, that they understand from them, as well as other channels, that great advantages may be reaped from a commercial intercourse with Cochin China, and wishing to avail themselves of the present favourable opening for establishing a trade with that country, they propose sending a vessel and cargo, and earnestly request that a person may be deputed, in a public capacity, from this government, with the mandarins, as a security to their property, and to procure the sanction of the ruling power of Cochin China to their future undertakings.

“ The advantages are represented to be—the extending the sale of Europe commodities; such as Iron, Lead, Copper, Cutlery, Glass Ware, and Broad Cloth, together with various manufactures of Bengal, to the Cochin-Chinese, but more particularly to the Chinese Junks; and the procuring returns in Gold, Silver, Pepper, Cinnamon, Cassia, Elephants Teeth, Aquila Wood, and many other valuable articles, to the great benefit of this country, and which may in the course of time assist the investment to Europe.

“ The Company have always had in view the encouragement of a trade with the Chinese Junks. This was Mr. Dalrymple's object, when he proposed the settlement at Balambanjam, and it was this allured the Company to incur so considerable expense as they did there. It is not now intended to subject them to any charge whatsoever, except the trifling one of maintaining a single gentleman as resident in Cochin China, which measure, it is hoped, may be productive of many of the advantages expected from the prosecution of that unfortunate scheme. I am informed that 70 or 80 Junks resort to the single port of Turon in one season, and that the trade is the chief support of the town of Macao. That the country itself produces the several valuable articles above mentioned is evident, not only from the printed accounts of travellers who have visited it, and from the testimony of living witnesses now in Calcutta, but from samples of some of them in the possession of gentlemen who are desirous of venturing their property in the undertaking.

“ Cochin China is peculiarly happy in its situation for commerce. Possessing a large extent of coast of its own; it is within five days sail of Canton; has the  
Philippines,

Appendix  
(C)Extract Bengal Public Consult. the  
30th March 1778.

Philippines laying opposite to it; the great Island of Borneo, the Molocca and Banda Islands a few degrees to the south-east, with Siam and Malacca to the westward. Its many excellent harbours would afford a safe retreat to our Indiaman when they might be so unfortunate as to lose their passage either to or from China, instead of being obliged to keep the most tempestuous seas with great risks to the ships and cargoes.

“ Satisfied, from the several particulars above recited, that advantages may accrue, to this country, as well as to the British nation, from an intimate intercourse with Cochin China—that making the experiment will be attended with but a trifling expense—that there may never offer an opportunity equally favourable with the present—and that the arrival of these mandarins may awaken the curiosity of foreign nations, which it seems has already been the case, from the offer made by the French chief of sending them back; I think it therefore a measure both prudent and politic to seize the present occasion, and to endeavour to form some kind of commercial alliance with the ruling power of that country, calculated to secure to the English superior privileges to the French or others; and for this purpose I propose, that a person be sent, in a public capacity, with the mandarins, to investigate the real state of their country, its sources for trade, and to discover what connection can be made with it advantageous to Bengal; and that he be likewise vested with powers, should he find the state of things answer the expectations formed of them, and agree with the accounts which have been given, to form a treaty of commerce on the part of this government with that of Cochin China.

(Signed) “ *Warren Hastings.*”

“ The Governor General recommends Mr. Charles Chapman to be appointed to accompany the mandarins, and to perform the services specified in his minute at Cochin China; and proposes that the captain of the Amazon be put under the orders of Mr. Chapman.

“ Agreed and Resolved, That Mr. Chapman be allowed, during the course of the present service, 1,000 rupees per annum.

“ Agreed, That Mr. Totty, assistant surgeon, be appointed to attend Mr. Chapman, with an allowance of his usual pay, gratuity and full batta for this service.”

“ A Narrative of a Voyage to Cochin China; together with a Sketch of the Geography of that Country, and some particulars of the Manners; Customs, and History of its Inhabitants;” by Mr. Chapman.

Mr. Chapman's  
Narrative.

“ It may not be improper, before I give an account of this voyage, to mention the circumstances which led me to the undertaking; the reasons urged for the prosecution of it; and the advantages expected to be derived from it. Having stated these leading points, I shall proceed with a brief and faithful detail of the transactions in which I was engaged, from the time of my arrival on the coast of Cochin China, to that of my leaving it; interspersing it with some observations on the country, its inhabitants and productions.

“ In the month of February 1778, two mandarins\* of Cochin China were brought to Calcutta in a country ship, called the Rumbold. The novelty of this circumstance excited the curiosity of the whole settlement. It was reported to the Governor General by Messrs. Croftes and Killican. These gentlemen, who, I believe, were either the entire owners of the vessel, or partly concerned in it, likewise acquainted him, that their visiting Bengal was accidental, and had happened in the following manner: The Rumbold being destined on a voyage to China, her owners, in consequence of some very favourable accounts of Cochin China, had directed the commander to touch on that coast in his way back. He went to the bay of Turon, and during his stay there, application was made to him by Senhor Lorico, a Jesuit missionary, for a passage for himself to Bengal, and for two mandarins of distinction, related to the royal family. They wished to be landed at Donai, the most southern province of Bengal, whither the king had retired, on account of an invasion of the northern provinces by the Tonquinese, and a rebellion which had broken out in several of the midland provinces. The commander having heard that Senhor Lorico was highly esteemed by the natives, and had behaved with great humanity to the officers and crew

\* Mandarin is a Portuguese word, derived from the verb “Mandar” to command. It is totally unknown amongst the Chinese, the Cochin Chinese, and Tonquinese; The word used by all those nations for a person in authority is “Quan.”



crew of the Admiral Pocock Indiaman, when driven into Turon Bay by stress of weather, in the year 1764, complied with his request. He soon after weighed anchor, intending to land the mandarins at Donai; but a strong current and a violent gale coming on, forced the ship so far to the southward of that province, that he was unable to make it, and he was obliged to bring all his passengers to Bengal.

“ The following morning the mandarins and Senhor Lorico were introduced to the governor general, by whom they were received with the greatest attention and humanity, and re-assured by expressions of good will, necessary to give them confidence in the people they were come amongst. They were given a house, servants, and every necessary; they were shown every thing curious in the settlement; and treated in such a manner, that the time they passed amongst us proved highly agreeable to them.

“ The mandarins remained in Bengal till the middle of April. In the interim, Messrs. Croftes and Killican had equipped a small vessel, of between 70 and 80 tons burthen, to carry them back. Some days before the time fixed for their departure, I was requested by Mr. Croftes to suggest to the Governor General how acceptable a small present from him would be to the mandarins. This I took the first convenient opportunity of doing; and he was not only pleased to acquiesce in it, but also signified his intention of sending something handsome to their king, and desired that I would consult Messrs. Croftes and Killican upon what articles would be suitable for this purpose, and that I would bring him a list of them. While we were adjusting this matter, our conversation naturally turned upon Cochin China. In the course of it, these gentlemen expatiated upon the advantages which might accrue to Bengal, and to the Company, if a commercial intercourse was opened with that country; enumerated the several valuable commodities it produced, and expressed their wishes that the present favourable occasion might not be neglected of forming a connection with the government of it. Pleased with the hopes of distinguishing myself, I declared that I would readily undertake the voyage, if the Supreme Council should think it proper to send me in a public capacity. Some conversations I had afterwards with these gentlemen, their communicating to me some papers relative to the country, with the accounts given by the commander of the Rumbold, and the assurances of the mandarins, confirmed me in my resolution of undertaking the voyage; and I made the proposal to the Governor General; I requested that he would be pleased to speak to Messrs. Croftes and Killican on the subject; and the representations these gentlemen made both to the Governor General and other gentlemen of the Supreme Council, brought them to approve of their plan. The Amazon, a small snow belonging to the Company, was ordered to be made ready for the accommodation of the mandarins. The companions of my voyage were Mr. Bayard, a gentleman of the Company's service, Mr. Totty, a surgeon, Captain MacLennan, master of the Amazon, and Captain Hutton, master of the Jenny.

“ The end proposed by my appointment was the establishment of a commercial intercourse between the Company's settlements in India and Cochin China, and the attainment of such privileges and advantages to our vessels importing thither, as we might find the government disposed to grant. The benefits hoped from this intercourse was the larger exportation of the commodities of Europe and India to that country, and the importation of its valuable productions in return.

“ Having thus explained the inducements to this voyage, I shall proceed to a detail of the transactions which occurred in the prosecution of it.

“ The Amazon having fallen down to Budg-Budge, I embarked the 16th of April, with the principal mandarin, and five or six of his attendants. The other, by his own desire went on board the little vessel first prepared for them both. She sailed a few days before us, and was to rejoin us in the straits of Malacca, from whence she was to accompany us during the remainder of the voyage. We had on board some specimens of the commodities of Europe and India, by which we might judge what would be most in request in the country we were bound to. Bad weather, and the want of a sloop, did not permit us to dismiss our pilot until the 29th, when we were obliged to send him on shore at Balasore. Exactly a month after this, we anchored at Malacca, and sailed from thence the 2d of June for Tringano, a Malay port on the other side of the Peninsula; we reached it the 12th following. Here Mr. Hutton informed me of the death of the mandarin, his passenger, which happened a few days after leaving Malacca. This accident gave me a good deal of concern, as he was a sensible, steady, well-behaved man, and I relied much on him for assistance amongst his countrymen. We found at this place thirty or forty natives

Appendix  
(C.)

Mr. Chapman's  
Narrative.

of Cochin China, whose vessel had been driven off their own coast, and wrecked near Tringano. According to the policy of the Malays, they were become their slaves, and their effects the property of the rajah; they gave our mandarin some information relative to the state of his country after his leaving it, but indistinct and little to his satisfaction. I endeavoured to procure the release of some of these poor people, and was not a little surprised at a seeming backwardness in them to accept it. During our stay here, I was spoken to by the king's brother (the king being absent) concerning the Company's establishing a factory at Tringano; and I heard on my return to Malacca, that there had been a letter sent to the Supreme Council with this proposal. This complaisance arises from the king's apprehensions of an hostile visit from the king of Rio, and from a desire of extending his territories by means of the Company's assistance. If it were thought worth while to settle in any part of the peninsula of Mallay, a more eligible situation than Tringano might be found. Some months in the year this is a dangerous lee-shore, and inaccessible to shipping. I do not think that establishments can be made by us with any advantage among the Mallays.\* At Tringano they purchase annually two hundred chests of opium, some white goods, a small quantity of iron and copper, and a few other articles of little note; for these things they give in exchange pepper, gold dust, and tin; the latter article is not the produce of the place, but carried thither by Mallay and Bugges prows.

“ Our stay at Tringano being prolonged a day or two, that we might furnish ourselves with a good store of refreshments, as we expected but scanty supplies at Cochin China, we did not weigh anchor till the 17th. The 20th we came in sight of Pulo Ubi. The next night we anchored close to it, and the following day found ourselves in the latitude of 8° 35' N. which must have been nearly the latitude of the point of Cambodia, as it then bore west of us; it is laid down by our geographers and hydrographers 10 or 15 miles more to the northward. Pulo Ubi is a small island, seen from a great distance, and situated exactly on the eastern extremity of the gulf of Siam. My intention in taking this route was, that we might have an opportunity of coasting the southern shore of Cambodia, which is but little known; of entering the western branch of the great river which separates that country from Cochin China, where I expected certain accounts of the state of that country; and of procuring an interview with the king, who was said to be at Donai, the southernmost province.

“ We were but a little more than two days going from Pulo Ubi to Cambodia river. The point of Cambodia, as well as the whole coast from thence to the mouth of the western branch of the river, is covered with underwood, and exceedingly low. The water is so shallow, that, at the distance of five or six miles from the shore, we rarely had more than four fathoms. Although the commander of the small vessel, our consort, made repeated attempts, he could never approach the shore nearer than within two or three miles. Few inhabitants appeared, and only two boats near the entrance of the river. Our boat was sent to speak to them, but they being poor Chinese fishermen, they could not understand our Cochin Chinese linguist.

“ The 24th of June, we anchored in sight of the mouth of the west channel of Cambodia river, between three and four o'clock in the afternoon, in barely three fathom water, a strong ebb-tide setting out; the tide to the westward had been observed the preceding evening to rise two fathoms and a half; it therefore certainly behoved us to be on our guard against its falling as much; the captain was apprised of this by his officer, but he making light of it, the tide by six o'clock left the vessel fast aground; but as she lay in soft mud, our situation was by no means dangerous. The captain made sail as soon as the vessel floated, in a dark night, uncertain whither a rapid tide might drive us. The vessel grounded a second time; and when the floating tide relieved her from this, still a third time. Here, or on some other part of the shore, I expected we must have left the vessel; her head was only in a fathom and a half of water, and her stern was beating upon a sand as hard as a rock. The boat with the chief officer and most of the Europeans was now sent to sound; during their absence the water rose to two fathoms and a quarter; the Amazon drew twelve feet; the flood-tide was fully made. Anxious after our boat, we made signal after signal for it to return; and when it did, the report of the officer was far from satisfactory, having met with shoals all around. There was now the appearance of  
a hard

\* It is only a few years since the Presidency of Fort St. George attempted a settlement at Acheen, under the conduct of the Honourable Edward Moncton; but were obliged to withdraw it.

a hard squall coming on; the man with the sounding line warned us there was but a few inches more than the vessel drew; and it being the top of high water of a spring-tide, we had no prospect of further relief. Happily, however, we increased the depth, and the squall coming on, presently drove us into five fathoms, where we dropt our anchor.

“After the fatigue and anxiety which we suffered the preceding night, we were happy to devote this day, the 25th, to repose.

“The 26th, I went on board the Jenny, which lay at a considerable distance from our vessel, near the mouth of the river. The commander acquainted me he had sent his boat into the river for intelligence, and proposed to me to stand in and meet it. Having no objection, he weighed his anchor: as soon as we opened the first reach we perceived a vessel at anchor, and the boat making towards us: we continued our course in a good channel of three and four fathoms water, as far as the tide would permit us. By the officer who went in the boat, we learned that the vessel in sight was a Portuguese snow, from Macao; that there was another higher up at a village called Bathai; and that a ship had left the river seven or eight days before. Mr. Moniz (a Portuguese gentleman I before mentioned to have accompanied the Mandarin to Bengal), who went on board the Portuguese vessel, acquainted me, that he heard from the commander, that the rebel Ignaack had carried every thing before him in Cochin China; that the king having fled to Pulo Condore, had been taken there, and put to death; and that his brother had fallen into the hands of the usurper, who obliged him to marry his daughter. I afterwards found that his brother was the elder of the two sons left by the late king; but that Quick Foe, the prime minister, who had acquired an unbounded influence in the latter part of the reign, had married his daughter to the younger prince, and contrived, upon the death of the old king, to place his son-in-law upon the throne. This, with the minister's unpopular measure of imposing a poll-tax upon all the native inhabitants, of whatsoever age, sex, or condition, was the cause of the troubles which broke out in the interior provinces, and furnished a pretext for the Tonquinese to invade the country; for when the army entered the northern provinces, they declared their designs to be solely bent against the person of the minister, whose mal-administration had involved his country in a civil war, and promised, upon his being delivered up to them, to assist the king in subduing all his other enemies; the young king, instigated by the enemies of this minister, blindly fell into the snare, and thereby proved to have acted as politically as the sheep who delivered their dog to the wolves. Quick Foe, though a bad man, was allowed to be a man of abilities, and by the discerning esteemed the only one capable of making head against the dangers that now threatened the king on all sides. Sensible of this, the Tonquinese, as soon as he was delivered into their hands, treated him with the utmost deference, and made use of his knowledge to possess themselves of the country. They immediately laid siege to Hue, the capital, and took it; the king fled to Donai; from thence to Pulo Condore, where he was taken, and put to death. The minister was carried to Tonquin, where he was allowed to enjoy an honourable retreat.

“The next day I returned on board the Amazon, to prepare a few necessaries to go up to Bathai in the Jenny, and desired captain Hutton to wait for me where he was. Early in the morning I set out, accompanied by Mr. Bayard and Mr. Totty: on approaching the mouth of the river, I perceived the Jenny running out with the Portuguese snow. Expressing my surprize at this, I found captain Hutton had received intelligence that some persons he had left at Turon the year before, had been put to death by Ignaack, and that 20 or 30 of his galleys were then cruising in a branch of the river, two days sail from Bathai. Unacquainted with the force of these galleys, and having too much reason, from the information, to suspect their hostile disposition towards us, especially if they were apprized of our having a relation of the late king on board; and the Amazon been deemed to draw too much water, and built too sharp to be brought into the river, I thought it most prudent to drop my design of proceeding to Bathai. Understanding, however, that there was still a party of the king's people making head against Ignaack in Donai, it was determined to proceed thither, in order to place our mandarin and his people amongst their friends. Captain Hutton having received what instructions the Portuguese captain could give him respecting the passage (no pilot being to be had), was to lead the way we were to follow: these points adjusted, I returned on board my own vessel, and the next morning we sailed.

“The first of July we anchored under a promontory, supposed to be Cape St. James, about a degree and a half distant from the west channel of Cambodia river.

Appendix  
(C.)Mr. Chapman's  
Narrative.

This was the first high land on the continent we met with. Here again we were all at a stand, nobody being able to point out the road to Donai: the mandarin and his people, never having been there, could give us no information. Vexed at my disappointment, I determined to go on shore myself in our pinnace, and to endeavour to gain some intelligence. Mr. Bayard and the second officer accompanied me: I took two of the mandarin's servants as linguists. When we reached the beach, I sent the linguists on shore, keeping every body else in the boat; after some time they came back, leading two or three of the most miserable looking objects I ever beheld, upon the very point of perishing with hunger and disease. The linguists telling us we might land in safety; we did so. These poor wretches acquainted me that they belonged to a village hard by, in which were left about fifty more, much in the same condition as themselves; that a fleet of Ignaack's, in its way to Donai, which it was now blockading, had, two months before, paid them a visit, and plundered them of the scanty remains left by a horrid famine, supposed in the preceding year to have carried off more than one half of the whole inhabitants of Cochin China; and that they had nothing to eat now but a root thrown up by the surf on the beach, which caused them to break out in blotches all over their bodies; it was shaped something like a sweet potatoe, but longer. I was now no longer at a loss to account for the indifference the wretches I saw at Tringano showed to my offer of procuring their release; they were not possessed of sufficient patriotism to prefer liberty with so scanty a fare in their own country, to slavery with a full belly in a foreign one. There is no slavery in Cochin China. On perceiving the mouths of two or three rivers to the N. W. and asking their names, they told me one of them led to Donai. Several more of these objects were now gathering round me: distressed at this scene of misery not in my power to relieve, I hastened to board my boat, and took with me an old man, who appeared the most intelligent, to inform our mandarin of all he knew, and to enable us to determine what was next to be done.

"A comfortable meal having cheered up the old man's spirit's, he had a long conversation with his countryman; the result of which was, that a village called Huttien, a few hours sail from where we then were, having resisted the attacks of Ignaack's fleet, the mandarin was desirous of going to it, hoping to get some satisfactory intelligence of his friends: thither we bent our course, the old man serving as a pilot; the next morning we anchored abreast of it. A number of fishing boats hovered about the vessel, but kept aloof till two of the mandarin's servants were sent to them in a small prow: they then came, to the number of fourteen or fifteen. Our mandarin sent a message to the chief of the village by them. The people in these boats were stout personable men, and had not the least appearance of want amongst them. Every boat was well furnished with bows and arrows, swords and lances. In the afternoon, the mandarin of the village sent his compliments to our mandarin, with a present of betel, and apologized for not waiting upon him in person, on account of his being much indisposed. Our mandarin being so well satisfied, that he determined to go on shore next morning; myself and the other gentlemen promised to attend him.

"Having sent the mandarin of the village notice of our intentions, early in the morning some boats came from the shore to conduct us to the landing-place. Our mandarin's servants, who went on shore the evening before, and staid all night, came with them, and gave their master a favourable account of the inhabitants. They also brought on board with them a man who had formerly served as a soldier under the mandarin's command. He seemed transported with joy on recognizing his old master. After breakfast we set out, the soldier sitting at the mandarin's feet; and during our passage towards the shore, he recounted to his master the particulars of Ignaack's successes, the king's death, and how the people of this district had repulsed the rebel fleet. He acquainted him, that the king's brother, whom they called Antoine, dissatisfied with his wife, and the restraint he was kept under, had found means to escape from Ignaack, and was gone in arms with a considerable force into Benthuan. Yet, before the boat reached the shore, our mandarin was seized with a panic, which I never could learn the real cause of, and desired me to put about and return to the vessel. Unable to conceive his motives, his own servants assuring me there was no cause of apprehension, we continued our course till the pinnace came into shallow water, and could proceed no further. Here we were preparing to get into a country boat, when the mandarin caught hold of my clothes, earnestly entreating me to desist, crying out, 'Tyson! Tyson!' which is the name the adherents of Ignaack go by in the country. Mr. Moniz seeing this, offered to go on shore to learn who the people really were; Mr. Bayard accompanied him. They  
soon

soon came back, with the principal mandarin of the village. He came into our boat, and invited our mandarin on shore; the soldier offered to remain an hostage, and to forfeit his head if any harm befel him. All was insufficient to remove his fears; he still cried out, louder than ever, to put back. Finding his timidity not to be overcome, I asked the mandarin of the vessel to go with us to see our vessel; he did not hesitate. After he had been on board a short time, he complained of being very sick; I therefore dismissed him, first making him a small present.

“ We then left the village of Huttien, and continued our course along shore six or seven days, and anchored at a fishing village near Pulo Cambir de Terre, to inquire for water and other refreshments; but the water there being very brackish, one of our fishermen offering to pilot us to Quinion, where plenty of good water and fresh provisions might be had, we accordingly proceeded thither. No sooner did our mandarin learn that we intended to touch at Quinion, than he rushed from the cabin in a most distracted manner, and threw himself at my feet, when he informed me that Quinion was the province in which Ignaack resided, and that its harbour\*, to which we were going, was the rendezvous of his fleet. It did not however prevent me from proceeding, as I knew that the greatest part of Ignaack's force was to the southward. We continued our course, and the 13th July we anchored in the bay. The coast, in many places highly cultivated, had now a most delightful appearance; the lowlands planted with paddy, and the hills with pepper to their very tops.

“ Here we found two Portuguese snows; and the supercargo of one of them coming on board a little before we anchored, I understood from him that we had nothing to fear; on the contrary, that Ignaack himself was exceedingly alarmed at our arrival, and would be well satisfied to find that we had no hostile intention against him, which he was in dread of, from what had happened last year at Turon. This dispute arose from the rebels attacking and taking a boat, conveying military stores from an English ship to the royal party. The king's party having received a signal defeat while the ship lay in the harbour, the mandarins fled on board for protection, and induced the commander to undertake to carry them to Donai, by promising to indemnify him for the loss when he arrived there. How they were disappointed and brought to Bengal, I have before related. As soon as we anchored, I sent a young man, who served me as a writer, on shore, with my compliments to the mandarin in charge of the fort, to acquaint him that the vessel belonged to the English government of Bengal, and that our business in Cochin China was to settle a friendly intercourse and commerce between the two countries. In the evening he returned with a very civil answer from the mandarin, purporting that he should immediately send notice of our arrival to the king (Ignaack), and that in the mean time we were welcome to furnish ourselves with water and all other refreshments the place afforded. Next day the mandarin himself came on board, and brought me a present of a hog. Ever after he visited me daily during our stay. He was a jolly man, of between fifty and sixty years of age. By his desire, I sent my writer on shore to go with him to the king's brother, who lived near, to whom I sent a present of a piece of muslin, two pieces of chintz, and some bottles of liquor. On his return, he acquainted me that he had been graciously received, and assured me that the king was exceedingly well disposed towards the English, and would not fail to treat me with the most honourable distinction; and that the king's son-in-law, who was his prime minister, would come down to see me in a few days.

“ He accordingly arrived the 16th, and the next morning, having received an invitation, I landed to make him a visit. We were met on the beach by the mandarin of the port, who conducted us to a large straw shed, which he informed me was his house, where his highness was waiting to receive us. On each side of the entrance were drawn up twelve of his guards, dressed in blue linen, and a kind of helmet on their heads, made either of leather or of paper, lacquered over, and ornamented with flowers and devices of block tin, as were the hilts and scabbards of their swords, so that they made a regular, if not a martial appearance. On our entrance, we found a young man of a pleasing aspect, seated cross-legged upon a low table. He rose on our approach, and pointed to some chairs, which were placed on each side of him, for our accommodation. After a few ordinary questions on his side, as—Whence we came? What had brought us to Cochin China? How long we had been on our passage?

\* Quinion, or Chinchon Bay, is an excellent harbour, where vessels may be perfectly sheltered from every wind; the entrance is very narrow, and the want of a sufficient depth must oblige ships of large burthen to wait till high water to go in. It is situated in lat. 15° 52' N.

Appendix  
(C.)Mr. Chapman's  
Narrative.

passage? &c. I acquainted him I was servant of the English Government in Bengal, to which the vessel I came in belonged; that my business in Cochin China was to settle a friendly intercourse and commerce between the two countries, which I made no doubt would be for the advantage of both. I then desired to know, whether he was authorized to inform me upon what conditions such commerce could be carried on to the ports in their possession? Instead of answering me, he desired to know what presents I had brought for the king, and whether I intended to go to court? I told him, I would go, if the king sent me an invitation, and carry such presents with me as I hoped would be acceptable. I presented him with a pair of neat pistols, and some pieces of cloth, &c. I could now get him to talk of nothing but presents. Before we parted, I applied to him for the use of a straw hut near the watering place; he told me he was not authorized to grant it. He then informed me he should return to court the next day, and invited me to accompany him. I begged to be excused, as I wished, before I set out, to receive an invitation from the king. He appeared rather hurt at this, fearing I suspected he had not authority to invite me. I observed that his refusal of so mere a trifle as a hut to live in, which I offered to pay for, was almost sufficient to doubt it. Soon after I took my leave, when he assured me he would desire his father to send me an invitation without delay; and as for a house, I might take any one I chose in the place.

“Three days after I received a formal written invitation and safe-conduct from Ignaack; it was brought on board with great ceremony by several mandarins. They desired the colours might be hoisted on the occasion, an umbrella raised to open it under, and that I should stand up to receive it; all these requisitions being complied with, it was opened, read, and presented to me. The mandarins did not fail hinting to me, how exceedingly happy the bearers of this distinguishing mark of their royal favour would be to receive some token of acknowledgment for their trouble. Having treated them with a desert of wine and sweetmeats, I dismissed them satisfied, first settling with the port mandarin to be on shore next evening, sleep at his house, and set off the next morning for the royal residence. He engaged to have a palanquin ready for me, horses for the two gentlemen and my writer, who were to be of the party, and coolies to carry the king's presents and our own necessaries.

“When his invitation was explained to me, I was much surprized to find that his majesty should think it incumbent on him to account to me how he became possessed of his present dignities. It began by setting forth, “That the late king of Cochin China and his ministers having, by their oppressions, starved the people, it had pleased God to make him the instrument of their deliverance, and to raise him to the throne,” &c. Our poor unfortunate mandarin, who was now on board incog., and, the better to conceal himself, dressed in an English dress, his beard shaved, his teeth cleaned, and, what distressed him most of all, his nails reduced three or four inches, desiring to see the paper, told me, with tears in his eyes, that the seal affixed was the ancient seal of the kings of Cochin China, which the villainous possessor had stolen; that the reasons he assigned for seizing the government were false; and that he alone was the sole author of the calamities his country had and still experienced. He conjured me not to trust myself in his power, for I should never return.

“Pursuant to my agreement, however, with the mandarin, we went on shore the 22d of July, in the evening. He, together with several others, received us upon the beach, and conducted us to his house. When it grew dark, we were entertained by a set of dancing women: these ladies differed little in their performance from those of Hindostan. The music consisted of a kind of pipe and tabor, castanets, and an humble imitation of the violin. About ten we retired to supper upon our own provisions. Mats and cots were provided for our repose. About eight in the morning we commenced our march, my companions on horse-back, and myself in a silken net, extended at each end by a piece of Ivory about 20 inches long, through several small holes, in which passed the threads it was woven with, which being collected together, formed a loop, by which it was suspended to a pole in the form of a hammock; over the pole was a piujaree of fine mats covered with painted paper: it requires but two bearers, for with that number I was carried fifteen miles in the day without changing. Our road at first lay along the banks of a considerable river, till we entered a well cultivated valley, which appeared encompassed on all sides with high mountains. In this valley we passed through three or four pretty villages, pleasantly situated; in which, as well as on other parts of the road, were public houses, where tea, fruits and other refreshments were sold to travellers. At noon we alighted at one of them, and partook of a dinner, which consisted of fowls cut into small pieces,  
dressed

dressed up with a little greens and salt, some fish, &c. We left the village about four in the afternoon, and in the dusk of the evening reached another, which was within an hour's ride of the king's residence; here we staid during the night.

“ Early in the morning we pursued our journey through the Paddy fields, and at 8 o'clock came in sight of the fort his majesty resided in. The east front, by a gate of which we entered, extended about three quarters of a mile, and was merely a straight stone wall, in many places much out of repair, without guns, embrazures, flanking towers, or any other requisite to make it a place of strength. It is sufficient, however, for the purposes of its possessor. I was informed it was a square, and that the other sides corresponded with the one we entered at. When we came to the gate, we waited half an hour in an hovel; the gate and wall were entirely without guards, and the ground within laid out in Paddy fields. We then proceeded on about half a mile, when we alighted at the house of the king's son-in-law, where we staid about half an hour, and partook of some betel. He then conducted us to a house near his own, which he said was allotted for our residence. He requested to see what we had brought for the king, which we shewed him. The king, he said, would grant us an audience next morning; afterwards he took his leave.

“ By six o'clock next morning, a message was brought us, that his majesty was ready to receive us. We then attended our conductor for near a mile, till we came in sight of the palace from an eminence; here we were desired to dismiss all our attendants, and to leave our swords, as it was never permitted to any body to enter into the presence with arms. These preliminaries adjusted, we advanced towards the palace: in the front were drawn up two ranks of men, consisting of 100 each, with spears, pikes, halberts, &c. of various fashions, with some banners flying, and from within appeared the muzzles of two long brass cannon. In the middle of a gravelled terrace, in front of the palace, was laid the presents I brought. As soon as we ascended this terrace, the mandarin, our conductor, told us to make our obeisance in the same manner as he did, which consisted in prostrating himself three times with his forehead to the ground. This mode of salutation, however, appearing to us too humiliating, we contented ourselves with making as many bows, after the English fashion. We mounted half a dozen steps to the apartment his majesty and his court were assembled in: it was open in the front and at the sides, the roof tiled and constructed in the Cochin Chinese fashion, supported by fine wooden pillars, the back part wainscotted; against this was placed the throne, which rose two or three steps above the floor of the apartment; and on the eminence stood an arm chair, painted red, and ornamented with the heads of dragons, in which the king sat, having before him a small table covered with a red silk cushion, wrought with gold flowers, for him to lean upon. On each side the throne was placed a chair; in one was seated his brother, the other was empty, and, as I understood, belonged to another brother, who was then at Donai. Several rows of benches were behind these, and upon them were seated the mandarins, according to their rank. The king was clothed in a robe of silk of a deep yellow, upon which dragons and other figures were wrought in gold; upon his head he wore a kind of close cap turned up behind, the front ornamented with some jewels, and on the top of it was a large red stone, through which passed a wire, raising it a few inches, which shook and spangled as he moved himself. The mandarins were, many of them, clad in gowns of silk of different colours, adorned with dragons, and their caps with flowers of gold or gilt. Round their waists they wore girdles, some of which were covered with scarlet broad cloth, fastened with clasps of gold, and decorated with cornelian stones, set in the same metal. Upon the whole, their appearance was a fine one; and although the scene wanted many of the requisites which constitute grandeur and magnificence amongst other eastern princes, as a profusion of jewels, carpets, attendants, &c. the regularity and decorum observed here, presented one with some adequate ideas of a powerful sovereign surrounded by his court. In the front was placed a bench for me and my companions, where we were seated next to the king's son-in-law.

“ I then, through the interpreter, addressed myself to the king, telling him that  
 “ I was a servant of the English government in Bengal, from whence I had been  
 “ deputed, to settle a commercial and friendly intercourse with the inhabitants of  
 “ Cochin China.” He said “That the fame of the English exploits at sea had  
 “ reached him, and that he had heard they exceeded all other nations in the  
 “ number of their ships, and excelled in the management of them; but they made  
 “ an ill use of the advantage; for he had also been informed, that they indiscri-  
 476. “ minately

Appendix  
(C.)Mr. Chapman's  
Narrative.

“minutely attacked and plundered whatsoever vessels they met with: that he was very willing to permit the English to trade to his ports, and hoped that they in return would not molest his galleys, boats, or other vessels.” I replied “That the first part of his information, respecting the power of the English by sea, was strictly true; but the latter was absolutely false, and must have been insinuated to him by those who were jealous of our prosperity, and wished to give him an unfavourable and unjust opinion of us. That the English were at the present time at peace with all foreign nations; and that their ships resorted to almost all the parts in the known world, where their merchants were renowned for their probity and the fairness of their dealings.” He then acquainted me, that the English might trade to his ports; and after some explanation, it was at length settled, that for vessels of three masts 7,000 quans should be paid (they allowed us five quans for a Spanish dollar), for those of two masts 4,000, and smaller ones 2,000 quans each.

“His majesty soon after withdrew to his private house, where we were shortly afterwards requested to attend him: divested of his robes and cap of state, and having on a plain silk jacket, buttoned with small diamonds, and a piece of red silk wrapped round his head in the form of a turban, here our conversation was general: he began with repeating his good intentions towards the English, and how desirous he was of connecting himself with us—that although, to save appearances before his council, he had mentioned a sum of money to be paid by our ships for the liberty of trading, yet to procure the friendship of the English nation, he would never exact it from them, but would show them every indulgence in his power. He enumerated the articles produced in his country, as pepper, cardemoms, cinnamon, agula wood, elephants teeth, tin, and many others, which he said the ignorance of his people prevented them from making the most of; and that for this reason, as well as for instructing his people in the art of war, he earnestly desired that the governor of Bengal would send him some capable person.

“He then disclosed some of his future designs to me; they were no less than to subdue the kingdom of Cambodia, with the whole peninsula, as far as Siam, and the provinces belonging to Cochin China, to the north, now in the hands of the Tonquinese. To effect these, he wished for the assistance of some English vessels; in recompence for which he would make them such grants of land for settlements as they might think proper.

“I promised him faithfully to report, what he had said, to the governor general in Bengal. He particularly requested, amongst other things, that I would procure a horse to be sent him, cost what it would, by the first vessel to Cochin China, of a bay colour. After being treated with tea and betel, we took our leave. In the evening he sent me three papers; one, sealed with the great seal of the kingdom, set forth the conditions upon which English ships were to trade to his dominions; the other two were sealed with a smaller seal; one describes the horse, &c.; the other contains his licence for visiting any of his ports.

“The next morning we set out on our return to the vessel. We reached Quinion the same day (July 26), and in two days after sailed for Turon. Upon the road coming from court, we were passed by his majesty, who was going, on account of some bad news from his fleet at Donai, to perform a sacrifice at a temple situated in the bay our vessels lay in. He travelled in a neat palanquin, distinguished by its being red, which colour no subject is allowed to use in dress or equipage. The ceremony I was informed, consisted chiefly in bowing his head to the ground, and sacrificing a buffalo.

“Ignaack himself is allowed to have abilities, but these are ill seconded by the mandarins who govern under him; they are all low illiterate men. Famine, and its attendant, pestilence, have destroyed one half of the inhabitants of the country. Shocking are the accounts of the methods taken by the remainder to preserve a miserable existence; at Hue, the capital, though in possession of the Tonquinese, and better supplied than any other place, *human flesh was publicly sold in the market.*

“The force of Ignaack by land, is very inconsiderable, and so deficient in the military art, that I may safely aver; that 300 disciplined men would rout his whole army. His marine force, consisting of a few galleys and some junks seized from the Chinese, is almost as despicable. Finally, his government is held in the utmost detestation; yet the spirits of the people are so broken by the various calamities they have been afflicted with, that they want courage to resist it effectually. Many of his soldiers, and almost all principal people I met with, openly declared to me how reluctantly they submit, and expressed their wishes that the English would take them



them under their protection; assuring us, that upon the least appearance of a force, the whole country would fly to join them.

“ About two degrees to the north of Quinion, lies an island called Pulo Canton, and between thirty and forty minutes north of this, another, named Pulo Campella; the latter possesses a convenient place for the ships to anchor in, and other advantages. Upon the continent, opposite to this island, is the entrance of a river, by which the junks go up to Faifo, and there is a branch of it which falls into the harbour of Turon.

“ We anchored in Turon Bay the 2d of August. Having obtained permission, I hired a house in the village of Turon. There are the remains of several large and good houses here, which had been destroyed in the late troubles. The land in the neighbourhood of the village was cultivated with rice, brinjalls, and some sweet potatoes. The country farther back seemed entirely neglected; covered, however, in several places with groves of oranges, limes, jacks, plantains, and bamboos, in most of which were the remains of dwelling-houses. When I had been here three or four days, the mandarin who governs the province of Cham on the part of Ignaack, came down the river, attended by four gallies, rowing between 40 and 50 oars each, and landed at a house on the opposite side to where I lived; the same day he sent to know when he should wait on me. I chose, however, to be first to make this compliment, and crossed the river in one of his gallies for that purpose. He received me in great form, himself seated on a bench placed on an eminence; the inferior mandarins and soldiers to a considerable number, placed on each side of him. This being the mandarin with whom the dispute had happened the preceding year, (after presenting him the passport I had received from the king), I begged he would inform me how it had arisen, and the cause of his severity to the people who had fallen into his hands. He replied, “ That the commander of the English ship “ had been prevailed on by some mandarins of the former government, then in arms “ at Turon, to assist them with men and arms, and that the ship’s boat being sent up “ the river with them, had been attacked by his people, and taken; that some of the “ crew were killed, some jumped into the river and were drowned, and some fled “ into the woods, where they perished with hunger.” He then gave me a licence for trading, strictly enjoining all persons to pay for what they purchased, and in nowise to molest or ill treat us. After he had given me an invitation to visit him at Faifo, I took my leave, and he returned the same night.

“ The 13th I set out for Faifo. At one of the places where we stopped to give an account who we were, we found ourselves under a high mountain, part of which impended over the river, and it seemed ready to tumble and bury us under its ruins. It was a large mountain of white marble, situated on a low plain close to the water side, unconnected with any of the distant hills. We could perceive several cracks and holes in the body of the mountain, and round it were lying some vast fragments. The eye, in wandering over it, presented the fancy with the ideas of pillars, houses, towers, &c. Near it were a few huts inhabited by stone-cutters. I did not see any other specimens of their ingenuity than pestles and mortars of different sizes. On our arrival at Faifo, we were surprized to find the recent ruins of a large city\*, the streets laid out on a regular plan, paved with flat stone, and well-built brick houses on each side. But alas! there was now little more remaining than the outward walls, within which, in a few places, you might behold a wretch, who formerly was the possessor of a palace, sheltering himself from the weather in a miserable hut of straw and bamboos. The temples and their gods, however, were no further molested than in being robbed of their bells, which were seized for the purpose of being coined into money. After taking some refreshment at Faifo, I set out for the residence of the mandarin, which was within an enclosure formed by driving strong stakes into the ground, intermixed with bamboos growing, and for some distance round it, short-pointed bamboos were driven obliquely into the ground, as if designed to keep off cavalry. The house was spacious, partly consisting of brick, and partly of thatch and bamboos. This mandarin was almost as well attended as his master, Ignaack; several of his people were well dressed, and had swords in their hands; the hilts and scabbards were ornamented with plates of beaten gold. My conversation with the mandarin was but short; I was informed that he was an illiterate man, and had  
the

\* It was taken and destroyed by one of Ignaack’s generals. Before that, it was a place of very great trade and furnished cargoes of sugar, cinnamon, pepper, &c. to hundreds of junks, which resorted thither from all the sea-coasts of China and Japan.

Appendix  
(C)Mr. Chapman's  
Narrative.

the character of being cruel and oppressive\*. I staid only one day, and returned to the vessel, being now the 15th of August.

“ On my arrival on board the Amazon, I was visited by a Portuguese merchant just come from Hue, the capital of Cochin China. He told me, he was charged with a verbal invitation to me from the Tonquinese viceroy, to proceed thither and dispose of any articles of trade we might have remaining. Having previously dispatched my writer and Mr. Moniz with a letter to the Tonquinese mandarin, requesting his favour, and hearing that there was but a small depth of water upon the bar of the Hue river, I proposed to the commander of the Jenny to go in his vessel, which might give him an opportunity of disposing of his investment. He consented; and leaving the Amazon in Turon Bay, I embarked, with Mr. Bayard, the 18th of August. We anchored in the Bay of Chimay, which is the boundary of the Tonquinese possessions; here I was met by my writer, accompanied by a mandarin, named Ong-ta-hia, with an answer to my letter, containing the permission of the viceroy to proceed to Hue. When we came to the entrance of the river, the mandarin stationed there came on board in a galley, with a number of soldiers, and undertook to pilot the vessel in.

“ Two days afterwards I proceeded up to the town. Towards the sea, the land was sandy and barren; but on advancing, the scene gradually changed, the lands put on every appearance of fertility, and we saw the husbandmen on the banks busied in cultivation. Abreast of the town, twenty-five Chinese junks were at anchor; innumerable country boats were passing and repassing; and the shore was thronged with people. We landed at Ong-ta-hia's house; it was the resort of the Chinese, as his office consisted in reporting the arrival of their junks, and procuring them their clearances. The next day we visited the viceroy. He resided at the palace of the kings of Cochin China, six miles higher up the river than the town I landed at. The Abbé Raynal informs us its circumference is a league, and the walls of it planted with thousands of cannon. This description is certainly heightened: I visited it several times myself, and a person who accompanied me found an opportunity of examining the whole. The fortification is an oblong square, the greater sides extended about half a mile, the lesser two-thirds of that distance. It is formed by a retaining wall, behind which a rampart of earth, 10 or 11 feet high, was thrown up, with steps rising to a convenient level for the discharge of missile weapons. It had no embrasures, the guns being pointed through a kind of port-holes made in the bottom of the retaining walls. The number mounted was about 60; the largest nine-pounders. For six or eight feet without wall, short pointed bamboos, from six to twelve inches long, were driven obliquely into the ground; beyond these was a ditch eight feet wide, and as many in depth, fenced with bamboos growing, which was succeeded by another space with pointed ones driven in the ground, and the whole encompassed by a low chequered bamboo rail. The ground within the fort was divided by a number of brick walls, meeting at right angles, and forming squares. Some were allotted to the holding markets, others to granaries, quarters for the soldiers, stables for horses, elephants, &c. The whole was much out of repair.

“ The palace deserved the name of a good lower-roomed house. The building was laid out in spacious verandahs and private rooms. In one of the verandahs I was introduced to the viceroy; I found him swinging in a net hammock, extended between one of the pillars and the wainscot of the inner apartments. He was a venerable old man, about sixty years of age, silver beard, and most engaging manners. His dress was plain and simple, consisting of a loose gown of black glazed linen, with large sleeves, and black silk cap, and sandals on his feet. I acquainted him with my business in Cochin China, much in the same terms I had made use of to Ignaack. I then requested he would receive the present I brought him as a small token of my respect. He then descended from his net, and seated himself upon the ground. He approved

---

\* The following instance of almost unparalleled cruelty and perfidy was related to me at Faifo. “ There was a certain distant relation of the royal family, who lived in disguise in that part of Cochin China possessed by the Tonquinese, with whom this mandarin had some acquaintance. He made it a pretence to send him a pressing invitation to come and reside under his protection, with his family and dependents; not only assuring him of personal security, but promising him his friendship. The poor man, deceived by these specious professions of personal regard, set out with his wife, his children, and the rest of his family, to a considerable number. When arrived in Turon Bay, he procured an expeditious conveyance to the mandarin's residence, leaving his family to follow him in their boats. He was received by the mandarin apparently with the highest marks of satisfaction and regard. They partook of a repast together, and when it was finished, the mandarin told him his attendants would conduct him to a house he had prepared for his reception; but he had no sooner passed the threshold, than he was seized by his soldiers, and had his head immediately severed from his body. He then embarked in one of his galleys to meet the family. As soon as he had reached their boats, he caused the women and children to be bound together, and thrown on the deck, seizing all they had brought with them for his own use.”

approved of my proposal to form a commercial intercourse with his nation, and would promote it all in his power. He then inquired several particulars respecting the nation I belonged to; as our force by sea and land, our commerce, customs and religion. He also examined our hats, swords, and other parts of our dress very minutely. He then requested us to partake of a repast, consisting principally of minced fowls, vegetables, pork, buffalo beef, fish, rice, sweetmeats, tea, spirits, &c.: during which several war elephants were brought into an area fronting the verandahs, where some figures, representing soldiers, were placed in ranks; these the elephants attacked with great fury, seized them with their trunks, tossed them in the air, and trampled them under their feet. Some soldiers were employed in shooting at a butt with long matchlocks, which had swivels and three-legged stands to fire them on. After a renewal of his professions of friendship and regard, we stood up to depart; he ordered all the mandarins who were with him to attend me to the general's, to whom it was necessary, he said, I should make a visit whenever I came to him; he then forced our acceptance of two ingots of silver, as an equivalent for the present (a gold repeating watch set with a few small diamonds, emeralds,) I had made to him, and we departed. Attended by a numerous train of mandarins, who marched before and behind us in ranks, we presented ourselves at the gates of Quan-jam-quen, who is an eunuch, and commander in chief of the fleet and army. Half an hour elapsed ere we were ushered into a large hall; we seated ourselves upon some chairs placed for us before a rattan screen, from behind which a shrill voice called our attention to the object of our visit. He did not, however, become visible till the common questions were passed, and I had acquainted him with the reasons of my coming to Cochin China. The screen was then turned up, and a glimmering light, diffused from a small waxen taper, disclosed to our view, not the delicate form of a woman, the sound had conveyed the idea of, but that of a monster, disgusting and horrible to behold. He was sitting in a kind of boarded shrine, in form like a clothes-press. He was short in stature, which was, however, amply made up to him in bulk; and I may venture to affirm he measured an ell over the shoulders! Great flaps hung down from his cheeks, and his little twinkling eyes were scarcely to be discerned for the flat folds which formed deep recesses around them. He hardly appeared civil, and received my present with indifference. In my subsequent visits I found he was a great pedant, and valued himself much on his knowledge of books.

"A month elapsed in mutual intercourse of civilities. I had hitherto resided in the house of Ong-ta-hia, but finding it inconvenient, I made repeated applications to him for a separate one; he as often evaded complying; and by his underhand influence prevented my hiring one. He was afraid, should he suffer me to remove from under his own eye, some parts of the unreasonable profits he hoped from his connection with us, might escape him; and his unwillingness to discharge the amount of his purchases that he had made from us, may be considered as the first causes leading to the troubles we were afterwards involved in. As I found this man was the particular agent of the eunuch, I made him several considerable presents, but all inadequate to the satisfying his rapacity.

"The latter end of September, the rains were so heavy, and the floods came down with so much violence from the mountains, that almost the whole town was overflowed in one night, during which the noise made by the rushing of the water through the streets, and the cries of the people removing their effects, was horrible and alarming beyond idea. In the morning great numbers of boats were passing in the streets. Notwithstanding these floods happen several times during the periodical rains, few precautions are taken by the inhabitants to secure themselves against the sometimes melancholy consequences; and the government is so absurd as not to allow an upper-roomed house to any one but their sovereign.

"Attention to our health obliged me to be urgent with Ong-ta-hia for his consent to remove to a drier situation; and the application apparently reconciled him to it: it was only in appearance; for the three days after, a young man who with his father served me as linguists, complained to me that he had been severely beaten by Ong-ta-hia, for being instrumental in my leaving his house. The following day I was warned by the same person of his going to put to death two of my people. I immediately hastened to his house, accompanied by Mr. Totty, and found them busied in binding a poor sick Frenchman and a cook belonging to captain Hutton to the pillars of the house. Ong-ta-hia was standing with a drawn sword, and foaming at the mouth with passion. I requested to know the reason for such conduct, but he replied not, and withdrew. I afterwards found it was in consequence of some trifling difference between the Frenchman and a woman in the bazaar who sold eggs.

Appendix  
(C.)Mr. Chapman's  
Narrative.

The doctor and myself released the prisoners without any opposition, promising that they should, nevertheless, be delivered up to the viceroy, for an investigation of their conduct; which being done, a decision was given in our favour. No redress, however, was to be obtained. About this time I received a letter from captain Maclennan, acquainting me that the bad state of his health had led him to resolve on bringing the vessel up to the mouth of the river, that he might land and try the benefit of a change of air.

" I was exceedingly sorry that captain Maclennan's health should render so imprudent a step necessary: I was convinced it would alarm the government. I hastened to the viceroy and eunuch, and acquainted them with the cause of her approach; notwithstanding which a parade of guards was made, and a number of precautions taken.

" The Amazon anchored at the mouth of the river. The captain came on shore, but in such a situation as to preclude all hopes of his recovery. Having been given over by our surgeon, he tried the physician of the country. All was in vain, and captain Maclennan breathed his last the 2d of October. The 7th of the same month was fixed for his funeral, and early in the morning we assembled to attend it. The Portuguese burial ground, where I purchased permission to deposit his remains, was at the distance of seven or eight hours journey. The beauty of the country round this spot was not to be equalled by that of any I had before seen in the east.

" The behaviour of the Chinese had latterly been very suspicious. On my first arrival they supposed I was come with a force to avenge the wrongs done to the English ship the year before, by the mandarin commanding at Turon, and seemed to vie with each other in supporting any designs I might have, either against the Tysons or the Tonquinese themselves, from the hope of coming in for a share of the plunder, which would compensate them for the losses they had before sustained. Disappointed by the repeated declarations of my intentions being entirely pacific, they were afraid it would prove to them rather detrimental than otherwise. An alteration in their behaviour to us soon became evident. They represented to the mandarins that the English were come to deprive them of their country, and invented a number of falsities the most absurd and groundless. I was frequently warned that they intended to plunder us. Our lives and property were equally at their mercy. My house was perpetually filled with mandarins, sent to hear and adjust these fabricated grievances, from whence there was no other way of dislodging them than by presents: this in the end only proved an inducement to fresh parties to visit me, and something or other was daily devised to give me trouble. I avoided every thing I could that might tend to altercation. When I represented my case to the viceroy, he referred me to the eunuch, and only regretted his want of power to afford me redress. From the eunuch, whose province it was to adjust all these differences, an accumulation of injuries and insults was all I could procure.

" Things continued in this disagreeable situation till the beginning of November. The monsoon beat with great violence on the coast, and our prospect of getting away, which we anxiously looked for, was still distant. A few days after the vessel anchored in Hue river, the mandarin we brought from Bengal left her, and retired amongst some of his relations who lived in disguise at a short distance from town. From the time of my arrival in Cochín China, I continued to receive the strongest proofs of the gratitude and attachment of this poor man, and it will presently appear that we were indebted to him for the preservation of our lives.

" From the beginning of October, I received frequent hints that the government had treacherous designs against us; that the eunuch, our declared enemy, had brought over a majority of the council to his measures. On the 7th of November, as myself and Mr. Totty were sitting at breakfast, a messenger came in from our mandarin, and desired to speak with me immediately. He told me, that his master, alarmed at the danger we were in, and anxious for our preservation, had sent him to advise us to secure ourselves on board the vessel without delay. He added that the king\* of Tonquin, instigated by the representations of the eunuch, had sent an order to the government to seize our vessel; that the mandarins were arming their galleys, and had ordered their troops to be in readiness for service; and concluded by exhorting us to take instant measures for our security. This intelligence was presently corroborated by the landlord of the house we lived in, who informed me that the  
Tonquinese

\* The sovereign of Tonquin has only the shadow of authority; the whole power, since the beginning of the fifteenth century, having fallen into the hands of the general.

Tonquinese had determined to seize our vessel, and that he hourly expected a party of soldiers being sent to secure our persons.

“ Having, therefore, put what we had most valuable into a small country boat I kept in pay, Mr. Totty and myself, with three or four Bengal servants and some Chinese rowers, left town between eight and nine in the morning, and reached the vessel at noon. The following day (November 8th) my writer, whom I had left in town, contrived to send a great part of my baggage on board the vessel.

“ On the 9th, in the morning, five Portuguese, in consequence of our sudden departure, fled from town on board our vessel, for safety. In the evening, they were followed by my writer and another Portuguese, disguised in the habits of the country. All hands now joined in putting our little bark in the best state of defence she would admit of. Our force consisted of the captain and mate, one English sailor, two Frenchmen, two Portuguese, and thirteen Lascars, which, with myself, the doctor, my writer, and our servants, amounted to about thirty persons. The vessel was armed with seven or eight old and very bad two-pounders, for which we had scarce any shot, two swivels, some wall pieces, and twelve muskets.

“ The 10th, I sent to the mandarin of the look-out-house just opposite where we lay, requesting he would send me a writer, as I wanted to write a letter to the principal mandarins. He complied. I wrote to them my reason for leaving town so suddenly, but added, I did not believe them guilty of so base a design, though prudence required me to be on my guard for our own safety.

“ The 13th, we discovered some galleys and large boats come from town, which brought too at a little distance from where we lay: we learnt that they were laden with guns and stores, to erect batteries to prevent our escaping them.

“ The 14th, at day-break, we discovered two large armed galleys, full of men, dropping down with the tide upon the vessel, as if with an intention of boarding us: we hailed them, and desired them to keep clear of us; but no answer was made. The captain then requested permission to fire at them; the people in the fore-castle accordingly fired some swivels and two or three guns at them. Upon this, the galleys immediately dropped their anchors, and numbers of the people jumped into the river. I now determined to follow up what we had begun, and ordered two jolly boats to be manned and armed, and sent them to bring off the galleys; furnishing them with a few hand grenades each, which I directed them to throw into the galleys before they attempted to board them. These directions being observed, on the bursting of the hand grenades, thirty or forty more from each of them jumped over-board, and swam to the shore. Our people then towed them off, together with five others which lay near them; all of which we destroyed, except one with a brass gun in her, about a twelve-pounder; she, however, foundered in three days after, in a gale of wind, astern of our vessel. The largest of these galleys was about fifty feet long, and twelve feet broad, armed with spears twenty feet long, and matchlocks, with great quantities of powder and balls.

“ Conscious, however, that they were now preparing their utmost force to attack us, and that the various messengers they were sending, on pretence of making an amicable adjustment of differences, were nothing more than so many pretexts for protracting our departure, I was still exceedingly apprehensive for the safety of the vessel, in attempting to cross the bar at the present inclement season. From this consideration, I determined to write to the commander of the Amazon, to come (if practicable) to the mouth of the river, and favour our escape, or to send us his boat to assist us in getting over the bar. On the 16th, I pressed a boat for this purpose, and dispatched her to the Amazon.

“ The seven following days the weather was so exceedingly bad we began to doubt of the boat's being able to reach Turon. In this interval, several messages passed between the viceroy and me. He still continued his assurances of friendship, and invited me to an interview. The bearers, however, as regularly assured me of his insincerity, and informed me of the preparations carrying on against us; and that the badness of the weather had destroyed four fire-boats they had constructed to burn our vessel, and which had retarded an attack being made on us; that numbers of guns were carried to erect batteries at the mouth of the river, in order to prevent our crossing the bar.

“ The 24th, the weather being a little settled, we moved our vessel a little further out. We now discovered crowds of people on shore, busied in erecting batteries, &c. We fired some shot at them, but, owing to the smallness of our guns, gave them little interruption. At six o'clock in the afternoon three or four guns began to play upon us, and continued till it was dark, but without any effect. The boat now arrived which I dispatched to Turon; by her I received the guns and shot I had desired,

Appendix  
(C.)Mr. Chapman's  
Narrative.

with a letter from the captain of the Amazon, informing me he had sent his boat, with three Europeans and five Lascars, to our assistance, as it was not possible to come up with his vessel.

“ In the night I was awakened by some shocks of the vessel striking the ground. I immediately went upon deck. The scene which then presented itself was dismal to the last degree. The heavy swell having driven the vessel from her anchors, she was then thumping her bottom upon a hard sand. Not a single person was keeping watch. The captain and his mate, overcome with fatigue, were both asleep; the rest of the ship's company, to shelter themselves from the rain, were all in the hold. The country boat had broke loose from our vessel, with two of our people on board, and was never afterwards heard of. Being low water, when the tide rose we fortunately got the vessel off, without damage. At day-break the Tonquinese began a heavy fire at us; their shot flew high, and the only damage we sustained was in the rigging. We returned their fire, but with little effect.

“ The 26th, several shots struck the vessel's hull, and one killed the only English sailor we had on board. About noon, a cry of joy resounded from every part of the vessel, that the Amazon's boat was in sight; but the surf being so exceedingly high, we almost despaired of her being able to reach us; unfortunately she made choice of a part of the channel, where the surf broke with the greatest violence, and no sooner had she entered it, than she disappeared; being unable to afford them the least assistance, we concluded the whole boat's crew must perish. The Tonquinese observing this accident, elated with joy, fired at us with redoubled fury. In about an hour the heads of two men were discovered swimming towards the vessel; our boat instantly put off to meet them, and shortly returned with two Englishmen; they informed me that a Dutchman was lost in the surf, that some of the Lascars had reached the shore, and that the Tonquinese, with wanton cruelty, during their perilous situation, fired at them with small arms.

“ The 27th, all our fore-top-mast rigging was shot away; one shot struck the vessel between wind and water, which however was repaired with some difficulty.

“ The 28th, additional guns began to play, and several shots struck us weighing nine pounds. The try-sail mast was shot away; the best bower cable parted close to the hawse hole, being cut with a shot. Our situation was now truly alarming, and the injury we had sustained was very material. To pass the bar while the wind was in its present direction was impossible; to return to our former station in the river, where the batteries would still be nearer to us, was returning to inevitable ruin; and to remain where we were, exposed to the fire of nine or ten pieces of cannon, was certain destruction. Critical as our situation was, it was necessary that something should speedily be done. After a consultation, we at length resolved (though with little hopes of success) to try to bring about a reconciliation.

“ The 29th at day-break, I ordered a white flag to be hoisted at our top-gallant-mast-head; and our people beckoned to the Tonquinese to come on board. They immediately pulled down their war flag, and beckoned to us in return. The Tonquinese, as we supposed, were waiting for orders from town, suffered us to remain unmolested the whole day. In the evening the wind changed, and at half-past nine was at W. S. W. Our anchor was immediately weighed, our sails set in the most profound silence, steered S. by E. through a channel not more than 60 yards wide, and notwithstanding the darkness of the night and the breakers still running high, at half-past ten o'clock we crossed the bar. The Tonquinese then perceived we were giving them the slip, kept up a brisk fire at us, till long after we were out of the reach of their guns; but not a shot struck us. The wind continued favourable the whole night; the next morning at eleven o'clock we anchored in Turon Bay, at which place we repaired the Jenny.

“ The 18th of December we left Turon, when the Jenny was separated from us in a gale of wind, which continuing with such violence, prevented us from again touching at Cochin China. We then bore away, and on the 23d of December 1779 anchored in Malacca Roads, sailed from thence the 8th, and arrived at Calcutta the 16th of February following.”

“ A Sketch of the Geography of Cochin China; some particulars relative to the manners, customs, and history of the inhabitants; and a few considerations on the importance of forming an establishment in that country.

“ Cochin China, called by the natives Anam, extends from about the 20th degree of north latitude, to Pulo Condore, which lies in 8° 40'. It is bounded by the kingdom

kingdom of Tonquin on the north; from which it is separated by the river Sungen; by the kingdom of Laos, and by a range of mountains which divides it from Cambodia, on the west; and by that part of the Eastern Ocean, generally called the China Sea, on the south and east.

"The kingdom is divided into twelve provinces, all lying upon the sea-coast, and succeeding each other from north to south, in the following order.

"Ding oie, Cong bing, Ding cat, Hue (or the Court), in the possession of the Tonquinese; Cham, Cong-nai, Quinion, in the possession of Ignaack; Phuyen, Bing khang, Nab tong, Bing thoam (or Champa), dubious whether subdued by Ignaack, or still in the possession of the king; Donai, in the possession of the king.

"The breadth of the country bears no proportion to its length. Few of the provinces extend further than a degree from east to west, some less than twenty miles. Donai, which is properly a province of Cambodia, is much larger.

"The whole country is intersected by rivers, which, although not large enough to admit of vessels of great burthen, yet are exceedingly well calculated for promoting inland commerce.

"The climate is healthy, the violent heat of the summer months being tempered by regular breezes from the sea. September, October and November, are the season of the rains; the low lands are then suddenly overflowed by immense torrents of water which fall from the mountains. The inundations happen generally once a fortnight, and last for three or four days. In December, January, and February, there are frequently rains brought by cold northerly winds, which distinguish this country with a winter different from any other in the east. The inundations have the same effect here, as the overflowings of the Nile in Egypt, and render the country one of the most fruitful in the world. In many parts the land produces three crops of grain in the year. All the fruits of India are found here in the greatest perfection, with many of those of China.

"No country in the east produces richer or a greater variety of articles proper for carrying on an advantageous commerce: cinnamon, pepper, cardemoms, silk, cotton, sugar, agula wood, japan wood, ivory, &c. Gold is taken almost pure from the mines; and before the troubles, great quantities were brought from the hills in dust, and bartered by the rude inhabitants of them, for rice, cloths, and iron. It was from them also the agula and calamdae woods were procured, with quantities of wax, honey, and ivory.

"The animals of Cochin China are bullocks, goats, swine, buffaloes, elephants, camels, and horses. In the woods are found the wild boar, tyger, and rhinoceros, with plenty of deer; the poultry is excellent, and the fish caught on the coast abundant and delicious. The flesh of the elephant is accounted a great dainty by the Cochin Chinese. The breeding of bullocks is little attended to, their flesh is not esteemed as food, and they are made no use of in tilling the land which is performed by buffaloes. They are totally unacquainted with the art of milking their cattle.

"The Aborigines of Cochin China are called Moys, and are the people which inhabit the chain of mountains which separate it from Cambodia. To these strong holds they were driven, when the present possessors invaded the country. They are a savage race of people, very black, and resemble in their features the Caffrees.

"It was about the year 1280 of the Christian era, that the first Tartar prince became possessed of the throne of China. This revolution afforded an opportunity to the western provinces to throw off their dependance, and they were formed into a kingdom, under a prince whose descendant now reigns in Tonquin, and is called Knaw Whang. About the beginning of the fifteenth century, a large body of people from these provinces being disaffected to the government, joined under a leader of abilities; they soon became masters of the coast of Cochin China, as far as Cape Aurilla, which lies in latitude 12° 30' N. The Moys, the original inhabitants, retired to the hills bordering their country to the westward, where they have ever since remained. The emigrants under their conductor founded the kingdom of Cochin China. The continual wars they were engaged in with the Tonquinese, induced them to build a wall on the southern extremity of the province of Ding-noi, to prevent their irruptions. Every communication by sea was strictly forbidden. In the year 1764 the country of Cochin China was in a flourishing condition, and governed by a prince of abilities; soon after his son, whose misfortunes and fate has

Appendix  
(C.)Mr. Chapman's  
Narrative.

been briefly given in the foregoing narrative, succeeded to the throne, and anarchy and confusion ensued.

“ The Cochin Chinese bear evident marks of their being derived from the same stock as the Chinese. They resemble them in their features, and most of their manners and customs. Their religion is the same; their oral language, though different, seems formed upon the same principles; and they use the same characters in writing. They are a courteous, affable, inoffensive race, rather inclined to indolence. The ladies are by far the most active sex; they usually do all the business, while their lazy lords sit upon their haunches, smoking, chewing betel, or sipping tea. Contrary to the custom of China, the ladies are not shut up; and if unmarried, a temporary connection with strangers who arrive in the country is deemed no dishonour. Merchants often employ them as their factors and brokers, and 'tis said the firmest reliance may be placed on their fidelity.

“ The habit of the men and women is cut after the same fashion. It is a loose robe, buttoning with a small robe round the neck, and folding over the breast like a banyan gown, with large long sleeves, which cover the hands. People of rank, and especially the ladies, were several of these gowns one over the other; the undermost reaches to the ground, the succeeding ones are each shorter than the other, so that the display of the different colours makes a gaudy appearance as they walk along.

“ Such are the few particulars relative to Cochin China. It now remains to show how a connection with Cochin China may prove beneficial to this country. The drain of specie from the Company's settlements in India, is become a matter of such serious import, that any plan which may be offered to remedy so growing an evil, I have no doubt will be deemed worthy of observation. I am sanguine in my expectations, that a settlement in Cochin China would conduce to that desirable end, as well as be productive of many other advantages.

“ Our two little vessels brought from Cochin China to the amount of 60,000 rupees in gold and silver bullion. The Rumbold the year before also brought bullion to a considerable amount, on account of sales of Bengal and Madras cloths, opium, iron, copper, lead, hardware and glass.

“ The situation of Cochin China is excellently well adapted to commerce. Its vicinity to China, Tonquin, Japan, Cambodia, Siam, the Malay coast, the Philippines, Borneo, the Moluccas, &c. renders the intercourse with all these countries short and easy. The commodious harbours formed on the coast, particularly that of Turon, affords a safe retreat for ships of any burthen during the most tempestuous seasons of the year.

“ The nations of Europe, having hitherto found it impossible to provide cargoes sufficiently valuable to barter for the commodities of China, are obliged to make up the deficiency by sending thither immense quantities of bullion; by which means it has, for a number of years past, drained the eastern and western worlds of their specie. The number of junks annually resorting to Cochin China plainly proves how much the productions of it are in demand amongst the Chinese. These productions, had we a settlement and a confirmed influence in the country, might with ease be brought to centre with us, purchased with the staples of India and of Europe. Turon would become the emporium for them, where our ships bound to Canton, from whence it is only five days sail, might call and receive them. It would prove a saving of so much specie to Great Britain or India, as the value of the commodities amounted to in China. In a few years, there is every reason to believe, a very considerable investment might be provided.

“ Our trade to China has ever been burthened with enormous imposts and exactions: these, under various pretences, are annually increasing, and in process of time may become insupportable. It is an opinion latterly grown current, that the Chinese are desirous of totally excluding all Europeans from their country: may we not hazard a conjecture, that the vexations they oblige them to suffer are the premeditated schemes of this politic people to effect it? Were such an event to happen, the want of a settlement to the eastward would be severely felt; the Chinese would export their own commodities, and Java, or the Philippines, as the nearest ports, would become the marts for them. As there is no reason to suppose that our inability to procure them from the first hand would hinder their consumption, we must buy them either from the Dutch or from the Spaniards. A settlement in Cochin China will give us a superior advantage to either, both as its situation is nearer, and the Chinese are more accustomed to resort thither: at all events, there is reason to suppose it will enable us to procure the commodities of China at a much more reasonable



reasonable rate than now purchased by our factors at Canton, and certainly on less humiliating terms to the nation at large. Colonies of Chinese have from time to time emigrated from the parent country, and fixed their abode in different parts of Cochin China; these have their correspondents in every sea-port of the empire: through their means, teas, China ware, and the various other articles the objects of our commerce with China, might be imported in junks to our own settlements, equally good in quality, and cheaper, as the Chinese are exempted from the exorbitant duties levied on foreigners. Some of the best workmen might be encouraged to settle in Cochin China; and, under direction, manufactories carried to as great a degree of perfection as in China itself.

“ The intercourse between Japan and Cochin China might be renewed; and we might participate in a trade for many years monopolized by the Dutch. An advantageous trade might be carried on with the Philippine Islands, and Madras and Bengal goods introduced amongst them, by means of the junks, for the consumption of Spanish America. The Siamese and Cambodians would bring the produce of their respective countries, and barter or sell them for such articles as they wanted from Cochin China. Amongst them it is probable a sale might be found for quantities of Bengal cloths. The lower class of people in Cochin China are, for the most part, clothed in cangas, a coarse cotton cloth, brought from China; but the preference, which I had an opportunity of observing they gave to Bengal cloths, on account of their being wider and cheaper, would soon induce them to adopt the use of them. The demand for opium, already in some measure become a necessary of life to the Chinese, would increase in proportion to the facility of procuring it. The importation of it, no longer confined to Canton, but carried by the junks to every sea-port in the country, would spread the demand for this drug to the remotest parts of the empire.

“ But what inspires the most flattering hopes from an establishment in this country, is its rich gold mines, celebrated for ages as producing the richest ore, so pure that the simple action of fire is said to be sufficient to refine it. I omitted no opportunity of making inquiries respecting this valuable article, and was told that mines were formed in different parts of the northern provinces, and particularly in Hue, where the ore lay so near the surface of the earth, that it was dug up with little labour. Under the direction of a skilful Metallurgist what might not be expected from such a source.

“ Great as the commercial advantages are, the political ones resulting from a settlement in Cochin China would be scarce inferior.

“ Turon Bay would not only afford a secure retreat to our Indiamen in case of losing their passage to China, but from thence we might also intercept the fleets of any hostile power, either going to or returning from that country; we should become formidable neighbours to the Dutch and to the Spaniards, and in the event of a war with either of them, attack with advantage their most valuable settlements.

“ Should the company be induced to form a settlement in Cochin China, it may be effected on principles strictly just and at a small expense. Several of the royal family, besides the mandarins who were in Bengal, with many officers of the late government, urged me to use my endeavours with the government of Bengal, to induce it to afford them assistance, promising a powerful support whenever we should heartily join in their cause. To restore their lawful sovereign to the throne, would be now a measure so popular, that the sincerity of their offers cannot be doubted. To relieve an unhappy people, groaning under the weight of the most cruel oppression, would be an act worthy of the British nation. Fifty European infantry, half that number of artillery, and 200 sepoy would be sufficient for this and every other purpose. The natives of Cochin China are infinitely below the inhabitants of Hindostan in military knowledge; I have, however, no doubt that a body of them, well disciplined and regularly paid, would prove as faithful to us, and contribute as much to the security of any possessions which we might acquire to the eastward, as the Sepoys do to our territories in India; in case of any distant expeditions, they would be found superior, being entirely free from all religious prejudices, and having no objection to the sea.

“ While Cochin China remains in its present distracted state, a favourable opening is presented to the first European nation that may attempt to obtain a footing in the country; should the company therefore entertain a design of forming an establishment in Cochin China, no time should be lost in carrying it into execution.”

Appendix  
(C.)Pub. Consultation.  
1st March 1793,  
No. 7.China Secret Consul-  
tations.  
1st Oct. 1803.  
11th Nov. —  
12th — —  
15th — —  
24th — —  
24th Dec. —  
2d July 1804.  
27th — —  
30th Aug. —  
11th Sep. —

In 1793, a Mr. Simpson made a representation to the Bengal government, respecting trade to Cochin China, and requested a letter of credit to the king, with a view to the security of his property. With this request Lord Cornwallis, the then governor general, did not deem it expedient at that time to comply; and the subject was reserved for further consideration.

In 1803, Mr. Lance was deputed by the secret committee of the court of directors to Cochin China, with a view to open commercial intercourse. He addressed a letter to the king in his voyage outward, but being taken ill, proceeded to China, and there resigned his commission to Mr. Roberts, who came immediately to Touraun Bay, and entered into correspondence with the king, the Portuguese missionaries, and the French gentlemen who were at the court. This mission failed, chiefly, as was supposed, through the influence of the French.

In April 1804, Mr. Roberts went from China to Bengal, where he submitted the detail of his proceedings to Lord Wellesley, then governor general, and obtained a letter from his lordship to the king of Cochin China, with which he proceeded on a second mission to that place, but was less favourably received than on the former occasion. The failure of his second attempt was particularly ascribed to the hostile influence of the French and Portuguese over the king, as will appear by the following report, by Mr. Roberts, of the unsuccessful issue of his mission.

“ To His Excellency the Most Noble Marquis Wellesley, Governor General, &c. &c.

“ My Lord,

“ After quitting our pilot on the 8th of June, I experienced some detention from the severity of the weather, and reached Prince of Wales Island on the 25th; on my arrival a note from Mr. Drummond was communicated, intimating the probability of a French privateer cruising off the coast of Cochin China; in a confidential conversation with Mr. Farquhar on the subject, it was proposed, that as the services of the Honourable Company's armed brig, the *Amboyna*, were not at present absolutely required in the Straits, she should accompany me: as well as for the purposes of defence, I considered this arrangement might be extremely serviceable, by affording means of conveying to your Excellency early information of the event of my mission, should it be necessary.

“ It is with much regret I have to avail myself of this conveyance to acquaint your Excellency my reception at the court of Cochin China has been extremely different from what I had reason to expect, and such as I fear will entirely frustrate the intentions of the Honourable Company of forming a friendly connexion with that country; at the same time I have received every mark of personal respect and attention I could expect or require.

“ The *Amboyna* joined me at Malacca on the 6th of July, the presents for the king of Cochin China having been embarked on board the *Page*, and every thing in readiness for some days, we sailed in the evening, and after touching at cape St. James for information, anchored in Turon Bay on the 21st of July. Although three or four days only are required for communication with the capital, I did not receive any reply to the notice I had given of my arrival until the 31st, when I was informed a mandarin from Hue Foe was at Turon, and understood he wished to see me on shore. Desirous of proving it was my wish to act in the most friendly manner, I the next morning went on shore.

“ On being introduced to the officer of government, who appeared of some rank, I was acquainted he had been deputed for the purpose of inquiring the nature of my mission, and requested copies of the letters I had in charge, with which he would return to the capital. This I thought proper to comply with, considering it probable that reports might be circulated respecting the intentions of the Honourable Company in the present mission injurious to its interests, to which a refusal would give strength; copies of the letters were therefore given, and the business generally explained.

“ I represented to the interpreter, who was the person sent with M. Vannier to receive me when at Turon in December last, that as his majesty was apprized of my intention of returning to his country, I was surprized at the detention I had experienced; I was unwilling to commence a negotiation I was desirous should be conducted in the most amicable manner by representations unpleasant to both parties, but that a longer continuance of such conduct would render them necessary. These sentiments I desired he would impress on the minds of the officers of government with whom he acted. Notwithstanding promises of the greatest expedition, I heard nothing further till the morning of the 8th of August, when the same mandarin returned

30th August 1804.  
Mr. Roberts's Report  
of the unsuccessful  
issue of his mission  
to China.

p. 1.

p. 2.

p. 3.

p. 4.

p. 5.

returned with boats for my conveyance to the court of his majesty. In the evening I embarked, and arrived early the morning of the 10th.

“On the 13th I obtained an audience, the particulars of which, as well as of my subsequent interview on the 17th, will be conveyed to your Excellency by the extracts from the diary of my proceedings, which I have herewith the honour to transmit.

“The king's acceptance of only part of the presents was represented by all with whom I had an opportunity of conversing, as conformable to the customs of this country. Admitting this to be the case, I cannot but consider some part of his conduct in this respect must have proceeded from ignorance or intentional disrespect; as, after having received a few prints, chronometer, sextant, and case of mathematical instruments, the three last were returned as articles he could not make use of, and would be spoiled by being left with him, desiring to have one of the gun carriages in lieu; which we were given to understand was complimentary to the governor general, by accepting part of his presents, as well as those by the Honourable Company.

“As many professions of friendship were made, I should have been content to have passed over these circumstances unnoticed, until I could have the honour of receiving your Excellency's further instructions, had the conduct of the king in other respects given reason to suppose these professions were sincere.

“In consequence of the king's desire, I wrote on the 17th, stating the mode in which the Honourable Company were willing to engage in a commerce with this country. As I had been informed, and had every reason to suppose, the king was by some means strongly prejudiced against the English nation, I trust your Excellency will approve my avoiding as much as possible every request that could be considered unreasonable, and confining myself to such demands as would merely secure the Honourable Company from inconvenience in the event of their engaging in trade with this country; relying upon a resident being able in confidential communications with the king to remove unfavourable impressions, and gradually obtain such concessions as might be deemed necessary.

“To every part of this letter, copy of which I now forward for your Excellency's information, I on the 21st received a verbal message, conveying a positive refusal, repeating that the king was willing to receive English vessels on the same terms as those of other nations, but nothing further would be granted. As I could not but consider this as a final rejection of the friendly overtures of the Honourable Company; and as every means of confidential intercourse was avoided, either with the king or any person authorized by him, whom I might have convinced of the advantages to be derived from a friendly intercourse with the English nation, I considered it unnecessary to lose time in attempting any further explanation by writing; and understanding this was his final answer, I desired the king might be informed I considered this as a positive refusal to have any intercourse with the Company, and requested he would order boats to be in readiness for my return.

“After a full and attentive consideration of every part of his majesty's conduct, it appears, as far as my judgment will enable me to decide, to have evinced from the first, a determination to decline any connection with the English nation. On my arrival, being so long detained at Turon, with the pretence of sending to inquire the nature of my mission, which my communications to himself and Mr. Vannier in December last must have fully explained, as far as in the first instance could be necessary; will not, I imagine, be considered a mode of reception that would have been adopted, had it been the intention of the king to accede to the proposals of the Honourable Company.

“The manner in which the king, after mature deliberation, accepted the presents, though justified as the custom of his country, the only instances given in proof, were his reception of those sent by the king of Siam; and that of the articles sent by his majesty to the emperor of China. On both these occasions, I believe the receivers were desirous of asserting superiority, a circumstance which, though never in the smallest degree hinted respecting the Company, I should extremely regret could be implied from any act of mine.

“My opinion is also formed from the imperious manner in which the king conducted himself, apparently studiously avoiding every means of private communication; on my first and ceremonious audience insisting upon my standing, as the custom of his court, may be thought correct; and considering it in that light, I had no hesitation in complying; but on the second occasion, which I requested might be private, and from the little ceremony observed, was, I suppose, considered so by himself,  
being

Appendix  
(C.)

Mr. Roberts's  
Mission,  
p. 14.

being kept at so great a distance, was not, I considered, the reception I should, as coming with friendly propositions, have received.

“ Under these impressions, I did not think I should be justified in receiving, on the part of the Honourable Company or your Excellency, any return of presents; and in consequence, when, on the morning of the 22d, the letters for your Excellency and the Honourable Company were delivered, I expressed my willingness to deliver the letters, but declined the acceptance of the presents, as well as those offered for the use of the ship. After much conversation, the mandarin retired to communicate the determination to the king, which I imagine his fears prevented, as I found the packages had been secretly conveyed to the boats preparing for my departure; the mandarin again attended, and nearly the conversation of the morning was repeated; when finding my determination fixed, the king was actually informed, and answered, that as I had refused the presents he had sent, he should return those he had accepted, as had been intimated previously would be the case; they were delivered the next morning, and I shortly after quitted his capital.

p. 14.

“ The motives which have induced this conduct in the king, though in many instances, perhaps, the effect of ignorance, are represented as having arisen from his apprehension of admitting the English to form any establishment, lest it should gradually increase even to the subversion of his government: these fears are stated by the Frenchmen, the only persons from whom I could procure information on this subject, to have been produced by some mysterious expression, used by the commander of the vessel that brought the letter to the king announcing the mission, giving rise to an idea, that it was the intention of the Company to obtain possession of Turon, or some other port. This report, injurious to the English character, circulated by two Portuguese from Macao, has strengthened and confirmed the principal officers of government in their distrust of the intentions of the Honourable Company, and that they had in this instance completely influenced the conduct of the king.

p. 16.

“ Although these reports are of a nature I can readily conceive to have originated with a native of Macao, I do not think they would have gained the strength they unfortunately have, unless confirmed by persons more in the confidence of the king: whether the Frenchmen have been instrumental in producing this effect, it is impossible for me to determine; their conduct in some respects, however, justifies a belief that such has been the case; in the first place, abstaining from all intercourse with me until the ceremony of my reception was over, under pretence that the king had so ordered: it appears scarcely probable, as they were admitted to what was intended to be a private interview, they should be desired to absent themselves from one of mere ceremony. Secondly, though they professed to be unable to render any service, from the little attention paid to their advice, they represented the king's acceptance of part of the presents as arising from their advice, as he had previously determined to refuse the whole, and claimed the merit of every thing they considered would be pleasant to me having been done by their recommendation; every circumstance of a contrary nature, I was informed, had been determined upon in haste, or when they were absent: these contradictory proceedings corresponded with the rest of their conduct, expressing, on every occasion, regret that the king should have been influenced by unfavourable impressions which they had not power to remove; at the same time insinuating, that though not admitted to his public council, the king was much swayed by their private advice, as indeed, he must be by men to whom he is in a great measure indebted for his kingdom.

p. 17.

“ The reply of the king to the address of your Excellency, with copy of that to the Honourable Company, I have the honour to forward to Prince of Wales Island, to be transmitted to Fort William by the most expeditious means. In these letters it is only necessary to observe, that his majesty endeavours to conceal the time between my arrival and reception, by stating my arrival as taking place in August; and what little proof of his desire of friendship he might have been thought to have given by accepting part of the presents, is, I conceive, completely done away, by representing this to have taken place in consequence of my persuasions. I repeated the offer of the presents, but certainly never requested his acceptance of a part; nor have I reason to suppose at the time I was present, that any such thing was said by the interpreter; as I have, however, detected him in several falsehoods, I cannot so confidently answer for what may have afterwards passed unauthorized by me. As this man was appointed interpreter by the king, all official communication of necessity was by his means; and being a native, I hoped he would have been serviceable: I had, however, but little reason to be satisfied with his conduct, as well from the circumstances

above

above mentioned, as his avoiding on all occasions giving me information on subjects of which he could not have been ignorant.

“ Considering it more desirable to obtain the advantages to be derived from an intercourse with this country by friendly than any other means, should circumstances produce an alteration in the sentiments of the king, in my address from hence, copy of which I have the honour to enclose, I have mentioned that a deputation of some confidential person to your Excellency is the only mode by which an intimate connexion with the Honourable Company can now be formed.

“ The situation of Cochin China, and the security of its harbours, renders it a place that may be advantageous to the English, and must be extremely detrimental to our trade, in the possession of our enemies; the present situation of the country renders commerce, except upon a very limited scale, for many years impracticable; extreme poverty pervades every order, and under the present government must continue; the king has destroyed the principal city, and his attention is at present engaged in building fortifications of greater extent than he can have means to defend, and magnificent palaces for himself and family, upon which such numbers are employed, on a pay insufficient for their support, that there are not people to collect the produce of the fields.

“ When these undertakings are completed, the Frenchmen assert, from their knowledge of the king's character, that he will not remain inactive, and China they represent as the great object of his ambition. In an attack on that country he expects to be joined by numbers of Chinese disaffected with the Tartar government. The king, it is said, is offended with the emperor of China, from his not having acknowledged him king of Tonquin, by the title he demanded. Should these his intentions be carried into execution, it would perhaps be a favourable opportunity of establishing an influence in his country, and by diverting his attention, proving our desire of assisting the Chinese government, be the means of extending our interests in that quarter.

“ I have considered conveying to your Excellency early information of this unpleasant result of my mission of sufficient importance to justify my deviating from the wishes of Mr. Farquhar, lieutenant-governor of Prince of Wales Island, by sending the Amboyna direct to that island, instead of proceeding to China; and trust in this, as well as the other parts of my conduct, I shall have acted in a manner satisfactory to your Excellency.

“ I have the honour to be, with the greatest respect,

“ My lord,

“ Your Excellency's most faithful and obedient servant,

“ Turon Bay, 26th August 1804.

(Signed)

“ J. W. Roberts.”

Appendix  
(C.)

Mr. Roberts's  
Mission:  
p. 18.

p. 19.

p. 20.

p. 21.

In 1807, Lieutenant Ross was sent to the Coast of Cochin China, to survey the paracells, and entrusted with a friendly letter to the king, but experienced the most inhospitable treatment. A Monsieur D'Ayot was also employed at the same time, to endeavour to remove the prejudices which existed against the English, which he reported to be inveterate, and to have been excited by the scandalous misrepresentations of the Portuguese; this statement was confirmed by subsequent information.

In 1808, the Bengal government consented to interfere, by letter, with the king of Cochin China, to procure payment for some timber, furnished to him by Messrs. Abbott and Maitland, merchants of Madras; but this application, which has since been repeated, has proved ineffectual.

|   |  |
|---|--|
| China Secret Consultations,               | 25th Feb. 1807.                            |
| Public Ditto                              | 16th June —                                |
| Secret Ditto                              | 8th Dec. —                                 |
| Ditto                                     | 7th Jan. 1808.                             |
| Ditto                                     | 1st Aug. 1812.                             |
| Ditto                                     | 26th Sept. 1813.                           |
| Select Committee to Court of Directors,   | 22d Feb. 1814.                             |
| Secret Letter to China,                   | 1st April 1814.                            |
| China Pub. Cons.                          | 7th Apr. and 8th and 20th July 1814.       |
| Secret Cons.                              | 23d July —                                 |
| Select Committee to the Secret Committee, | 16th Jan. 1815, p. 9.                      |
| Ditto                                     | 17th Oct. 1817, p. 7.                      |
| Secret Cons.                              | 4th Sep. and 4th, 10th, and 13th Oct. 1817 |
| Select Committee to Secret Committee,     | 8th Dec. 1817, p. 7.                       |
| Canton Cons.                              | 30th Nov. —                                |
| Select Comm.                              | 30th Dec. — p. 3.                          |
| Letter to                                 | 14th Apr. 1819, p. 161.                    |
| Ditto from                                | 6th Jan. 1820.                             |

TONQUIN.

In 1671, the court, in reply to a letter from their factors at Bantam, approved settling a factory in Tonquin, if it could be accomplished.

Extracts of a journal register of the first factory at Tonquin 1672—a mandarin pinions

Appendix  
(C.)Early Records,  
1671.

pinions a ship's captain for not towing against a violent stream—Tonquin not desirous of foreign trade—the English chief and factors petition the king, desiring privileges, and obtain an audience—a factory at Tonquin will not bear the charges, unless it has trade to Japan—the people of Tonquin have very low thoughts of strangers, and the court are too proud to correspond with merchants—the Dutch dare not own that they have no sovereign—the mandarins are generally of low extraction—the policy of the court was to impede trade, fearful that the people should grow rich and rebel—Tonquin very populous; the king takes from the people four-fifths of the profits of the land, consequently he is very rich in treasure; the people hide their money, and are fearful in any way of appearing rich—the Dutch had resided at Tonquin 40 years; silk for Japan was their main trade—the king of Tonquin was going to war with 300,000 men against Cochin China—if the company could have a trade with the Manillas, it would answer as well from Tonquin as the Japan trade—with the two trades of Japan and the Manillas, the English in Tonquin would be able to share with the Dutch in the silk trade—large investments in silk, from Tonquin to Japan, are considered as absolutely requisite to make Tonquin factory answer.

1673. In 1673, some Portuguese padres were threatened to have tortures inflicted on them at Tonquin.—The success of the Tonquin factory believed to depend on a supply of silver from Japan—The king and prince of Tonquin described as covetous characters, spending their time among women, to the neglect of government, which occasions great inconvenience to trade.

1674. A general insurrection of the soldiery took place at Tonquin, and they put to death one of the king's ministers in a very barbarous manner—The king's brother, who had been imprisoned 20 years, was also put to death—The king distributed 400,000 *l.* from the treasury, and peace was restored in 1674.

Mention is made in a letter, in 1676, of a person in Tonquin named Tecketu, who governed the kingdom independent of the king—It was resolved to withdraw Tonquin factory, and the several reasons already stated were urged against a factory at Tonquin.

1679. In 1679, it was reported that the Dutch talked of leaving Tonquin, silk being so dear that they could get no profit at Japan—Goods were ordered to be provided at Tonquin for England immediately.

1681. In 1681, the trade in Tonquin was reported to be in a bad state—The natives, it was observed, were not likely to be prevailed upon to make silks of the breadth, length, and goodness desirable for Europe—Tonquin itself was tributary to China, and its trade not worth continuing.

1682. This year there was a famine in Tonquin—The king died, and great confusion apprehended in consequence—The surest trade of Tonquin stated to be that to Japan—The king not desirous of trade with foreigners, though they might employ half his poor people—One-fifth of the people perish by famine, through providence—The Dutch in danger of being turned out of Tonquin, occasioned by an error in a letter to the king—He refuses to mediate in favour of the English with the emperor of Japan, giving as his reason that he had no correspondence there—Tonquin has no intercourse with the Manillas.

1684. In 1684, the king of Tonquin threatened to turn the Dutch out of his dominions; in consequence of their conduct at Bantam.

1694. In 1694, there was a dispute with the governor of Hien relative to burning the English flag for having a cross in it—The Portuguese were much persecuted this year in Tonquin, on account of their christianity; and a chest of crucifixes having been seized, the padres were expelled the kingdom—The king's brother, with his women, were entertained at the English factory.

1696. In 1696, the Fort St. George government, in obedience to orders from the court of directors, ordered the factory at Tonquin to be withdrawn, in consequence of the establishment of one in Cochin China—The two countries being at war, the factories were in consequence considered incompatible.

The king and prince appeared concerned at the withdrawal of the factory. It was requested that the flag might fly at their departure, and that the factory might be reserved for them if they should return. It may be questioned, whether they were not influenced by their being at this time engaged in a state of war.

## PEGUE.

1686. The company appear to have had commercial relations with Pegue some time before the year 1656, in which year their factory was withdrawn.

In 1695, it was strongly recommended as a place convenient for building and repairing ships, and productive of saltpetre, but the king would not permit the manufacture of it. It was proposed as most expedient to settle a factor or two in Pegue, who might be maintained by private consignments, without charge to the Company.

In 1730, the governor of Fort St. George addressed a letter to the king of Pegue's vizier, requesting restoration of ancient privileges, but desiring also satisfaction for a ship that had been seized, and which it appeared had been the occasion of a rupture.

In 1752, the French obtained the grant of a factory in Pegue, and immediately endeavoured to get the English excluded, but without success. Pegue was at this time, and till the year 1757, in hostility with the king of Ava. In the latter year the Pegue government became extinct, by the surrender of the capital to the king of Ava, to whom the king of Pegue had been compelled to do homage. See more under Ava.

1730.

1752.

SIAM.

In 1610, captain Middleton settled an English factory here, which continued for some years. The English at Jaccatra (Batavia) were in correspondence with the king of Siam in 1623; but the factory appears to have been subsequently withdrawn.

1610.

In 1662, the king of Siam expressed himself desirous that the English should settle a factory in his dominions. The Dutch had at that time a large commercial intercourse with Siam, lading there forty ships yearly. In 1664, they provoked a quarrel with the king, and the next year obstructed the English trade in these seas, which was the object of their jealousy; the settling of a factory was under these circumstances deferred.

1662.

1664, 1665.

In 1671, the court approved the proposal for settling a factory at Siam, if it could be accomplished.

1671.

In 1674, the king of Siam renewed his overtures for an English factory in his dominions, which was accordingly effected in 1676, in the hope that it would eventually produce a trade with Japan.

1674.

1676.

Upon the opening of this intercourse, the tin trade of Siam was expected to prove beneficial, and it was thought that a Siam trade would prove more beneficial than even a Japan trade.

Siam was also considered capable of affording a mart for great quantities of broad cloth; and the English agent at Bantam wrote a letter to the king of Siam, recommending to him the encouragement of a broad cloth trade, as necessary to the maintenance of an English factory at Siam.

In 1679, it was discovered that Siam itself consumed but little broad cloth, the sale of that commodity depending on China and Japan.

1679.

In 1680, it was resolved to recal the factory at Siam, the Trade not answering.

1680.

But in 1683 and 1684, it was resolved to re-establish the factory at Siam, the station still being considered favourable to the prosecution of a Japan trade, in which great hopes of success were entertained.

1683-4.

Sir John Child accordingly, in 1685, addressed a letter to the barcalong, or prime minister, of Siam, describing the difference between the Company's servants and private traders, some misunderstandings having arisen from that difference not being understood. Another letter was addressed to the king of Siam, who, it is observed, is favourable to foreigners, and that Siam was a port of considerable merchandize; and that therefore the Company's former losses were to be attributed to bad management and the malignity of the prime minister, Constantine Phaulkon, who was an Italian.

1685.

In 1687, there was an insurrection of the Macassars at Siam, by which the country was thrown into confusion, and the prime minister narrowly escaped. The Macassarese were all destroyed.

1687.

It appears by a letter from the president of Fort St. George to the king of Siam, dated in 1687, that the Company's losses, arising out of the troubles, amounted to £. 65,000, for which satisfaction was demanded, or war would be declared.

In 1688, there was a massacre in Siam.

The Company were this year advised that six French men of war, with 1,400 soldiers, had arrived to assist the king of Siam; and that Constantine Phaulkon, the king's prime minister, had been made a count of France.

Appendix  
(C.)

Early Records,

1705.

In 1704, it was suggested that some principal Chinese merchants had built large houses at Pulo Condore, and it was believed that trade with Siam, &c. might be carried on from thence; and that the Dutch would settle there when the English left it.

In 1705, the governor of Fort St. George addressed a letter to the king of Siam, desiring a renewal of former friendship, which had been interrupted by a late ambitious minister, Constantine Phaulkon.

In 1712, the barcalong, or prime minister of Siam, invited the English to make a settlement there, and offered a cowl, the same as had been granted to the Dutch. It was stated that the Siam trade was advantageous to Japan, as the Siamese carry silver yearly to purchase 4 or 5,000 chests of coffee.

It appears that Siam was at this time, and for many years subsequent, in a state of internal disorder.

---

PULO-CONDORE.

In 1705, the Company had a settlement on this island; but Mr. Moses Wilkins, Allen Catchpole, esquire, governor, and the greatest part of the factory were massacred. A few escaped.

The loss of the settlement of Pulo-Condore was much lamented, as it was described as a place well supplied with water, hogs, cows, &c.

Some principal Chinese merchants had built large houses at Pulo-Condore, believing that trade with Siam, &c. might be carried on from thence; and that the Dutch would settle there when the English left it.

---

BORNEO—BANJAR-MASSIN.

The Company opened a trade with Banjar-Massin in the year 1614.

It appears by the correspondence of 1703, that this place was subject to the king of Cochin China. In that year, after some previous discussions, Mr. Allen Catchpole, with several other servants of the Company, proceeded to settle a factory there.

In 1706, liberty was obtained to trade, without objections to fortifications; but in the following year, the English were driven from Banjar-Massin by the natives. No trade, it was observed, could be carried on there without heavy Mexico gold coin, and the king and princes were arbitrary, and oppressed the poor. A settlement at Tong-Borneo was therefore deemed preferable.

In 1718, the Company directed inquiries to be made as to the propriety of sending ships to Banjar-Massin for pepper.

In 1736-7, the Company sent the ship Prince of Wales to Banjar-Massin, to trade there for pepper. The expense for presents was deemed great, and the prices high. The ship sailed from Banjar-Massin with a cargo in 1738.

In 1746, the ship Onslow arrived at Banjar-Massin. The sultan received the Company's letter favourably, but afterwards ordered the captain to be seized and kept prisoner, until a prince of Mandura, then a prisoner on board the English ship, should be delivered to the Dutch. He afterwards detained the English ship as a guard ship.

In 1747, the sultan would not allow an export of pepper till the English had furnished him with a guard ship; and in the same year, the English captain received a letter from the sultan, informing him that he cannot trade in his territories without leave of the Dutch. The English were therefore compelled to depart. The Dutch that year entered into a contract with the sultan for the monopoly of pepper in his dominions.

In 1614, attempts were made, by the servants of the Company, to establish a beneficial trade at Sambas and Succadana, on the island of Borneo. At the latter place, captain Middleton had settled a factory, in 1610. From the former the Company's agent was compelled to make a precipitate retreat, "leaving behind all debts due" to them, and "happy to escape with his life."

---

MINDANAO.

The Company's ship Adventure pursued her voyage to Mindanao in obedience to the court's instructions, the king of Mindanao having sent a letter to the Company, inviting them to send a ship and factors thither, and offering them a settlement.

The



The Adventure arrives at Magindano, the chief town of Mindanao in the territories under the king. The Company's factors are civilly received by the king and the admiral; but when they endeavoured to commence a mutual trade, they found the place ill supplied with native productions—the people restrained from dealing with them till the king and the admiral had made the respective prices at which they were to sell and buy—and the king and admiral themselves alternately acted as if they were indifferent to trade, or averse from it, or offering and demanding prices at which the Company's factors found it unprofitable both to buy and to sell; added to this, the Datchin, by which the native merchants for a long while insisted on weighing their goods, was so false and unequal, that the Company's factors were obliged to suspend taking the few goods the Mindanao people were ready to sell, till the king caused another Datchin to be made, a concession to which it required much negotiation to bring him. At length, when the king and the admiral, and the few natives permitted to trade, entered upon the barter of such articles as they had, for such as they chose to take, they would take no kind of cloth but long cloth (a species of fine calico), and demanded prices for small proportions of gold, clove-bark, cassia-lignum, tortoise-shell, wax and ebony, brought in slowly, which nothing but the greater loss to be apprehended from taking their cargo to another market, and having great part of it spoiled, induced the Company's factors to give. The captain, indeed, sold a few guns, part of which were mounted in the ship for her defence, and which the king and admiral insisted on having, at a good price. Viewing altogether the tardiness with which native commodities were brought for sale, the high prices demanded, and the many occasions on which the negotiations for trade were interrupted by disputes arising from capricious and unreasonable acts on the part of the native authorities, it might be suspected that the king and admiral were afraid directly to refuse, yet wished to discourage any intercourse with the English; at the same time, on the ship's departure, the king invited the Company's factors to return next year, promising them a better trade, yet ordering nothing in the way of Commerce but a few guns. The ship staid at the place three months, wanting five days.

As to a settlement, although the king had originated the negotiation on this subject by addressing a letter to the Company, yet when their servants arrived there, they found the king indisposed to treat on the business; and both in conferences with Mr. Cheney, and in the official answer to the Company's letter, he recommended that the business of a settlement should be postponed till he and the English were better acquainted. It is difficult to assign the true cause of his thus flying from his own proposition; whether it was owing to the intrigues of the Dutch or the Spaniards, or the awe in which he stood of both those powers, or any sudden jealousy which he had conceived of the English, or the divisions in his own family, and consequent distraction in the government. The king himself sometimes alleged, that both the Spaniards and the Dutch had desired a settlement at his chief town of Magindano, which he had repeatedly refused; but were he now to grant this privilege to the English, he could no longer deny it to them, already dangerous neighbours, without bringing down upon him their hostility. The Spaniards not only awed him from the chief seat of their power at Manilla, but occupied a much greater portion of territory on Mindanao itself than the Company's factors apprehended, till the king's admiral pointed out on the map the forts and positions which the Spaniards held, commanding more than half the island.

In regard to the Dutch, the king frequently adverted to their neighbouring station at Ternate.

The unprofitable nature of the voyage, and the king's evasive conduct in respect to granting a settlement, with the security of a fort, appears to have prevented the Company and their servants from renewing the negotiation, or sending a ship to attempt a trade at Mindanao the following year. Without a settlement and fort there could have been no security for the Company's servants, and ships and cargoes, and landed treasure committed to their care. The people of Mindanao could not defend themselves from their neighbours, the Sooloo-men, who were formidable pirates, and the native government was proved to be capricious and arbitrary, liable to change its policy under the secret influence of the Dutch or the Spaniards; now inviting the English to trade, and now, by the terms on which alone the king and his officers will trade, making the voyage unprofitable.

In 1689-90, Feb. 1, the ship Mindanao, which went from Madras on account of private traders, returned to that port with a cargo chiefly consisting of clove-bark, which

Appendix  
(C.)

Early Records.

which had been purchased on the Company's account. The voyage was stated to have turned out unprofitably for the adventurers; and the native government of Mindanao was reported to be in a distracted state.

## BALAMBANGAN.

Separate Letters to  
Bombay,  
12th June 1771.  
19th Nov. 1773.  
2d Sept. 1774.  
3d Jan. 1775.

In 1770, the Sultan of Xoloo (Sooloo) ceded to the East India company a small island, north of Borneo, which possessed a convenient harbour for shipping. The Bombay government was instructed to form a settlement there, the object of which was to establish a mart for the exchange of the manufactures of Europe and the continent of India, against the productions of China and the eastern countries; to acquire a share in the spice trade; to extend the Company's trade to the unfrequented parts of Asia; and to divert the Chinese trade into a more advantageous channel.

Balambangan was to be declared a free port, open to all nations, but the trade in spices, raw silk, and opium, to be reserved to the Company, and spices to be cultivated on the island. A small establishment of servants, consisting of a chief, two councillors, two factors, and two writers, was appointed by the court of directors, to whom only they were to be subordinate.

The settlement was formed in 1773, and in 1775 the English settlers were treacherously expelled by the Sooloos.

Letters from Fort  
St. George,  
February 1783.  
August 1804.

In 1803, during the peace of Amiens, the settlement of Balambangan was restored by the Bengal government; but the renewal of hostilities between Great Britain and France, induced the court to direct it to be withdrawn; "since it appears," the court observed, "impossible that it could be maintained without fortifications, and a respectable force for its defence, which could ill be spared under the probable circumstance of our again taking possession of the islands belonging to the Dutch."

## AVA.

The Company had anciently a factory at Ava, which was withdrawn, the trade proving unprofitable.

In 1681, the English negotiated for a trade with Ava. The king, in reply, gave encouragement, but declined to grant particular privileges.

In 1695, the Fort St. George government requested leave to send a factor to reside at Sirian, and demanded the restoration of a ship and cargo which had been detained, and of all captives; also leave to build ships. This mission in part succeeded, and the Company had for many years a factory at Syrian, which was burnt to the ground on the 13th November 1744, when the Peguers overrun Ava, and entering Syrian routed the Burmahs, of whom many were massacred. The Company's trade was not re-established till 1753, when a settlement was formed on the island of Negrais, at the mouth of the Burmah river. In 1757, ensign Lister was sent to Ava, on an embassy to the king, and the island obtained by cession from him to the Company, who fortified their factory; but in 1759, their servants, European and native, were all most treacherously assailed by the Burmahs, and barbarously murdered, or taken prisoners. In 1760, Captain Alves was sent on a mission, with presents to the king, from whom he obtained the release of the European prisoners, and permission to take away the Company's timbers; but the king would grant no more.

In consequence of an intercourse having been opened with Ava, by captain Symes, in 1795, captain Cox was sent there as the Company's resident, in 1798, but failed in the object of his mission.

---

**ENDEAVOURS of THE EAST INDIA COMPANY to settle and prosecute  
Trade in China.**


---

Early Records.

1675.  
O. C. No. 2,980.

## AMOY.

THE king of Tywan, on taking Emoy, issued a proclamation, inviting Chinese and foreign merchants to trade thither, exempting them from custom and other duties for three years. Upon which many resorted thither, and many other towns and cities submitted to him, he declaring that he came as their protector and deliverer from

from Tartar slavery; by which means his army was greatly augmented. But having obtained his object, he revoked that exemption from the customs, alleging, that without the former duties he could not support the charge of his daily increasing army.

Bantam concurred with Tywan in their views respecting Amoy, which had induced them to send larger cargoes on both ships.

The virtue of the chop from Emoy is, that no duties are payable there.

These reverses of the king of Tywan are a great disappointment to the factory at Emoy.

The court send the Phoenix, 450 tons, to Bantam; whence Bantam was to dispatch her with a cargo of £. 5,000 in goods (half of which goods the court send from England), and 28,000 dollars in money.

Emoy dispatched the Formosa to Bantam with a cargo, amounting to 13,498 ta. 5 m. 8 c. but not fully laden.

In February 1676-7, the king of Tywan, who had made considerable conquests on the continent of China, including several cities, and whose army amounted to near 200,000 men, was, through the rebellion of a part of his army for want of pay, finally compelled to abandon his conquests: he then fled from Chiangchew, the city of his residence, and settled upon the Isle of Emoy, where he resided, and defended it by his fleet. His dominions in China were confined to the circle of Emoy, and some adjacent islands, which, with the island of Formosa, were all that remained to him.

The next year, 1677-8, the king of Tywan's general made a descent on the coast of China, and assembled his forces at Amoy.

In 1678, Sept. 2d, Tywan factory was made subordinate to Amoy.

Abstract letter from the factory of Amoy to Punhee, minister of the king of Tywan and Foquien, dated 12th October 1678.

Reminding of the Articles agreed on by the king, they say, "whereby we humbly believe that we have permission to import all our merchandizes without paying custom." They subjoin, that "having had the honour to make our addresses to his majesty here, we understood his royal will and pleasure was, that if by our articles we were to pay no custom, it should not be demanded of us."

They then request Punhee's favour at least, that retrospective custom might not be demanded; and if they were to pay custom for the future, new articles should be granted them.

Emoy wrote Tywan—"We find that unavoidably we must pay custom, so are making accounts with Punhee, and would have you do the same."

Account of presents made by the factory of Emoy to the king, &c.

Reasons for letting Sinkoe, an officer in high authority at Emoy, have the cloth, rashes, perpetuanoes, and broad cloth at the prices himself has proposed, although they be the choicest and most vendible part of our cargo. The most imperative of these reasons is, that all people are prohibited trading with us, without his leave, by the king's chop put up at our door; besides which, he hath brought the king's order for delivering the fore-mentioned and most part of the goods to him. Nor can we obtain an investment of copper, tutenague, sugar and alum without him.

All the trade at Emoy must pass through Sinkoe's hands; he has taken the principal part of our cargo in the king's name, which we were forced to deliver.

Emoy therefore instructs Tywan to apply to Punhee, the king's minister, for a redress of these abuses, so contrary to the articles; and to represent that on these terms the Honourable Company cannot continue their trade.

The presents transmitted with this communication to Punhee and the young king amounted to 323 ta. 9 m. 5 c. about £. 107 sterling.

Emoy suspects that the profit made by our traffic accrues not to Sinkoe alone, but that the greatest part goes to the king, towards maintaining his army. Japan copper can be purchased only of the king, for ready money, at too high a price.

Emoy's inability to procure copper has been the cause of the small value of their returns to surat: hence the cargo of the return amounted to no more than 23,634 ta. 7 m. 1 c. while Emoy had been so plentifully supplied with stock from Bantam, that the factors had a surplus of 10,000 tale of last year's in ready cash, for want of merchandize to invest it, when this ship arrived with fresh stock for the season. This proves the meanness of the trade, and the little confluence of goods to this port.

Early Records.  
1676.  
B. from I. No. 121.  
111 A.  
C.C. No. 3,081.

1677, Oct. 5th.

1677, Dec. 24th.  
B. from I. 140. 120.

1676-7.  
B. from I. 136.

1678.  
B. from I. 142. 120.

1678-9, Mar. 15th.  
B. from I. 179. 126.

Emoy Diary, 1679.  
D.P.F.L. No. 8.-7.  
1679, Sep. 20th.

1679, Sep. 24th.  
B. from I. 179. 126.

Nov. 23.

1679, Nov. 5th.  
B. from I. No. 170.

Appendix  
(C.)

Early Records.

1681.

C.L.B. No. 6.

1684, June 4th.

1684.

B. from I. 240. 145.

149.

M. p. 354, 355.

Reflected intelligence that Amoy had been taken by the Tartars.

In consequence of overtures from the Tartar authorities, part of the factors left in charge of the remains at Tywan, proceeded to Amoy to assist others of the Company's servants in settling a factory there.

May 26. The Company's ship, the *Delight*, arrived at Amoy after she had been refused trade at Macao. The supra-cargoes, having been summoned before the mandarins, stated, that they came to Amoy on the invitation of Twalawyea Chunkung.

May 27. Some officers required an account of the cargo; and intimation was given that the mandarins expected presents.

May 28. Presents to particular mandarins were specified.

On the 29th the mandarin Lockungia rejected his present as too small, it was afterwards enlarged. Presents were necessary for the viceroy of Hockchew and Twalawyea.

June 2d and 4th. Various presents were specified.

June 5th. The mandarins communicated the tenor of a letter from the viceroy of Hockchew, importing that they were disposed to grant a trade there, but that the supra-cargoes had done ill in bringing four things serving for war; viz. brass guns, muskets, gunpowder and lead. They desired to know, why they brought them, whether as presents to the emperor? Mr. Crouch answered, that the Company being merchants, sent these things as merchandize. The mandarins then intimated that the supra-cargoes would be expected to present these articles to the emperor; except the lead, which might be excused, as applicable to other purposes than war. The supra-cargoes were forced to submit to this; but were allowed to keep a small proportion of each for the defence of the ship.

June 27th. Twalawyea Chunkung arrived from Hockchew. He encouraged them to hope for liberty to settle at Amoy; and he permits Mr. Woolhouse, a member of the former factory, to go on board with the supra-cargoes; having pardoned the "misdemeanours" at Tywan, as he called their political and commercial relations with the late Chinese sovereign there. He ordered them to petition the other mandarins concerned in the government as well as himself.

August 11th. The mandarins required greater presents.

For 1,100 tale, they offered to admit the supra-cargoes to possession of the Company's old factory; which sum the supra-cargoes agreed to pay in goods. A present made to the under ponchai.

August 14th. The supra-cargoes unloaded the ship, carrying the goods to the old factory. The same night thirty soldiers were quartered there.

About the 18th a Dutch ship arrived from Batavia, and authorized persons on board her immediately to commence negotiating with the Tartar governors. The business which the English supra-cargoes had in hand afterwards took an adverse turn; and all the circumstances indicated the progress of some intrigue between the mandarins and the Dutch chiefs against the English.

August 24th. The mandarins now required the 1,100 tale in money, and 12 pieces of fine broad cloth; the supra-cargoes delivered this quantity.

September 7. The supra-cargoes received an order from the military governor to re-ship their goods, and re-embark themselves. Meanwhile the purser of the Dutch ship informed them, that the governor had sent him to repeat the order for them to re-embark, because he intended to give the English factory house to the Dutch.

From this time to the 25th of October they were induced, by the representations of the mandarins, to make several applications for liberty to trade, seconded by large presents; when at length they desired redress, or permission to depart.

October 27 and 31. After receiving earnest from several merchants for pepper, they were compelled by Chutajea to return it, and to sell their pepper to him at his own price.

November 8th. A specification of presents. Poe required an account of their purchases, sales and expected remains.

December 6th. The guns and powder for the emperor, which had been extorted as above stated, were taken from the factory. Next day Ityhong announced to the supra-cargoes, that it was not the emperor's pleasure that they should stay this year; and that they must depart, with the ship, in ten days. In answer to their remonstrances, the same mandarin reported, that the emperor designed to appoint a person to reside at Amoy for the government of commerce, to prevent loss of time in sending up to Pekin. He promised a more profitable trade next year.

December 13. Twalawyea bought cloth to the amount of 1,000, copangs, and departed

departed for Hockchew. His deputy extorted a large present. The new governor extorted a present.

December 19th. The mandarins insisted on the supra-cargoes, with the Delight, departing on that day, being that which they had appointed; not suffering them to finish some pending business.

December 20th. The Delight sailed for Surat. The supra cargoes were obliged to bring back a quantity of Europe goods, and to take in a quantity of China goods not proper for Europe.

The presents which the Delight had made at Amoy amounted to 2,000 l. sterling.

July 27th. The China Merchant anchored off Amoy.

August 3d. The captain was forced to send the sails on shore. The factors remonstrated against this. Got King's chop for liberty of trade.

August 4th. The supra-cargoes reverted to the powder and guns exacted from the Delight as presents to the emperor. The mandarin promised that the presents now to be given would be inconsiderable. Negotiated with a mandarin for a house and were forced to take it at the rent fixed by himself.

August 6th. When a bale of cloth was sent ashore, the Chinese opened it and measured every piece,

August 10th. The customer required the rates at which they intended to sell their goods. After repeated orders from him to land all their goods, and repeated refusals on their part he required them to pay custom on all goods on board, whether sold or not. They refused to give a note undertaking this, and were permitted to land musters.

August 11th. The customer promised them a chop permitting all merchants to trade with them; yet a Chinese merchant was forced out of their house by his orders.

August 12th. The customer sent a paper for them to sign, undertaking to pay custom on all goods, whether sold or not. The factors replied, that for what goods they might send back in the ship they were willing to pay the duty, provided the Chinese set a price on them, which they were willing to give, which should be the rate of duty. But the factors positively refused to sign a paper undertaking to pay custom on their own valuation.

August 13th and 14th. Received a chop from the hoppo, permitting merchants to trade with them. Made a present to the hoppo, and presents to other mandarins.

August 16th. Seetoloya, the conqueror of Tywan, arrived. The factors went out to meet him, and were invited on board his junk.

August 23d. Owing to the linguists having absented themselves, because the factors refused to make large presents to several mandarins, no merchants had come to the house the last seven days. The factors sent their Portuguese linguist to the hoppo for redress. The Chinese linguists return; but brought a chop, signifying; that the factors must sell no goods without them; which they stick on the wall of the house.

August 25th. The Company's ship, the Loyal Adventure, arrived.

August 27th. Mr. Gladman addressed a letter to the Chuncoon Toloya, referring to the present to the emperor made by the Delight, and other steps taken by her supra-cargoes for obtaining a factory at Amoy; stating, that on the assurances they received, the Company had sent the China Merchant, and soliciting permission to Amoy.

The general answered, that the English should have a settlement to their content. He recommended the Company to send larger ships, and encouraged the factors to hope that an embassy from the Company to the emperor would free them from all duties. The factors invited the general to send an ambassador to England.

The factors, both of the Delight and the Adventure, waited on the general; who informed them, that the viceroy of Hockchew had granted them liberty to settle a factory.

September 24th, and October 3d, presents were given to mandarins.

The peahpo threatened to make the factors pay customs in money for all goods remaining with them when the ships were gone. This diary contains several notices of quarrels between the Chinese and the men of the Adventure.

October 6th and 7th. Presents given to the mandarins.

October 8th. Were informed by their linguist, that the offers and promises of the general, in regard to their settling at Amoy, were illusory; and that the viceroy of Hockchew had given no order for it.

October 21st. To avert impending troubles, on account of the man shot by the

Appendix  
(C.)

Early Records.

M. 381. 391.  
1685.

Adventure's people, gave presents to the general and other mandarins. Customs were paid on these presents; and the full duty exacted on some unsold rushes and perpetuanoes, although damaged.

December 31st. The China Merchant sailed for Surat.

July 25th. The ship Loyal Adventure, touched at Macao.

August 25th. Arrived at Amoy, where she continued till 17th December, having been able to sell neither her cloth, nor strong waters, nor any part of her cargo, except the lead. She was compelled to enter the port, had 18 pieces of cloth stolen from her at Collinchew, and was obliged to pay customs on her whole cargo. Her port charges, including customs, amounted to 281 ta. 0m. 5c.

A Tartar, belonging to one of the Siam junks, was wounded in attempting to steal two hats out of her.

1687. May 24.  
M. 467. 470.

The New London, with a stock of 10,000*l.* on the Company's account; and the Worcester, with a stock of about 5,000*l.* on the owner's account, departed from Bombay; they arrived at Amoy on the last of July and 2d of August 1687. They found there the ships St. George and the Moulford, from Madras.

August 3d. The Cong-po, or customer, (the same officer that is called the hoppo at Canton) stated, that there was no custom to be paid for any goods unsold or carried back; but, in lieu thereof, our ships were to be measured, and we to allow, by the foot, for length, breadth and depth, according to the emperor's establishment.

August 8th. The factors in vain attempted to procure the rate of measurage, but could only obtain a promise from the mandarins, that we should pay no more than the emperor's order was, and allowed by the Dutch at this place, Hockchew, and Canton.

The estimated expense of the measurage of the ships and of the presents, was 2,000 dollars. The measurage was arbitrary, the London having paid 1,147 taes, and the Worcester 612 taes. The landing of the guns and ammunition was at first insisted on, but the demand dropped on receiving a present. Presents were demanded for all the mandarins. These presents amounted, to the customer and his second, to about 240 taes; to the tunclaya and lihong, about 250 taes.

1689-90.  
M. 483.

March 7th. The freighters of the Princess, just arrived at Madras from China, encountered many new and insufferable injuries in their trade at Amoy. The mandarins imposed upon them improbable fictions, as reasons for their arbitrary actions; they forced from them unusual great bribes and presents, without which the supercargoes could not have effected their business, or been freed from the port, having been many days before their departure under confinement.

M. 492, 493.

November 27th. The ship James, a privileged ship from England, with a great stock, has ruined the trade of Amoy; one Mr. Gough, her merchant, bringing up new customs, to his own detriment as well as ours (the supercargoes of the ), and all future trade. He undersold the other English merchants and captains to a ruinous degree, reducing the price of broad cloth, rushes, and perpetuanoes. Such a sort of broad cloth as Captain Harding had sold for 2 ta. 9, he sold for 1 ta. 2; and what is worse, a thing never practised in this place, he has contracted with the Chinese merchants to give for their goods, at dearer prices, two parts money, and but one-third part in his own goods. "And we were forced this year to dance to his music, or carry our goods back again."

Mr. Gough has likewise this year brought up a new custom of paying the sampans for carrying our goods on board, which amounts to a great sum. With much ado, by complaining to the hoppo, we got the merchants to pay it for our goods, but it will hardly be excused another year.

The general has this year set soldiers at our doors, with orders that one of them should follow us wherever we go.

Mr. Styleman told Mr. Gough, that both the Company and the general of India set a great value on the trade of Amoy, and entreated him to take care not to ruin it. His answer was, that he did not expect to come any more, and he did not care what became of the trade for the future, if he could do his business.

1701.  
O.C. No. 6,006.

Supercargo Roberts, of the Loyal Cooke, met with great difficulty in bringing Anqua to fulfil his contract; and there being no tribunal to which he could appeal, Mr. Roberts, after many indignities, and being *chained* in the factory, was forced to take such goods as Anqua could give him, and also (that he might not lose the monsoon for madras) to leave 20,400 taes in his hands, taking his bond for payment in gold.

1702.  
O.C. No. 6,226.

A merchant belonging to one of the emperor's sons went to Amoy to trade. The mandarins,

mandarins and merchants were obliged to allow him six-tenths of their contracts. The supercargoes feared his arrival would prove of injurious consequence.

The supercargoes advised, that the government had threatened not to allow them to reside in Amoy after the dispatch of the ship Union.

Notice that the merchants, in contracting for goods, required double the amount in money. This had become an established custom.

The commander of the Rochester, Company's ships, was instructed, if he touched at Amoy, to state that the ill-treatment experienced there, had caused the Company to forbear sending ships thither for some years.

Importation of saltpetre subjects the cargo to confiscation.

October 18th. In the diary of the supercargoes of the Susanna, at Canton, there is a notice that a private ship (the Ann) belonging to Madras, had seized a junk belonging to Amoy, in satisfaction of some injuries received at that port. The emperor being informed of this, sent a special messenger to inquire into the affair, and on his report, ordered the mandarins, whose duty it was to see justice done the Madras merchants, to be severely punished. The emperor had not declared what satisfaction was to be made the owners of the junk, whose loss was stated at 80,000 tale; the whole demands of the Ann did not exceed 15,000 tale.

Account of the seizure made by the Ann, with the cause, in a letter from the presidency of Madras.

January 16th. The seizure of the Amoy junk made the Chinese treat the English better than formerly. The emperor obliged the mandarins to make the owners satisfaction, and confiscated the remainder of their estates.

July 29th. The trade in China last year so good, that Madras this year sent two ships. The seizure of the Amoy junk had caused the English to be better treated than ever.

Messrs. Torriano, Godfrey, and Nicholson, arrived at Batavia with instructions from the Secret Committee, on their way to Amoy, with a view of renewing a trade there, in consequence of the continued exactions of the mandarins at Canton. This measure was relinquished at the request of the foyneen of Canton, who pledged himself, by issuing a chop, to show the English the greatest favour, if they would continue to trade at Canton.

Another effort made to establish a factory at Amoy. The supra-cargoes, upon anchoring in the outer harbour, received a favourable message and fair promises from the Tituk. At a conference with persons on the part of the hoppo, the privileges required are acceded to, and with great difficulty the amount of the emperor's duty is shown, which is to be paid in sicca silver, and the hoppo's demand limited to 20 per cent thereon. On requiring explanations respecting the measurage of the ships, not without great exertion the covid was produced, and was found to be only 11½ inches, which would cause their ship to be rated as a first rate, while by the Canton covid it was only a third rate.

|                       |    |   |   |   |         |    |
|-----------------------|----|---|---|---|---------|----|
| By Amoy covid, length | 79 | - | - | - | Breadth | 22 |
| Canton ——— d°         | 63 | - | - | - | d°      | 18 |

Hoppo offers, as a matter of great favour, to take 1,250 tales measurage, whereas the measurage was only equal to 504 tales. The latter sum offered, and 100 tales, or 20 per cent thereon, as a present. The sum accepted, after many evasions, and the covid fixed at 14½ inches. A chop on board, originally a proclamation of the emperor, to treat Europeans well, and punish those who cheat them. The hoppo, contrary to the paper of privileges, insisted on sending a person to reside in the factory, to take account of all goods, &c. After several interviews, agreed to inform the tituk, that if the demand was persevered in, they would leave the place. Among other demands, the guns, sails, powder, &c. were to be delivered into the custody of the Chinese. After occupying the house on shore some time, only two merchants visited them, who charged customs on their goods, although the hoppo had declared that no customs on their goods would be demanded. Badly supplied with provisions, and obliged in consequence to live chiefly on salt provisions. Merchants profess to be deterred from trading, by apprehensions of the mandarins and hoppo: one of them demanded 10 per cent above the common price of goods. Toyan, a great mandarin, promises to rectify some grievances, and excuses others. At length a grand chop sent down, granting liberty of trade, and stating, "that by a decree of the emperor and grand council, published four years since, the mandarins of Amoy are expressly forbid demanding the seven per cent formerly paid them by all European ships, hoping by this the Europeans may be induced to come and trade again at Amoy."

Appendix  
(C.)

Early Records.  
O.C. No. 6,261.  
O.C. No. 6,185.

1709.

1716.  
B.R.I.  
No. 590. 261.

R. B.I  
No. 590. 260.  
771. 780.  
1718-19.  
C. & B. Abstracts  
Madras to Court,  
Para 3.  
1719.  
C. & B. Abstracts  
Madras to Court,  
Para 23.  
Canton Consult.  
22d April 1727.

1754.  
p. 335 to 339.

Appendix  
(C.)

Early Records.

Canton Consult.  
Sep. 1st. 1734.  
p. 400. 418.1735.  
p. 419 to 445.

445. 446.

446 to 451.

1744-45.  
p. 47 to 117.

After interviews and discussions with several merchants, find it impossible to do any thing at Amoy this year. The English not being expected, the merchants had every thing to provide. Though promised a free trade, only two merchants were allowed to communicate, and their terms too extravagant to be attended to. The hoppo, full of delays and prevarications, denying one day what he had promised the day before. Nothing to be bought but teas, and those such as the merchants chose to sell. The supra-cargo, therefore, under these circumstances, departed without trading. Advise their successors of the result of their endeavours.

In 1735, another effort made to trade at Amoy, which failed, owing to high prices and enormous duties. The Europeans insulted, by the Chinese boys. The same fraudulent practices with weights and measures repeated as last year.

On the arrival of a ship from Manilla, a centry placed on the house to secure a monopoly of the trade to a favoured merchant, who had purchased of the hoppo by a bribe.

Quit Amoy for Canton.

The ship *Hardwick*, to avoid the Spaniards then off Macao, went to Amoy, which port, after spending much time in fruitless discussions, and vain endeavours to get the Chinese to trade, she was compelled to quit, and proceed to Bengal for a cargo.

## MACAO.

B. from I. vol. 36.

1635. THE presidency at Surat received a proposition from the Portuguese viceroy at Goa, that Surat should send a ship from Goa to Macao for goods on freight. The presidency accepted the overture, and immediately dispatched the *London* to Goa.

D.P.F.L. No. 4. 21.

On the 6th April 1637, the English fleet being then in the Indian seas, the planter, owing to some misunderstanding with the supercargoes and commodore, obtained her licence to proceed to England, while the other ships prosecuted the voyage to China.

On the 27th June 1637, the fleet anchored off Macao. The supercargoes immediately went ashore, with a letter from King Charles, addressed to the Portuguese captain general, soliciting permission to trade at Macao. Next day they received an evasive answer, not being permitted to land. The procurador of the city came on board, and affirmed, that the subjection under which the Chinese authorities held the Portuguese at Macao, would be increased by the arrival of captain Weddell's four ships. And that the ship *London*, belonging to the English company, which only came thither on freight, though dispatched from Goa on Portuguese account, had brought upon them a great fine.

After this, the Portuguese intrigued at Canton, to prevent the admission of the the English there, which led to important events. (See Canton.)

In November, the attempt to trade at Canton having failed, the fleet returned to Macao, where the conduct of the Portuguese to captain Weddell and his crew, finally compelled them to quit that place, and proceed to Acheen, protesting against the conduct of the Portuguese.

1639.  
B. from I. vol. 19.

In 1639, the court were advised that the Portuguese had not paid for the *London's* freight. Having no succour from Portugal, and being much distressed by the Dutch, and distracted in their counsels, they applied to the English for assistance, but they could not grant it. The Dutch claimed a right of search for the goods of their enemy (the Portuguese) in consequence of which the latter proposed to hire English freight. The Surat servants write on this subject to the court as follows:

“If you had ships wherewithal to serve them to China, either strong enough of themselves to resist the Dutch insolent and violent manner of searching for Portugal's goods, or inforced with His Majesty's commission, which yet, we think, they would hardly vail to in respect to the dominion which they have in these seas, we would not doubt to procure from them” (the Portuguese) “such conditions and performances as would be very advantageous to you, for we believe they would readily subscribe to furnish you with pepper, cinnamon, and as much freedom and security in some of the forts (if not the fort itself) as we can desire, or they themselves own.”

In the same year a Portuguese vessel was compelled to take shelter under the guns of Armagon, whither the Dutch followed her; and she was destroyed by her crew.

In



In 1644, the Company's ship *Hinde* made a voyage to Macao, and arrived on the 9th of August 1644, where the supercargoes, at their first landing, received respectful entertainment from the Portugueze, but afterwards were by them and the Chinese injuriously exacted upon, and that principally in measuring the ship, for which they paid 3,500 rials, whereas their reasonable due was not above 800 rials, nor so much in proportion to the *London*, which paid but 1,400.

The place was greatly reduced, owing to the loss of their former trades to Japan and the Manillas: "The first they lately attempted to recover, by sending a pin-nace into those parts, but had their people all cut off; and now, recently, which makes the Portugueze at Macao the more miserable, China is wholly embroiled in civil wars. One of the chief mandarins having risen in rebellion, is grown so powerful, that he possesses a great part of the kingdom, and is likely to command the whole. From apprehension of falling into the rebel mandarin's hands, the emperor had hung himself (after slaying his own wife and two of his children.) These disturbances, with the poverty of the Portugueze, have left Macao destitute of all sorts of commodities, there not being to be bought in the city either silks raw or wrought, nor China roots, other than what were old and rotten, nor indeed any thing but China ware, which is the bulk of the *Hinde's* lading; nor could any thing at all, during the ship's stay there, be procured from Canton." The voyage was in consequence much less profitable than had been expected.

"As for the Portugals in Macao, they are little better than rebels against their viceroy in Goa, having lately murdered their captain general sent thence to them; and Macao itself so distracted among themselves, that they are daily spilling one another's blood."

1648-9.  
O.C. 1483.

On the 12th June 1664, the Company's ship the *Surat* frigate, sailed from Bantam for Macao, off which city she anchored on the 12th July, and from that time to the 12th December, was occupied in fruitless attempts to open a trade; and failing to accomplish the object, re-shipped her goods and quitted Macao. The Portugueze first wanted to fix upon the *Surat* frigate a portion of the fine which they stated themselves to have paid for the misconduct of the free traders. They then demanded an enormous payment of measurage—compelled the supercargoes to deposit lead and pepper on shore, as security for it—placed guard-boats round the ship, and guards on board—compelled the ship to lay behind the island, lest the mandarins should see her; and kept the English amused for part of the time by a promise to get a chop for the ship to pass up to Canton. It was also demanded of them by the Portugueze, that they should land their goods, that when they were gone the mandarins might know in whose hands they were, and that the buyers might keep half the goods to furnish them (the mandarins) therewith, at what weight and price they pleased to fix.

1664.  
B. from I. No. 55.  
72 A.

"The war in China," it is added, "is an impediment to trade, for the Tartar conqueror will often, for a month together, keep the city of Macao from goods and provisions; as it happened while we were there."

"As to commodities, there was no choice. The merchants of Canton were commanded not to come down nor send any goods. One large junk, of 120 tons, laden with fine goods, that came down by stealth, was taken by pirates, at the mouth of the Canton river."

The Company's ship *Return* reached Macao, with a view to trade, the 23d September. The Portugueze permitted the vessel to be careened, and the goods to be landed, but under restriction to trade only with the Portugueze in the town, and with money only; hence, from not having silver on board, the purchases were inconsiderable, and the sales of goods were partial.

1673, 1674.  
O. C. No. 2,895.

On the 18th of May 1674, it was recorded, that protection from the Dutch, then at war with the English, was refused, upon insignificant pretences, by the Portugueze at Macao, who added, "That we should not trouble them with any more propositions, for they could not make any alteration until they had answer from the viceroy at Goa."

"The factors, who had hired a house at Macao, thereupon went on board the *Return*, and consulted with the commander; and finding the danger to be very great, where the ship now rides, and that, an enemy coming, she might be easily destroyed, they addressed a fourth paper to the Portugueze council, desiring leave to depart, and that the Portugueze would grant them boats to relade their goods unsold." The consultation, dated 6th August 1674, recites, that all the time of the Company's factors being at Macao, they had not obtained any further liberty;

Appendix  
(C.)

Early Records.

the guard of soldiers, which was continued upon them, prevented any Chinamen from coming in, "or if any offer to come they are drubbed with the serjeants halberts. If any Portugueze come to trade for trivial things, they are called traitors, and enemies to their country. The ship's crew, and the family on shore, cannot be maintained but at a vast expense; provisions cannot be purchased without plate, and we cannot sell our goods for plate unless we part with them for half their value."

On the 5th September, the Return sailed for the island Samshaw, with a view of endeavouring to barter with the Chinese inhabiting the neighbouring coast, or with junks passing in that direction.

On the 14th September, the ship removed to the road of Lampacao.

Consultation, dated 26th November 1674, recites, that the factors had endeavoured to put off their cloth, and other English manufactures; but owing to the intestine wars of China, they had not been able to sell above eleven pieces of cloth in barter, and that at poor rates, while they had been forced to take such goods as they could get at dear rates; and now, having sold their pepper in barter, and done what they possibly could, they judged it convenient to depart from Lampacao Road, for Bancoek, in the river of Siam.

It is incidentally noticed, that when obliged, during their stay off the coast of China, to obtain plate in exchange for goods, it was done at a loss of 30 per cent to the Company.

1682, Aug. 1st.

The Company's ships the China Merchant and the Tywan, arrived at the Macao islands on the 1st of August 1682. On their arrival being known at Canton, instead of merchants coming from thence to trade with them, as they expected, Tartar war-boats came, and lay among those islands, in order to impede commerce. In this they had been too successful; for during the three months the two ships remained together, the war-boats had debarred them from traffic, except to a trifling amount, and also from provisions.

Nov. 4th.

Perplexed by these difficulties, and considering that the court had ordered a cargo to be provided for the China Merchant at Madras, the supra-cargoes dispatched her thither, with what cargo they had procured, which was only 458 pecul of tutenague, 37 pecul 67 catties of raw silk, and to the value of 1,373 tale of gold.

Woollens, however, properly assorted for the market, were in no demand, owing to the large quantities imported the previous year by the Dutch, the Chinese, and the Company's ship the Formosa. The reason that the Formosa made so profitable a voyage was, that there had been no ship to trade at these islands in the three or four years before; and also, because the war between the Tartars and the Chinese obstructed the communication with Tywan, so that the people of this province were unfurnished with our manufactures. But the Dutch having been expelled from Hockchew, and two of their ships, intended for that place, arriving here shortly after the Formosa, so glutted the market, that the Chinese merchants would not have fulfilled their contract with her supercargoes, had they not had "a considerable paun on board," which compelled them.

Nov. 17th.

The order of the court for bartering English manufactures for gold, the supra-cargoes could not effect, it being always purchased with ready money.

Being now at the Macao island only with the Tywan, the supra-cargoes received a message from the general of the Tartar fleet, announcing that the Portugueze had petitioned him to turn all strangers out of the harbour, and therefore desiring the Dutch, as well as the English ship Tywan, to remove to some of the islands without, he promising to permit the merchants to come and trade with us there. The factors in consequence order the captain to sail to Lamptan or Twa. On the 21st November the ship arrives at Lamptan. Finding, however, a fleet of war-boats there, the Tywan, to avoid being attacked, sailed to another station to lie on the defensive. On the 4th of December, most of the Tartar war-boats having gone for Canton, the Tywan returned to Tempa Kebreda.

December 24. As the Tywan had not yet sold any goods, or made any investments, the supercargoes intended to detain her as long as the monsoon would permit, before sending her back to Batavia.

December 30th. Two Siam junks that had been to Japan, having arrived off the islands, the supercargoes contracted with one of them for 600 chests of copper. They obtained 572 chests more, and 122 copangs.

1683, 1684.

June 21st, 1683. The Company's ship the Caroline arrived at Tempa Cabrado.

On the 22d, the supercargoes, with much difficulty, obtained permission to land at Macao, to deliver a letter from the Company to the Portugueze captain general and

and council. This officer told them, that he could not permit them to trade without an order from the viceroy of Goa; and that the Chinese merchants at Macao were too poor to buy a tenth part of the Caroline's cargo, they being oppressed by the Tartars.

The supercargoes then solicited and obtained permission to purchase provisions while they stayed.

After the Caroline had lain at Tempa Cabrado two or three days, five Tartar war-boats, with mandarins on board, visited the ship, and inquired her business. The messenger made known that the Portugueze had represented to the governor of Canton, that the stranger was a Dutch ship, and desired him to send down some war-boats to force her away. The supercargoes then informed the messenger that they were English, but he doubting the truth of this, they shewed him the Company's arms and marks upon the goods, which satisfied him.

The mandarins then desired an account of the cargo, which the supercargoes gave.

Next day they sent a present to the Portugueze general at Macao; but the captain, with other bearers of it, not being allowed to land, would have declined to deliver the present, which was nevertheless received; they are then permitted to land, but not to go into the city. The Portugueze general returned many thanks for the present, but it was not in his power to show them any civility, on account of the Tartars. That there was a mutual obligation between the emperor and the Portugueze, not to permit a trade with any other European nation, and that in consideration of a large sum of money which they had lately paid to the emperor. He therefore sent them word that they must not have any thing from that place, nor stay longer there.

The next day there came fifteen Tartar war-boats, and anchored by the Caroline, with an order from the emperor of Pekin, as they pretended, that the supercargoes must forthwith be gone from that place with their ship, and not stay at all, for that they should have no trade. The supercargoes then, by the messenger, requested that, if the mandarins could not permit them to trade, they would not force them away until the monsoon was settled, as it might hazard the loss of the ship.

At length the mandarins permitted them to buy provisions, and take in water at Macao, and to stay six or seven days to fit themselves for sea.

In conference with the mandarins, they confirmed the assertion of the Portugueze, respecting their having made a compact with the emperor, who in consideration of a great sum of money, had engaged to suffer no other European nation than themselves to have any trade in his dominions.

On the 7th July, the supercargoes again went to the castle of Macao, to try if they might obtain any refreshments, but the Portugueze general would not permit them to come on shore, nor to purchase provisions. All this time no answer had been given to the Company's letter.

On the 9th July, the Caroline sailed from Tempa Cabrado to the island of Lanto, the supercargoes being induced, by a China junk that had come with them from Batavia, to expect some private trade there. On the 11th, the Caroline anchored at Lanto. Three days before this the Tartars had burnt a large Chinese junk in that harbour, bound for Japan, killed all the crew, consisting of 126 men. On the 12th, some Chinese merchants, who had brought down from Canton some goods in boats, to be laden on the junk which had been destroyed, came on board the Caroline, and showed their assortments to the supercargoes, who brought such parcels of their goods as were fitting for the Europe markets.

On the 16th, seven Tartar war-boats urged the Chinese junks to aid them in getting the English from Lanto.

On the 17th, the supercargoes remonstrated with the Tartar commanders for dogging the Caroline.

On the 18th, more war-boats arrived, with some great men from Canton, who invited them to go back to Tempa Cabrado, saying there was some probability of trade there; and demanding an account of the Caroline's cargo, and what goods she would take in barter.

The supercargoes visited these officers from Canton, who, among other things, told them, that the emperor had settled the trade of all the great cities under the management of four degrees of mandarins in each city, on purpose to suppress all strangers and foreigners from trading with them; and that for the sake

Appendix  
(C.)

Early Records.

of the Dutch, no European should be suffered so much as to come into any of their cities.

The Canton messengers, however, held out hopes that the mandarins might obtain a trade for this time, by paying a great custom, and promised this as a boon if the Caroline would leave Lanto and return to Tempo Cabrado. On the 16th of August the ship sailed for that place. On the 17th, however, while on her passage back, the mandarins sent an order for the Caroline and junks to return to Lanto, pretending they were about to bring their merchandize there. As soon as the Caroline and Chinese junks were anchored in their old station, the Tartar mandarins advised them to weigh again, and go to Lampeco. After several days, the supercargoes, meanwhile expostulating with the mandarins for so often deceiving strangers who came to institute a trade with them in amity, consented to go thither. On the 17th September, the Caroline weighed for Lampeco; next day she anchored in that harbour, and found a Madras ship there.

The Caroline stayed at Lampeco till the 1st of December. The supercargoes' letter to the court states to the following effect.

"The invoice of what goods we have bought amounts to, dollars 19,246 44½*d.*  
"We have endeavoured to glean a little after others, being forced to take what we  
"could get, and not at liberty to pick and choose goods, as if we had a settlement  
"or a free trade. These private Chinese merchants cannot take goods, because  
"it is a clandestine trade, and imports pay 10 per cent at Canton; but we have  
"made great shift to put off 30 pieces of fine cloth, with some other small matter  
"specified in the accounts."

1684.

May 16. The Company's ship, the Delight, anchored near Macao. On the 18th, the great mandarin of Macao, informed Mr. Crouch, her first supercargo, that the Portuguese general had desired him to put us out. On the 20th, the supercargoes went to Macao, with a present to the Portuguese general, but meeting an uncivil reception, did not deliver it. On the 22d, the Delight sailed for Emoy.

## CANTON.

D.P. No. 150.  
No. 1. C.

Previous to the 10th December 1614, the Company's agent at Firando had employed three eminent China merchants, connected with houses in Japan, to open a negociation for a direct trade to China. A strong prejudice then existed in that country against the English, from the odium which the Hollanders had brought upon our national character, by robbing Chinese junks under the English flag. But the Company's agent in Japan exposed this deception, by making the real facts known in China; and the good report of Englishmen was in consequence higher there than ever.

1617.  
O.C. 296.

It is stated, in a letter from the Company's agent, dated in 1617, that "no Chinese dare translate and forward the letters addressed by King James to the Emperor of China; it being death by the laws of their country so to do, or to give passage to any Christian as the bearer of them. Those letters therefore, which were intended to give authority to a negociation for the Company, are lying dormant at Bantam."

O.C. 524.

The Dutch still continue to plunder Chinese junks in the English name; and have left two large ships to scour the coast of China, and to intercept the trade between Macao and Japan.

1619.  
O.C. 551,  
H. 669. No. 725.

Previous to the 10th March 1619, the Company's agent in Japan had employed in succession two commanders of Chinese vessels, one of them the "Captain of all the Chinese in Japan," to open and conduct a negociation for a direct trade to China.

1620.

The agent in Japan is informed that "the new Emperor of China had granted unto our nation trade for two ships a year;" and that this contract wanted only the ratification of two viceroys, (hereditary kings of provinces).

1621.

This year (1621) three kings of China died, and the minority of the new king arrested proceedings for obtaining trade into China. The union with the Dutch, under the treaty of defence, was another impediment.

1622.

The Company's agents in Japan, induced by the representations of the Chinese captain, Andrea Dittis, that "trade to the English is on the eve of being granted," continued supporting him in the negociations. He alleged that he had then disbursed 12,000 taels, about 4,000*l.* sterling, in the attempt.

1623.  
O.C. 755, 786.

The trade with China, to obtain which the "council of defence" was instituted, was

was appropriated by the Dutch to themselves in 1623; who, while deriving support from the combined fleets of both companies, had fortified the Piscadore islands and other stations near the coast of China, and thus forced a trade with the Chinese junks, from any participation in which the English were excluded. The agents at Batavia demanded in writing that the combined establishments of the two companies might settle the China trade upon Pulo-Condore and the Loo Choon,\* according to the contract: but received a frivolous and evasive answer.

The English consul at Batavia resolved this year to have a conference with the Netherlands committee, in order to agree on proceedings for acquiring by negotiation, or some peaceable course, a convenient residence, to draw thither the trading of China for the mutual benefit of both the Companies, according to the articles, but not otherwise.

In 1637, the English fleet, after being repulsed at Macao, (see Macao), their captain (Weddell) sent a pinnace to explore the Canton river, in order to find the passage up to the city. The supra-cargoes, Mounteney and Robinson, accompanied the pinnace in a barge. On the 18th July, being under sail, ascending the river, they were met by the Chinese deputy admiral, with twenty junks; who desired them to anchor, and inquired why the English came thither? Mr. Robinson replied, that they came to form a treaty of amity and commerce with China.

Having heard their object explained, the Chinese admiral offered them a junk, to carry up their supercargoes or their agents, to the town; provided the pinnace proceeded no further. This offer they accepted, intending to deliver a petition to the viceroy of Canton, for licence to settle a trade in those parts. When they were come within five leagues of Canton, a message from the hoppo, the chumpein, and other mandarins, required them in friendly terms to ascend the river no farther; recommending them rather to seek for trade at Macao, and promising, if they would quit the river, to assist them in procuring a licence to trade from the sub-viceroy. The supercargoes judged it prudent to comply, and returned to captain Weddell's fleet, which was at anchor off Macao.

Meanwhile captain Weddell had been amused by the Portuguese council of Macao with the expectation of being permitted to trade there; but after the Portuguese fleet for Japan, consisting of six small vessels, had sailed, and were secure from attack, the council sent an official letter to the captain, positively denying him licence to trade. No people from the English ships were permitted to go on shore; and the rice supplied from the town was found, by an experiment on some swine, to be very unwholesome.

Captain Weddell then weighed from Macao, and with the whole fleet went up to "Lampton," (apparently the "Lantin" in one of the charts to Lord Macartney's embassy), and there rode at anchor among some islands.

On the 31st July, the whole fleet set sail for the river of Canton. On the 6th of August, they arrived before a desolate castle apparently dismantled.

Being furnished with interpreters who had a slender acquaintance with English, the supercargoes held a conference with divers mandarins in the king's junks. To these they communicated the cause of their coming, viz. to cultivate peace and amity with them; to traffic freely as the Portuguese did; and to be forthwith supplied with provisions for their ships, on paying for them in money. At this interview the mandarins promised the supercargoes to solicit a grant to the above effect from the haitan, the chumpein, and other great officers at Canton; requesting captain Weddell to wait in his present position six days for an answer; which he agreed to do; and the ships rode with a white flag on the poop. Since the return of the pinnace to the fleet at Macao, the Portuguese had sent emissaries up to Canton, to counteract the application of the English for permission to trade, by the double machinery of aspersions on their national character, and bribes, to the Chinese officers. In harmony with these intrigues, the Chinese mandarins, commanding the junks before the castle, employed four days of the six at the end of which the

Appendix  
(C.)

Early Records.

B. from India.  
No. 10. 23.1637.  
D.P.F.L. No. 4. 21.  
O.C. No. 1,096.

\* The copy of the treaty in *Rymer's Fœdera* does not contain the explanatory orders, which are in effect additional articles:

Additional Article 10. "Touching the question where and in what place the ships of defence shall be first employed. - - - The defence shall be employed for the gaining of the trade to China. And to that end the fleet shall be sent to the Philippines, there to hinder and divert the Chinese, that they shall not traffic with any others but with us. And there shall be chosen a place of residence fitting for the trade, either in Lequeo Pequeno, Pulo-Condore, or in such other commodious place as the common council of defence shall find to be meet for this trade."—*Explanatory Orders jointly passed by the deputies of both companies, leading the construction of the treaty of defence, 19th July 1619.*—*Historical Papers from the Law Presses*, I. No. 5.

the answer from Canton was to arrive, in fortifying the apparently dismantled place, and in the night time mounted forty-six guns on batteries close to the brink of the river.

At the end of the fourth day, the Chinese fired several shots from the fort at captain Weddell's barge going for water. Incensed at this outrage, the whole fleet displayed their red ensigns, and took a position before the castle, whence the Chinese discharged many balls at captain Weddell's ship, before the English could bring a piece of ordnance to bear upon them. After fighting two hours, perceiving the courage of the Chinese to fail, captain Weddell's boats landed about 100 men, on sight of whom, the Chinese in great confusion abandoned the fort, the English entering it at the same moment, and planting upon the walls His Majesty's colours of Great Britain. The same night captain Weddell's people carried on board the ships all the ordnance found in the fort, and fired the Chinese council-house.

On the 13th, the boats of the fleet surprised two junks, which, on receiving overtures of peace from the Chinese, captain Weddell restored. Nevertheless, Mr. Robinson and a party going on shore with a flag of truce for provisions, were fired upon.

The boats soon after surprised another small vessel, by which they sent a remonstrance to the mandarins at Canton, for violating the truce, and at the close requested a free trade. Next day, a renegade Portuguese Christian, who had become a petty mandarin, brought an answer from Canton. He was the messenger of some superior mandarins, who were riding off a point of land not far from the fleet. Captain Weddell dismissed him with presents, and a further explanation to his masters. He returned the same night, with a small junk, and full authority to carry up negotiators from captain Weddell to Canton to tender a petition.

Accordingly, on the 16th August, the supercargoes, Mounteney and Robinson pass up the river, and the next evening arrive at the city, anchoring close under the walls. On the 18th, having procured a petition to be formally drawn, they were called to the palace of the chumpein (the admiral general), and received with great honors. Having received their petition, the chumpein admitted their suit to be reasonable, promising them his aid. He severely blamed the Portuguese, and professed himself the sincere friend of captain Weddell's people.

On the 20th, the supercargoes returned from Canton, with a "Patent" for free trade, and liberty to fortify on any place out of the mouth of the river.

In consequence of this adjustment, on the 22d, captain Weddell landed the guns taken from the Chinese castle, restoring them to the mandarins, and freely dismissed the junks which had been taken; and seeming peace ensued.

On the 23d, the pinnace Ann was sent to discover some island without the river, which might be convenient to settle upon.

On the 24th of August, the supercargoes go up the river, and after two days were conveyed, in Chinese habits, to a lodging in the suburbs of Canton.

Having first paid down 10,000 rials of eight for customs and duties agreed upon, they began to bargain for sugar, ginger, stuffs, &c.; insomuch that in five days they had procured 80 tons of sugar, besides other merchandize, and provisions for the ships, and had given out monies, according to the custom of the country, for very great parcels of goods.

The sugar and sugarcandy cost  $1\frac{1}{2}d.$  per lb. and was as white as snow.

Meanwhile the Portuguese, working upon the avarice of the hitto, contrive a plot against the English, which extended both to the supercargoes at Canton and to the ships with captain Weddell. Early in September, they delivered to the captain a protest against him, for forcing a trade in the river, to which a written answer was returned. On the same day, Thomas Robinson, one of the supercargoes, who had come down from Canton with two junks, laden with Chinese goods, and was returning thither with stock in merchandize, and six chests of reals, being come within four leagues of the city, was, by command of the hitto, arrested, with two Englishmen accompanying him, and confined on board a junk.

At two o'clock in the morning, seven fire junks also came down against the fleet, which were discovered and avoided, and eventually burnt.

On the 14th September, Nathaniel and John Mounteney, the two supercargoes, and an English youth, left at Canton, were confined to their house, and restrained from communicating with the fleet, or with the other supercargo, a prisoner on board the hitto's junk. Their native domestics were expelled, the fire quenched, and victuals denied them; a guard of soldiers placed over them, who prohibited access. After two or three days, having sustained themselves with a little biscuit and

and arrack, they armed themselves, and piled up store of cleft wood against the doors of the house, and having procured fire with a lens, kindled one of the stacks. On the mandarin's sending to inquire what they intended, they answered, that having been treacherously dealt with, they intended to avenge themselves by firing the town; on which the mandarin ordered the doors to be opened, yet the guard was not withdrawn. Under these circumstances, John Mounteney did several times sally from the house, with his sword in one hand, and money in the other, on passengers coming with victuals from the market, which he seized and paid for.

At length the Chinese authorities at Canton, preparing to release captain Weddell's merchants, laid the blame on their broker, who was imprisoned and bamboozed.

Meanwhile the fleet, not having any advices from the merchants, but learning from general report that they were imprisoned and confined, ranged the mouth of the river, "pillaging and burning many vessels and villages, and doing many other spoils."

The journal proceeds as follows: "No man coming near us to tell us what was become of our merchants and money, we resolved to get them by force, or lose all our lives. Having well manned our long-boats, and our skiffs, and barge, at five in the morning, the 19th September, we set upon sixteen sail of the king's men of war, and fought with them half an hour, in which time we burned five of them, including three fire junks; the rest made their escape. The same day, our boats took the town of Famon, which they pillaged and burnt.

O.C. No. 1,096.

"In fine, we fell upon all the bordering towns, and used nothing but fire and sword, so that all fled from the villages round about us, and went to Canton making complaints. At last licence was given to our merchants to write to us, who desired us to forbear any more acts of hostility, and all would be well."

On the 28th September, the two Mounteneys, being at some liberty, sent a letter down to the ships, and a copy of it to the other supercargo, Robinson, who had been detained in the junk. At the same time they received in Canton two letters from the ships.

The fleet had quitted the river for Macao, where they arrived on the 27th. On the same evening, captain Weddell sent a protest to the Portuguese captain general, for all the damages which the fleet and merchants had sustained. The ships then took a position to intercept the Portuguese fleet coming from Japan. The governor and council perceiving this, passed a decree, that if captain Weddell would go on shore, and undertake to station his ships to the leeward of the island, his people should have liberty to go on shore. The Portuguese provided a house for the captain, and invited him to a banquet. The council promised that five of the Portuguese chief merchants should go up to Canton to assist the English supercargoes in negotiating their affairs; but their object was to persuade the mandarins to give us our goods and men, and forbid us to come into their seas any more; and it cost them in bribes at Canton, 80,000 tale, about 23,333*l.* sterling. So afterwards we had a fair correspondence with the Portuguese at Macao.

On the 6th and 8th of October, the chumpein sent complimentary messages to the supercargoes at Canton; but owing to the secret counteraction of the Portuguese, supercargo Robinson was not liberated till the 12th, nor his two colleagues until the beginning of November.

Meanwhile captain Weddell employed other merchants to conduct exchanges at Macao; but the Portuguese, who had promised to allow the English liberty to buy and sell, and the Chinese access to their house, obstructed them so successfully, that the merchants on shore transacted but little business.

On the 18th of October, supercargo Robinson went up to Canton from his stationary junk. The next day, he and the two Mounteneys were summoned before some counterfeit mandarins in an island where the Portuguese at Canton resided. There the Portuguese agents accused them of ingratitude; but nevertheless said, that they had come to ransom them. The English merchants must therefore consent to go with them to Macao, where the Portuguese would deliver them up to captain Weddell, on condition that he and his council undertook for the King of England, that he should never send any more ships into China. The supercargoes resisted this and several other attempts of the Portuguese, in concert with the pretended tribunal, to intimidate them.

Early in November, several junks took in sugar, China roots, boards for chests, arrack, and provisions for captain Weddell's merchants. They and their people enjoyed great liberty at Canton while waiting their final dispatch. On the 22d of

November, the chumpain dismissed them, having first contracted with N. Mountney, that for ample trade and residence the English should yearly pay the king 2,000 taels, 4 pieces of iron ordnance, and 50 muskets.

Captain Weddell's merchants left Canton with four junks laden with goods.

Some Portuguese junks sailed at the same time, dogging them. When both parties came in sight of Macao, the Portuguese took into custody the goods and persons of our merchants, and brought the English junks towed at their sterns into the port of Macao, the shore being lined with spectators. On the 30th of November, the junks with our goods were sent alongside the fleet, and the goods taken on board, but were found much damaged, as per protest.

Meanwhile the supercargoes from Canton were called on shore to assist captain Weddell's merchants, already in Macao, to make what investments they could; but they were expelled now from one house, and now from another, till the captain of a Spanish galloon harboured them in his spacious house; but he at length was induced, by the importunity of the Portuguese, to give the English merchants a final expulsion.

On 20th December, the Katherine sailed for Acheen. Eight days after, captain Weddell's merchants, being so grossly dealt with ashore, repaired on board. A protest against the indignities they had received was delivered to the captain general.

On 29th December, the Dragon and the Sun sailed for Malacca.

Captain Weddell staid in China six calendar months and two days.—*D. P. First List, No. 4. 21.*

Extract of a Letter from President Thomas Renniston, &c. to the Company, dated Bantam, 10th January 1648-9.

1648.  
O.C. No. 1483

“ The experiment which you desire that we should make with one of our small vessels for trade into China, we are certainly informed, by those that know the present state and condition of that country very well, cannot be undertaken without the inevitable loss of ship, men, and goods; for, as the Tartars overrun and waste all the inland country, without settling any government in the places which they overcome, so some of their great men in China, with a mighty fleet at sea, of upwards of 1,000 sail of great ships (as is confidently reported), rob and spoil all the sea coasts, and whatsoever vessels they can meet with.”

Extract of a Letter from President T. G. Merry, &c. to the Company, dated Swally Marine, 24th October 1650.

1650.  
O.C. No. 1588.

“ The Portuguese set forth a small vessel the former year for China, which is this year returned, with some small quantity of silk, and wrought stuffs, tutenague dishes, and some musk; bringing news that the country is full of troubles, the Tartars continuing their invasion, or rather progression, into the country; a great part whereof they have overrun, which causes a great scarcity, as well of commodity as of all things else.”

Extract of a Letter from Thomas Merry, &c. to the Company, dated Surat, 10th January 1651-2.

1651.  
O.C. 1607.

“ We are informed that musk is well sold in England, and may peradventure continue to be so, now the trade of China is so much declined, by reason of Portugal's poverty, and of troubles in that vast kingdom.”—*O. C. No. 1607.*

1655.  
O.C. No. 1,806.  
No. 1,852.

In 1653, the Dutch, after having been invited to Canton, and distributed large presents, were forced to quit it at five hours notice. Hopes were held out that the English might be permitted to trade there, through favour of the Portuguese.

B. from I. No. 29.

The Surat government, writing to the Company, under date, 1658-9, January 27, say, “ We can neither receive from Mr. Christopher Oxinden, nor any other that have been at China, any encouragement for a free and profitable trade thither.”

B. from I. 55—72.

It is incidentally noticed, in the relation of the voyage of the Surat frigate, performed in 1664, that two private traders, the King Ferdinand, and the Richard and Martha, had run away without paying their measurage. This caused penal duties to be demanded from the Company's ship, the Surat frigate, which went to Macao about five years afterwards; she was prohibited from going up to Canton, and her voyage failed.



February 2d, 1673-4. It is noticed that China is supplied with cloth by Dutch particular ships, licensed by the Dutch company's general at Batavia; also, that the Chinese make as fine serge as any in England.

May 28. The junks that come to Emoy from Canton, complain of bad markets, occasioned by the wars in those parts.

October 12. The servants at Emoy, writing to Surat, say, "This king has lately regained a considerable town or two; should he ultimately succeed, the Company may expect a considerable trade into the country."

January 1. The court commend the circumspection of Bantam, in answering the invitation of the viceroy of Canton to settle a factory there, particularly after the example of the Dutch having been allured to Hockchew, and then treacherously dealt with. Yet the court hope, when the wars shall be ended, to be admitted by the emperor to free commerce in China.

August 12. The court inquire of Bantam, 1st, whether they have a sufficient chop from the Tartar viceroy of Canton to protect the Company's estate and servants; and 2dly, whether the sending of a ship to Canton may offend the Chinese at Amoy. They then give to Bantam a discretionary power to send one of the Company's ships to Canton.

February 5th. The obstructions to trade still continue. The Portugueze have agreed to pay the governor of Canton 24,000 tale annually, the amount of custom that the merchants of Canton used to pay, on condition that the Canton merchants be excluded from trading with strangers.

June 24. Instructions from Bantam, to the supercargoes of the China Merchant, to negotiate with the mandarins at Canton, with a view to a factory there.

August 1. The supercargoes of the China Merchant and Tywan apprise the court, their expectations from the China trade will be disappointed, unless they obtain permission to settle a factory at Canton.

September 20. In consequence of Emoy being taken by the Tartars, the court desire the presidency of Bantam to endeavour to obtain a factory at Canton.

December 10th. Notice that it is the practice of the Chinese authorities, if any English ship leave unpaid a debt due to a native merchant, to force payment of it from the first Company's ship that arrives at the same port.

June 6th. The demand for tea at home has increased since it has been made the Company's commodity.

In 1689, September 1st, the Company's ship Defence anchored 15 leagues from Macao, and endeavoured to open a communication with Canton. The supercargoes were at first promised a chop for the ships coming up to Canton; but the merchants afterwards succeeded in bribing the hoppo to keep them below, and to suffer none but two or three to trade with them, and that at their own rates. The hoppo then attempted to extort upon the supercargoes in the measurement of the ship; but after a hot dispute, and by means of a bribe to the measurers, "that business was adjusted."

On March the 6th, 1689-90, as the ship was about to sail, and the supercargoes on board, a very serious affray occurred, by the obstinate and violent conduct of captain Heath, the commander of the ship, who, to save two or three tale, violated the regulations of the port of Macao, refusing to be controlled in his proceedings by the factors. About 3 P. M. captain Heath went, with two boats manned, to demand of the chumpeen's people the mast that they had hauled up on shore, showing the chop of the hoppo's officer for carrying it away; but the articles timber, oil, &c. belonged not to the hoppo to superintend, but to the chumpeen, which occasioned the chumpeen to slight the chop and throw it away. Upon which the captain rashly laid hold of the mast, and rolled it into the water; when began the fray, and several blows were exchanged. The captain's party were victorious, and the mast being fastened to the long boat, the captain and crew went aboard the pinnace. The chumpeen's party then began to pour whole showers of stones at our boats. Our people in the pinnace, impatient under this onset, desired leave to fire, having their arms presented. The captain gave the fatal word, on which two or three of the sailors fired, killing one Chinaman on the spot, and wounding another. The boat then put off in confusion, the Chinese continuing their vollies of stones, and also fired, which was the first time they did, giving a whole broadside from their boat upon the pinnace, and wounded our black pilot. In this confusion, the surgeon of the ship, the third and the fifth mate, and seven other Englishmen on shore, were not thought of. The pinnace and long-boat, having cut away the mast, now made off from the shore. At the same moment our poor surgeon, who with some others was coming towards the boat, was

Appendix  
(C.)

Early Records.

1673-4.

B. from I. 121. 108.

1678.

B. from I. 142. 120.

B. from I. 142. 120.

1680-1.

C.L.B. No. 6.

1681.

1682.

B.F.I. 240. 144.

B. from I. 204. 140.

1682.

C.L.B. No. 7.

1688.

465.

1687.

466.

M. 484. 491.

M. 484. 491.

Appendix  
(C.)

Early Records.

miserably cut down in their sight. Next day Flettinger, the Dutch supercargo, brought to the ship letters from the Portuguese, lamenting the occurrence; with intelligence that our surgeon, being mortally wounded, was dragged by the cruel Tartars into their cajan watch-house, where he lay chained on the ground, with the stinking corpse (which had been carried round the town to irritate the Chinese) laid by him, and none suffered to dress his wounds. All the rest which accompanied him (save the two mates, who found shelter amongst the Portuguese) were bound miserably in the same house. Meanwhile the chumpeen's people ranged the town, breaking open the captain's house to search for more English, fining the landlady, and threatening to mulct the Portuguese heavily for not firing their guns upon us. The Portuguese begged us to make it up with all possible speed.

Mr. Watts, the secretary, went on shore to accommodate this affair, and, by authority of the supercargoes, offered 2,000 tale, but the mandarins insisted on 5,000 tale, which the supercargoes refusing, Mr. Watts was detained. The ship sailed on the 18th March, leaving Watts 98 tale in cash, and a letter of credit on a Portuguese for 100 tale more. The two mates escaped, and got on board the ship.

M.P. 577.

Previous to 1695, May 15, Surat, in a letter to the Company of this date, say, "Abdulgupore, a great merchant in Surat, hath for several years endeavoured his ships should go from the Manillas to China, but it never was effected; which trade, should it come into the Moor's hands, would soon be worth nothing. Last year a ship of 500 tons got safe to Canton, but the Chinese treated them with such exactions in the customs, measuring the ship, forced presents, and over-rate of the Chinese goods, that they came away with no more than 500 dollars of their cargo in sugar and alum, and not a third part laden."

1696.  
Court's Orders to  
Madras, 1st July.

In a letter to the government of Fort St. George, dated the 1st July 1696, the court of directors regret the failure and disappointment of Mr. Gough at Hockchew and Limpo, and enjoin that, with a view to improve the trade between Madras and China, the ships going to any part of China should avoid displeasing the Chinese. The court recommended to procure by fair means, if it were possible, trade at Limpo and Hockchew, because it was understood that goods could be obtained at those places 30 per cent cheaper than at Amoy.

1702.  
O.C. No. 6, 195.

The hoppo sent the supercargoes of three ships a chop to put up at their factory door, which they delayed till they knew its contents; in consequence, the hoppo bamboozed the linguist. The hoppo also put a guard on the factory. The chop ordered all merchants to give in their names to the hoppo previous to treating with the supercargoes, which in effect would have compelled them to pay the officers five per cent out of the contract, as at first demanded. The supercargoes petitioned the hoppo, but without effect; and at length agreed with the merchants that they should pay the hoppo's demand (3,900 tale), in proportion to the amount of each contract; upon which the watch was withdrawn.

O.C. No. 6, 185.

It was noticed this year that Europe goods were in no demand. All the woollens, imported the three previous years remained on hand unsold. Chinese goods dear, and gold scarce.

1711.  
Instructions to  
supercargoes of the  
Loyal Bliss, bound  
to Canton, C.L.B.  
No.

The court's instructions to the supercargoes of the Loyal Bliss, in 1711, notice that the supercargoes of some of the Company's ships had opened a negotiation to get the extraordinary duty of four per cent taken off; and that they had agreed to pay a great hoppo 10,000 tale, on a stone being placed in the custom house prohibiting the demand of that duty, and declaring it contrary to the emperor's orders.

1712.  
B.R.I. No. 570.

The supercargoes of the Streatham and Herne remained at Macao, in 1712, till they received chops for fair treatment from the hoppo. They also agreed with Anqua (a Chinese merchant) for the payment of the measurage, presents, and fees of both ships, for 4,500 tale; they then went up to Canton and the ships entered the river. On their arrival at Canton they demanded and obtained a chop from the hoppo, granting them the freedom of the port, and liberty to trade with whom they pleased; liberty to choose their own linguist and servants, and to dismiss them at pleasure; permission to haul their ships on shore, and to buy stores; exemption from all new customs or impositions; and the sole right of punishing their people, if disorderly. At the same time, he recommended Leanqua and Anqua, with whom they were eventually compelled to deal; these merchants, it was ascertained, traded with the money of the mandarins, which they held at interest.

1716, 1717.  
B.R.I. No. 590. 261.

The privileges required by the supercargoes of the Susanna were granted by the hoppo. The other mandarins, envious of the profits arising to the hoppo from the many ships then at Canton and Macao, endeavoured to impose new exactions.

Previous

Previous to this, the Company's supercargoes had, in contract with the merchants for goods, stipulated to *pay all duties*.

It is noticed in the diary of the Stringer galley, that the mandarins oppressed the merchants with whom they had contracted.

The supercargoes of the Essex applied to the "Chungyah" for permission to go across the country from Macao to Canton, which he refused, as he had orders not to suffer Europeans to pass that way; they however obtained permission, for a bribe of 80 tale. The hoppo's term of office being nearly expired, he insisted on the supercargoes landing all their cargo, and paying custom. This they opposed, but at length consented to it, on his abating 36 per cent.

Particulars of an association formed by the merchants for trading with Europeans. This society was formed under the auspices of the mandarins: the supercargoes feared this would ruin the trade of the port.

The supercargoes of the Morice, Frances, Cadogan and Macclesfield, found this association of most pernicious consequence. The hoppo prohibited the inferior merchants from trading with Europeans, and undertook to oblige all merchants, not belonging to the society to pay 20 per cent on China ware, and 40 per cent on tea sold by them. The hoppo and tituck were connected with this society. Under these circumstances, the supercargoes would not suffer the ships to enter the port; and finding all other means fail, they applied to the chuntock, by whose authority the society was dissolved. The hoppo then granted the usual chop for trade. One of the officers of the hoppo was accidentally killed by the people belonging to a private ship from Madras: this occasioned much trouble, and put a stop to business. The second mate, and four inferior officers of the Cadogan were seized and beaten by a mandarin under the tituck, and the factory surrounded with soldiers, without any cause being assigned. The supercargoes complained to the chuntock of this insult and violation of their privileges, and the mandarin in consequence was deprived of his office. The supercargoes remarked that it was absolutely necessary to carry this point, as their privileges were encroached upon annually, and the trade rendered more and more difficult.

The supercargoes of the Eyles, Lyell and Amelia, found the market glutted with Europe goods. The supercargoes described the pernicious consequences arising from the mandarins dealing in tea, and also of the supercargoes of the Company's ships not being united in joint council, which, together with the number of French and Ostend ships that visited the ports, had greatly enhanced the price of tea.

The supercargoes detailed the measures they had taken to make the mandarins forego the trade in Teas, and expressed a hope that they had succeeded.

In this year 1722, the gunner's mate of a private ship from Bombay, firing at a bird, accidentally shot a boy. This occasioned the supercargoes of the ship much trouble, and cost them 2,000 tale to compromise the affair, 350 tale of which went to the parents, and the remainder to the mandarins.

The supercargoes of the Walpole, on their arrival at Macao, in 1723, were informed that the Chuntock, and most of the other great mandarins, engrossed the whole trade, obliging the merchants to take large sums of money from them at exorbitant interest, or to give up the best part of their profits; and that they purchased tea in the country, and forced the merchants to take it at their own price. The ship remained at Macao till the supercargoes adjusted terms with the hoppo, who granted all they demanded, except the article which required the 6 per cent to be taken off. Almost all the merchants were ruined, and not more than two or three capable of taking a contract. The foyen insisted on searching the ship for arms and ammunition, which the supercargoes strenuously opposed, as contrary to the articles granted on their arrival, and applied to the chuntock, by whose interference the foyen gave up the point, the ship undergoing the form of a search.

In consequence of the extortions of the mandarins, many of the merchants left Canton and went to Amoy, whither they invited the English, adding, the mandarins of that port were very anxious for their return.

The Canton consultations of 22d of April 1727, commence, by noticing that the English factory was about to remove to Amoy, in consequence of oppressive exactions, but had been induced to abandon the intention upon promises of more favourable usage.

In October the supercargoes again complained of interruption to their shipments of tea.

The same privileges as were obtained in 1727, obtained this year with difficulty by the supercargoes of four of the Company's ships.

Appendix  
(C.)

Early Records.

1716, 1717.

B.R.I. No. 590, 261.

1719, 1720.

B.R.I. No. 596. A.

1719, 1720.

B.R.I. No. 600. A.

1721, 1722.

B.R.I. No. 600.

1722.

B.R.I. No. 601. A.

1723.

B.R.I. No. 601. B.

Canton Consult.  
22d April 1727.

22d October.

15th June 1728.

Appendix  
(C.)

Early Records.  
6th July.  
6th to 20th Aug.  
June 1729.

Letter to Court and  
Secret Committee.

Canton Cons. 1730.

Trade interrupted by combination among the Chinese merchants, and other impediments.

A long dispute, chiefly relative to a duty of ten per cent (in addition to the customary six per cent besides the emperor's duty) which the chief mandarins threaten to levy, and the supercargoes refuse to pay, pleading their privileges. The duty of 10 per cent not levied on the supra-cargoes, but on the merchants, and the goods increased in price 30 per cent from expectation of French and Dutch ships arriving. Further disputes with the Chinese, who will not allow any goods to be shipped but in the name of chief merchants. Trade suffers by the viceroy and hoppo exacting presents from the merchants, and by increase of duties.

In 1730, further attempts were made to get the 10 per cent duty abolished, but they failed.

The amount of this duty, in the year 1730, was, tales 16,100. It is remarked, it will never be removed, unless the English, French, and Dutch will agree to refuse to trade, or send a person to Peking to represent the affair to the emperor.

1731. The emperor supposed to share in the duty of 10 per cent. All attempts to get it removed therefore fail.

The trade stopped in consequence of further endeavours to get it removed.

Arbitrary and violent proceedings of the compradores, and others on board the Company's ships, occasioned the captains to threaten to put them on shore, but without hurting their persons.

Canton Cons. 1732.

Differences between the honquas and the hoppo detrimental to the trade.

A statement presented jointly with the French and Dutch, and redress requested relative to the six and ten per cent duties. Nothing obtained, except a promise, that in future the compradores should not pay for their chops.

An attempt made to force the Europeans to receive and discharge cargoes at Macao instead of Whampoa.

Hope to avoid the 10 per cent by entering, not as European, but as country ships, in the next season.

1733. Threatened to remove the trade to Amoy, for every thing but tea and china, if the 10 per cent was not taken off; but the threat proved unavailing.

1734. Further discussions respecting the 10 per cent and measuring duty; the ships threaten to go to Amoy, and obtain a promise of good usage.

The Chinese merchants refused to relinquish, according to agreement, the sum of 1,950 tales for presents to the hoppo, &c. for measurage of each ship; in consequence of the consignment from England to Amoy having totally failed.

12th Nov. 1734.

In consequence of the China silks not proving equal to contract, the Chinese merchants were applied to, and refused to make any abatement in the price. The supercargoes, for two days, made unavailing efforts to bring their complaint before the viceroy; being impeded by the soldiers, in combination with the merchants; at length a grand mandarin was sent to hear their complaints, of whom they demanded a chop, for "unmolested entrance into the city, and thereby free recourse to justice; but this was absolutely refused, and we were told the emperor had ordered no stranger should have that liberty." After further conference with the viceroy, he said, the merchants should make a reasonable abatement for silks not equal to contract, and for want of weight, and desired never to be troubled again on "such trifling occasions." The supercargoes compelled at length to accept an inadequate sum for the 1,950 tales measurage presents, and an abatement in the price of silk, which was far from equitable. The court advised of these circumstances, that they might know the situation of their servants "when applying to the public courts of judicature of this country, for redress of abuses in their trade."

8th Aug. 1735.

The new hoppo, at an audience, declared, that as he found the 10 per cent duty, and the 1,950 tales measurement, in force on his entering into office, and supported by the order from the emperor, he could make no alteration therein.

11th Sep. 1736. to  
Jan. 1737.

The new emperor (Kien Long) by an edict or chop, revoked the duty of 10 per cent for obtaining which revocation the isongtock claimed 30,000 tales, half from the merchants and half from the ships (1,500 from each ship); the edict still requiring the delivery of arms. Upon attending to hear the edict read in the isongtock's hall of audience, the English were ordered to kneel, but unanimously and successfully resisted the order. The English, by two addresses, presented through the isongtock, thanked the emperor for his favour, and solicited the removal of other burthens on their trade, but measurage and presents were ordered still to be paid. Six thousand tales were advanced on bond to a merchant, to obtain the release of demands for arms, and a letter written to the supercargoes' successors, to advise

advise them to try the force of money, in removing the burthensome exactions. The Chinese say, "Why should courtiers serve the English for nothing?" A memorial and petition signed by the Europeans of three nations, English, French and Dutch, presented to the emperor. The supercargoes advised those of the following year of the state of affairs.

From the correspondence of this year (1736-7) it appears to have been discovered that the duty of 10 per cent had been laid on at the instance of the emperor's servants, who represented it to him as a voluntary contribution of the European merchants. No audience could be obtained of the viceroy without kneeling.

Canton Consult.  
1736-7.

A Chinese having attempted to force himself into the English factory, was wounded by the sentry. The supercargoes were happy to compromise the affair by paying a heavy doctor's bill for him.

1739, 1740.

The leave granted by a former foyeen to some of the supercargoes to stop in Canton, revoked by an order from the present, but not till after the ships had sailed.

A new foyeen arriving, the hoppo was turned out, and many privileges withdrawn from the Europeans, who all, in consequence, agreeing to stop their trade, the restriction was removed.

1741-2.

The departure of the ships delayed, in consequence of the clandestine landing of a few iron pans from a Manilla ship.

This year the Chinese refused to provision a king's ship, and the Company's ships supplied her, at Whampoa.

1743-5.

The Chinese merchants, in the name of the hoppo, this year, demanded duty on some goods which had been consumed by fire; and the grand chop for the sailing of the ships was withheld several days during the discussions about it.

1743-4.

In 1747-8, the Chinese merchants appear to have prevented the supercargoes from obtaining an audience of the hoppo, because they would not limit their application to one object.

1747-8.

In consequence of an officer having refused to allow his hand scrutoire to be examined by the hoppo's people, the linguist was taken up and put in chains. The scrutoire was afterwards inspected, and found to contain nothing improper; yet the isongtock demanded that the officer should be delivered up, and subjected to such punishment as he thought fit. This proposition being rejected, trade was stopped. An interview with the isongtock was then solicited, and consented to, on conditions; but, after twice attending upon him, without an audience, the supercargoes were informed, that the linguist had been set at liberty, and the affair settled; and that the isongtock was too busy to hear them. This improper conduct was attributed to the Chinese merchants, by whose interference "the trade was put upon such a footing, that, without redress, it will be impracticable to Europeans."

There were some disputes in the year 1749, respecting measurement of ships.

1749.

The iron kintledge of the ships was made a pretence for withholding the chops, in the year 1750.

1750.

Mr. Flint having procured a translation into Chinese of an address to the hoppo, on the subject of grievances (among which is that of affixing chops in the public streets, accusing the English of horrible crimes, to which they impute the insults they receive from the people, and that money is exacted by the Chinese officers, and insults given) the hoppo answered it by ordering the merchants to take up the writer, if he could be found, adding, "I know best what is fit for the English." The supercargoes remark, "We are confirmed in our opinion, that representation here can have no effect, the magistrates are so ignorant, and their servants so corrupt."

1753-4.

An attempt made to get rid of the practice of the English finding security merchants; in consequence of which merchants of credit would not trade with them, and they were therefore on a worse footing than other nations who traded at the port. The chief evil of this practice was, that the securities were liable to find, at their own cost, the curiosities which were presented annually at Peking, amounting to 30,000 tales per annum. The merchants were, in consequence, compelled by the hoppo to become security for the English ships, with an understanding that the charge for curiosities should be borne by the whole Hong, and not by the individual securities.

1754-5.

The English being the only nation who maintained their flag in the river, the accidental discharge of a musket, occasioned a demand for some man to be given up, but as violence was apprehended, it was not complied with.

A long correspondence took place respecting an English sailor, Charles Brown, who was killed by a French officer. The Chinese at first promised justice, but afterwards referred the parties to settle it among themselves. All the European nations were unfavourable to referring the case to the Chinese, by whom, after much discussion,

Sep. 1734 to Jan.  
1755.

Appendix  
(C.)Canton Consult.  
1755, 1756.

justice was not done upon a man who had come forward and voluntarily surrendered himself as the person by whom Brown was shot. The Chinese permitted this man to be released, after a short imprisonment.

An ineffectual effort was made this year to obtain permission to trade indiscriminately and to the best advantage with the keepers of shops, and not to be restricted to the merchants of the Hong. In this endeavour the French, Dutch, Swedish and Prussian supercargoes united. The power of the merchants in supporting their monopoly represented to be great, and to consist in interfering between the Europeans and the isongtock or mandarins. The supercargoes waited seven hours before an audience of the isongtock could be obtained, to present their petition, the object of which was evaded, and in violation of the viceroy's promise, by allowing them to deal with the shopkeepers only for small matters, but not for Company's imports or exports. A Chinese schoolmaster, who was instructing two English gentlemen in the Chinese language, was intimidated from further attendance, and informed, that teaching Europeans the language might lead to their complaints reaching and troubling the court. The English officers and sailors were described as brutes in an edict of the emperor's, published in the year 1756.

1759-60.

Several impositions taken off by the exertions of Mr. Flint (see Limpo) but the 1,950 taels and 6 per cent duty continued.

1765.  
March 29th to June 13.

His Majesty's ship *Argo*, captain Afeck, arriving with treasure, she was ordered to be measured, to which the captain would not at first consent; but all trade being stopped, pending the dispute, the point was given up at the request of the Company's supercargoes.

1772.

On the 17th December 1772, a Chinese and some Europeans were wounded in an affray, which originated in the fourth officer of the *Lord Camden* having incurred debts which he was unable to discharge.

In August 1776, great offence was taken by the hoppo, on account of centinels being placed at the round house door of the *Royal Henry*, while he was proceeding to measure that ship.

1780. Dec. 14th.

On the 14th of December 1780, a French seaman belonging to a country ship was strangled, by order of the foyneen, without any thing like a trial, for killing a Portuguese sailor: the precedent was considered to be a very dangerous one. This year, captain Paton of the *Sea Horse*, having brought his ship to the second bar, was refused a pilot; and having, in consequence, demanded an audience of the isongtock, by letter, the isongtock forbade the unloading of the ships until he had received a translation of captain Paton's letter.

1781. Dec. 20th.

In December 1781, a Mr. Leslie was imprisoned at Macao for insisting upon certain claims. The supercargoes blamed his perseverance, his claims having been satisfied "ten times more satisfactorily than the rest of his fellow sufferers."

1781.

In 1781, captain M'Lary of the *Dadaloy*, a private ship, and a letter of marque, stopped a Spanish sloop going from Macao to Manila, and brought her into port; for which he was imprisoned two months, and 70,000 dollars extorted from him by the magistrate of Macao. He afterwards seized a Dutch ship at Whampoa, and refused to resign his prize, in obedience to the orders of the Chinese. This led to a long and vexatious correspondence with the supercargoes, who were ordered to compel obedience, and threatened with fine and imprisonment. The matter was afterwards compromised by Captain M'Lary's dividing the booty with the Chinese, who then treated him with marked attention and favour, but continued to offer insults and injuries to the supercargoes, so great as to render it doubtful whether they would not be compelled to take to their ships.

Nov.

In November 1781, Mr. Eyans, surgeon's mate, and Mr. Burton, midshipman of the *Ponsborne*, were thrown overboard by the Chinese boatmen of a packet boat, between Whampoa and Canton; the former was drowned: the latter swam ashore; and by his means the boatmen were brought to justice.

The country ship, *York*, having been disposed of by captain Falconer to the Portuguese at Macao, the hoppo forbade her proceeding thither without a cargo.

The country ship, *Hunter*, was also sold to the Portuguese, and the hoppo demanded a large sum in lieu of the duties he would have had upon her cargo. Much trouble was occasioned to the English security merchants by this demand.

1782. Jan. 22d.

The supercargoes were held answerable to the hoppo for permitting a private ship to go without a full lading, and told that they should be imprisoned for not arresting and delivering up the captain.

March 10th.

Duties were levied on goods whether sold or not.

In consequence of some irregular conduct of captain M'Lary, with his letter of marque, the English supercargoes were desired to prevent his coming to Whampoa; and all ships of war were forbidden to enter the river. The Antelope packet was refused admission, and wrecked in consequence.

In 1782 and 1783, various vexations were experienced by the English.

The sailors were supplied with spirits to excess by Chinese boats.

The China trade was stopped if the most exorbitant demands were not immediately complied with; and chops were absurdly refused to be granted in December until after the commencement of the Chinese new year.

Shopkeepers were ordered to pay double duties upon all goods for exportation.

An additional duty was laid on China ware.

Additional mandarins were stationed at the factory, making the total number 14; and arbitrary prices were put upon exports and imports by the hoppo.

1784, 23 Nov.

In 1784, a new isongtock and fouyeen were appointed, and orders issued by them to annul all duties on provision for the supercargoes tables and presents.

2 Dec.

A dispute happened with the Chinese government this year, occasioned by three Chinese being wounded by the firing of a salute from the Lady Hughes country ship at Whampoa. The Chinese, upon this occasion, demanded of the Company's supercargoes the surrender of the gunner who fired the gun, who having escaped or concealed himself, Mr. Smith the supercargo of the trader, was decoyed into the power of the Chinese, and marched into the city of Canton under military guard. The avenues leading to the quay were also barricadoed, and filled with soldiers; the linguists and merchants fled; the Hong's were deserted; and the communications between Canton and Whampoa suspended by order of the hoppo, and great danger menaced to the Company's supercargoes. The discovery and surrender of the gunner eventually procured the liberation of Mr. Smith. The supercargoes, in advising the court of the circumstance, remarked—"Repeated experience shows the utter impossibility of avoiding the inconveniencies to which we are constantly subject, from the imprudence or wilful misconduct of private traders."

1784. Dec. 29th.

In December 1784, captain Richardson, of the Bellona private ship, attempted to quit Canton river without paying the port charges, in consequence of which the hoppo threatened to stop the trade if he was not compelled to pay them. The supercargoes accordingly ordered him to be detained by the Company's ships, and he satisfied the Chinese government.

1785. Mar. 15th.

The duties levied upon all kinds of provisions purchased for the supercargoes this season were more vexatious than ever.

The Chinese government interdicted firing salutes.

May 19th.

The hoppo compelled captain Richardson to dispose of his cargo of cotton to a particular merchant.

Oct. 16th.

A Chinese Christian was ordered by the emperor to be apprehended, and not to be received on board any of the English ships.

Nov. 7th.

A lascar proceeding in a chop boat from the Royal Charlotte country ship, was beaten by the boatmen and thrown overboard.

1786. Sep. 17th.

Shipping of goods stopped, supposed to be owing to the hoppo making up his accounts.

Nov. 18th.

In 1788, it was reported to the court, that pilferage of goods was carried to an alarming height.

1788. Sep. 24th.

In 1789, it was proposed to send a deputation to Pekin to celebrate the emperor's entering his 80th year. Messrs. Harrison and Bruce were invited by the hoppo to go; but declined, on account of the personal insecurity which would attend the journey, and certainty, that when there they must submit to degrading prostrations.

Letter from Canton,  
23d Dec. 1789.

In 1800, the Chinese prohibited the importation of opium, and denounced heavy penalties on the contravention of their orders. The supercargoes in consequence recommended to the court; to endeavour to prevent the shipment of the article for China, either in Bengal or England.

2d Jan. 1800.

The irregularities of British seamen at Canton created great embarrassments to the supercargoes this year.

Great difficulties arose this year, from the accidental wounding of a Chinese by one of the crew of His Majesty's schooner Providence. Had the man died, a stoppage of the trade must have ensued, notwithstanding the viceroy had a strong partiality for the English. The supercargoes again urged the injustice of holding them

Gen. Letter from,  
27th March 1800.

Appendix  
(C.)

- 6th Aug. 1800. responsible for the acts of persons not under their orders, but in vain. They therefore recommended to the court, that the commanders of His Majesty's ships might be instructed, under no circumstances whatever, to fire at a Chinese.
- The court were recommended, to take measures to prevent lascars being brought from Bombay, and left unprotected and unprovided on shore at Canton.
- 21st Oct. 1801.  
6th Do. In 1801, trade was stopped for some time, in consequence of disputes occasioned by security merchants being made answerable for damages sustained through the conduct of private traders.
- Letter from Canton,  
10th Jan. 1809.  
Par. 3 & 7.  
Secret Letters,  
10th Jan. 1809.  
1st March 1809. In the beginning of October 1808, a total stop was put to the Company's trade, which was not removed till the 26th December. This interruption was occasioned by the landing of British troops upon the island of Macao; a measure of precaution which had been adopted by the British government in India, with reference to the then state of the French and Portuguese nations in Europe. The most malicious representations were made to Peking on the subject; all supplies of provisions were stopped, and the trade not restored till six days after the troops had been withdrawn.
- Letter from Canton,  
9th March 1808.  
p. 70 & 72.  
27th S.p. 1809. In the years 1808, 1809, and 1810, the Canton river was so infested with pirates, who were also in such force, that the Chinese government made an attempt to subdue them, but failed. The pirates totally destroyed the Chinese force; ravaged the river in every direction; threatened to attack the city of Canton, and destroyed many towns and villages on the banks of the river; and killed or carried off, to serve as Ladrões, several thousands of inhabitants.
- These events created an alarm extremely prejudicial to the commerce of Canton, and compelled the Company's supercargoes to fit out a small country ship to cruise for a short time against the pirates.
- p. 2. In 1809, the Chinese adopted a precautionary arrangement, by which English ships were prohibited from coming up the river and trading, till a report of their arrival had been made to Peking, and the emperor's pleasure was known. A tedious correspondence ensued between the Company's supercargoes and the viceroy upon this occasion, and a modification of the order was eventually obtained.
- 10th Jan. 1812.  
p. 28. In 1812, the supercargoes complained to the court, that the numerous interviews and communications which had taken place between them and the officers of the Chinese government, had led to a considerable expenditure for presents; not only, they observe, are presents expected to be offered when visits are made on occasion of compliment, but a distribution of small sums of money, and of lesser presents, has been found desirable, to secure the good-will of the inferior mandarins and other principal attendants.
- Secret Letter, 4th and  
24th Dec. 1814. In 1814, the supercargo's linguist, Agew, was seized by the Chinese government for carrying the Prince Regent's portrait to Peking, and for general attachment to the English. The supercargoes wrote to the viceroy on the subject, but their letter was returned unopened; in consequence of which, the trade was stopped, and Mr. George Staunton was deputed to adjust the business. After considerable delay, some concessions were made by the Chinese, and the ships were permitted to proceed to Whampoa. The British subjects and Company's officers in the port disapproved the conduct of the Company's supercargoes; in consequence of which, and as many disputes arise from the conduct of persons in the port of Canton over whom the Company's supercargoes have no control, the secret committee and court of directors were requested to apply to Parliament for the necessary powers to enable their supercargoes to prevent such inconveniencies.
- In 1813 and 1814, several very offensive measures were adopted by the viceroy of Canton towards the Company's supercargoes; not only was an edict issued, withdrawing all native attendants, and prohibiting any Chinese from communicating with them—their linguist seized while confidentially employed by them in a mission to Peking and imprisoned—and their written representations returned unopened; but an edict was published, declaring that "Foreigners are not permitted, of their own accord, to present statements to government; that they are indebted to the clemency of his imperial majesty for their trade, and for permission to tread the ground and eat the herbs in common with the Chinese." And if after the publication of that edict, "it occurs that foreigners presume of their own accord, to make applications to government," the viceroy will, "on discovery, request his majesty's permission to punish them severely."



## LIMPO, NINGPO, AND CHUSAN.

## CHUSAN.

President Catchpole (who was sent out by the English Company in their frigate Eaton, as president of such factory as he should be able to settle in China, and as His Majesty's consul there) arrived at Chusan on the 11th of October, and entered into treaty for trade; in which, after encountering many evasions and impositions, he succeeded, and established a factory; but the Eaton was not able to quit the port with a return cargo till February 1702, having been detained there sixteen months.

Appendix  
(C.)1700.  
M. 613 & 615.

In 1701, the president and council met with much trouble from the mandarins, in consequence of an order for their departure.

1701.  
G.C. No. 6,0041701-2.  
O.C. No. 6,005

On the 10th January, the president and council were ordered by the government to withdraw from Chusan. This order was rescinded in consequence of an agreement with the chumpein, by which, in consideration of their purchasing his Japan earthenware, he engaged to secure their footing till the arrival of the next ships, and to assist them in recovering their old debt, amounting to upwards of 51,000 tales. Notwithstanding this agreement, on the 27th of the same month, they received a second order for their departure on the Eaton, then about to sail; and, to their astonishment, discovered that the clandestine representations made by supercargo Gough and captain Roberts, both of the Sarah galley, had produced this mandate. On the 1st of February the chumpein again agreed to permit them to remain till the arrival of the next ships, in consideration of a present to himself of 4,000 tales, with 300 more to his mother, and of their taking 14,000 tales worth of Japan earthenware, tea, and other goods. From an obscure passage in this letter it appears that the president and council expended 10,000*l.* in endeavouring to preserve their footing at Chusan. Their motives for submitting to so enormous an exaction were, the debt outstanding; the intimation from the court of directors that they intended to send four ships to that port the following season; and the assurances of the late chumpein, that they should be permitted to remain till the Company could send an ambassador to the emperor to negociate for an "established settlement," which he assured them would be granted. At the same time, while under the impression that they would be permitted to remain till next season, the council stated that the monopoly and tyranny of the mandarins was so great, that they did not consider it for the interest of the Company to remain at Chusan, unless the ambassador to be sent to the Chinese court should procure better terms.

The agreement made with the chumpein was, however, rendered nugatory by the interposition of the mandarin of justice; who, on the 2d February, caused Mr. Lloyd to be secured in the factory; he then went on board the Eaton, to see if she could take in goods, which he, in combination with the merchants, intended to force on the council in payment of the old debt; but finding her full, he addressed those of the council present in order to induce them to make some offer for his permission to remain; when, finding that they made none, he, in the emperor's name, commanded the whole factory to depart on the Eaton, (then about weighing anchor,) except one or two persons for the recovery of outstanding debts. Upon this a council was held, in which it was determined not to make any further overture, nor to leave any of the council behind, they being assured that the mandarin of justice would oblige them to take whatever goods were offered in payment of the old debt; and that the chumpein would compel them to pay the 4,300 tales agreed to be given him. It was also resolved to leave a power of attorney with Mr. Gough and captain Roberts for recovering the old debt; and that the council and factors should proceed to Batavia. Accordingly every person repaired on board, but in such hurry and confusion, that they had not time to carry off necessaries, or their own private effects. Amid this distraction, the factory doors were forced, and some goods stolen; and the mandarin of justice took possession of the council's lodgings, and of the warehouses containing the Company's goods.

In a letter from Batavia, where they were permitted by the government to remain till the next season, the council, reverting to Chusan, stated, that from their first arrival in China, they had scarce been one day free from the insults and impositions of the mandarins or merchants: at the same time, they expressed a hope of being able, the following season, to return to Chusan.

A letter from president Catchpole, to the court, states, that the underhand dealings of Mr. Gough and captain Roberts was the cause of the English being turned away

1702-3.  
O.C. No. 6,231. A.

Appendix  
(C.)

last year; for the mandarin of justice this year offered to permit a factory to remain, even though they should send away all the ships. This offer was, however, too late, and the president did not consider it safe to trust the Company's treasure on shore, without a ship remaining in the road to defend it. From this overture, it was apparent that the turning the English away the previous year was contrary to law, and was owing entirely to the representations made by Mr. Gough, that it was the interest of the Chinese to turn the president out of the country. Soon after the dispatch of the Sarah galley, the factors entered on business with the merchants, but found them so dilatory, and their demands so extravagant, that it was unanimously agreed to leave the port. Upon this the mandarins insisted that they should pay measurage for the ships, and custom on the goods landed. The custom demanded was 10,000 tales, which was paid when the hoppo measured the ships, and gave them permission to re-lade their goods. On the factors commencing the re-shipment, the Chinese general filled the factory with soldiers and mandarins, and ordered them to stop, pretending that they had violated the laws of the country. He then placed a guard round the factory, and, for fourteen days, no person was allowed to enter or leave the house, except the steward. At length, after much trouble and many impositions, the factors were compelled to contract with the merchants at very unreasonable rates, and to take such goods as they chose to offer. The hoppo also pretended that he had not authority to fulfil the chop he had previously granted, by which he extorted the loan of 6,000 tale to adhere to it. The under-mandarins now demanded the guns, sails, and rudders of the ships, and extorted presents to forego the demand.

The letter then details the vexatious dealings of the merchants, and the almost impossibility of making them fulfil their contracts; and adds, that the emperor's merchants had greatly injured the trade of the port, the mandarins not daring to meddle with them.

The president and council gave *Padré Fontaney* a passage, in one of the ships, and by that means obtained the friendship of the whole society. The *padré's* recommendation of the English procured for them the esteem of the new hoppo, who always received the president as a great mandarin, and assured him, that he would do every thing they desired with the emperor, especially in procuring permission for ships to go to *Liampo* the subsequent year. The supply of the market was represented to be very difficult; the taste of the people so capricious and whimsical, that woollens and many other European exports were a drug; but the factor had understood that curious birds and dogs were much sought after. *Mr. Dolben*, a supercargo, had paid the entire measurage of his ship with one great Irish dog.

The instructions of the court to the supercargoes of the *Rochester*, bound to *Chusan*, permitted them to proceed to *Tinghoi* or *Lingho*, if likely to prove more advantageous. If they touched at *Amoy*, the supercargoes were to represent, that the ill treatment experienced there had caused the Company to forbear sending ships thither for some years; that the same cause had prevented their sending any ship to *Canton* for two years past; and that if the practices complained of were continued, they would be forced to abandon the *China* trade altogether, or, at least, to trade only to those ports at which they found good treatment. The impositions particularly to be complained of, were the additional four per cent, laid on *China* goods; their being compelled to trade only with persons calling themselves emperor's merchants; and the ransacking the people's chests, &c. on leaving the shore.

The supercargoes were to stipulate against these impositions at *Chusan*; and to be watchful to prevent the merchants entering into combinations against them.

The goods sent were, if possible, to be sold for money; if not, they were to be bartered without the addition of money, in order that their true value might be ascertained. The court ordered the supercargoes to make particular inquiries as to what English manufactures or produce would vend in *China*, and most strongly enforced the necessity of their consumption being increased.

*Anqua*, a merchant formerly residing at *Amoy*, but then at *Chusan*, was indebted to the Company 90,000 tales; the court ordered the supercargoes to endeavour to obtain payment.

In August, the *Rochester* touched at *Amoy*, at which port the mandarins and merchants pressed them to trade, promising them whatever terms they chose to demand; but the supercargoes, on information received, determined to proceed to *Chusan*, where they arrived on the 5th September, the several mandarins promising them every encouragement and civility. They, however, experienced the very reverse; for the mandarins being in league with the merchants, nothing like free or fair trade could be obtained, and goods were imposed upon the factors, by main force, which

1709-10.  
6th Jan.  
Court's Letter Book,  
Vol. B.1710-1711.  
B.R.I. No. 573.

which they had not contracted for. The mandarins also delayed the contracts for the purpose of making their own price for the goods brought, and to oblige the supercargoes to advance money; by which the ship lost her passage the first year, and was detained till January 1711-12. The exactions of the mandarins were so great that they had a share of the profits on all purchases made by the supercargoes, even to the vegetables for the factory; and they were obliged to refuse payment of the two per cent to the chumpein, in order to obtain a settlement of accounts with the chunquan.

NINGPO.

In consequence of the burdens imposed on trade at Canton, an unsuccessful attempt was made to open a commercial intercourse with Ningpo. The causes of failure were the heavy duties, and the arbitrary and haughty conduct of the Chinese towards the supra-cargoes, and their extortions and ruinous delays. The supra-cargoes were at first very civilly treated, and permitted to pass Chusan, and proceed to Ningpo, but ordered to land arms and stores, which order was persevered in to the last, also the heavy duties. The supra-cargoes were detained for some time under military guard, and not permitted to sit in the presence of the hoppo or tito. The taye, or chief, considers the trade beneath his notice, as he could not make above 3 or 4,000 taels by it. The importance of the place, as a mart, appeared to have been over-rated, as the merchants required five months notice to procure goods, and the necessary sums to be advanced and placed in the hands of the tays of Ningpo and Chusan. The merchants of Ningpo, who traded to Batavia, were also exceedingly jealous of the supra-cargoes, conceiving, that if the latter were admitted to trade, it would be injurious to the former, by diminishing their profits.

Canton Consult.  
June 1736, to  
Jan. 1737.

LIMPO AND CHUSAN.

The China supra-cargoes, on reading an account from their predecessors of an unsuccessful attempt to open trade at Limpo, proceeded to Canton.

Canton Consult.  
1737-8.

Mr. Harrison obtained this year a favourable reception at Limpo and Chusan, and the duties were found to be not half so high as at Canton.

1755-6.

The supra-cargoes, in a letter to their successors, hope the trade at this port is now settled, although of the twenty articles agreed to by the Chinese, several have not been fulfilled. Compelled to deliver up half their guns, but are well treated by all persons, with the exception of the isongtock, who is believed to have an understanding with the isongtock of Canton. Not allowed to remain on shore after their ships sail. Ships obliged to load down the river by boats, on board which the goods remain for seven or eight days, and are subject, in consequence, to damage and pillage. On quitting the port, receive an edict raising the duties to the level of those at Canton.

1757

After a protracted discussion with the Chinese relative to the rates of duties and freedom of trade, in which respects they are placed in worse circumstances than at Canton, an edict of the emperor is communicated to them, prohibiting all trade with Limpo, and confining it to Canton. This alteration obtained by a bribe of 20,000 taels paid by the magistrates and merchants of Canton to the officers at court.

July and Aug. 1757

The isongtock declared, in a letter to Mr. Flint, that if they would not leave the port by fair means they should by foul, for they should neither have provisions, nor any thing else.

1758-9.

In answer to a memorial from the English, the isongtock of Canton says, "if they are further troublesome, he will punish them." Greatly offended at Mr. Flint's proceeding to Limpo contrary to order.

Mr. Flint forced from Limpo against the monsoon; went to the mouth of the Peking river, where, by bribes, he got a petition to the emperor's knowledge, upon which Mr. Flint was desired to accompany a tagin, appointed by the emperor, over-land to Canton; where, on his arrival, the complaints of the foreigners being found true, the hoppo was dismissed, and several impositions taken off. The 1,950 taels and six per cent remaining.

1759-60.

Another attempt to trade at Limpo fails. Mr. Flint was banished to Macao for three years, by order of the emperor, for going to Limpo. He was held in close confinement, and not permitted to correspond with the supra-cargoes, and was not released till October 30th, 1762, never more to come into the country.

1761-62.

## MANILLA.

Between 1648 and 1694, attempts were made to open a trade with the Manillas, the chief obstacle to which lay in the power possessed by the Spanish government there.

No trade permitted without a licence; a Danish commander having been executed, and the crew imprisoned, for attempting to trade without a licence.

The company in consequence attempted, but in vain, to obtain liberty to trade by means of the English ambassador at Madrid.

## TYWAN ON FORMOSA.

The Chinese ambassador at Batavia offered the English as well as the Dutch a residence and trade at Tywan.

The English presidency at Batavia propose to negotiate with the Chinese for admittance to Tywan, as the Treaty of Union with the Dutch will support them in doing so. It appears from the Dutch treaties, that that nation had about this time established themselves on this island, and erected Fort Zelandia, near Tywan.

The Dutch possessed the island till 1662, when it was taken from them by the king of one of the Chinese provinces, who had been expelled from his own country by the Tartars, and with his adherents had taken the castle of Tywan, on the island of Formosa, with all the treasure which the Dutch company had there laid up, valued at 300,000*l.* sterling. The Chinese intended to follow up their victory.

In 1663, the Dutch returned with a force to Tywan, intending to retake it, but failed of success. The Chinese, having intermediately followed up their successes by the capture of Manilla, designed to exclude the Dutch from the Straits.

Previous to 20th August 1670, the presidency of Bantam dispatched a pink with a sloop to Tywan, with a letter to the Chinese king there; adverting to his majesty's circular, which had invited merchants in general to trade with his territories; notifying that the English are a distinct people from the Dutch; and requesting trade and privileges.

September 10th, the English contract for a factory.

Previous to 16th August 1671, the Bantam pink and sloop had returned safe from the first voyage to Tywan.

The court approved of settling a factory at Tonquin, and sent out three ships to proceed separately to Tonquin, Tywan and Japan.

The court, in a general view, approved of the articles between the king of Tywan and the Company, proposed to them for ratification, but objected to their being made responsible for the individual acts or private debts of their servants; and also to those articles which required the delivery on shore of the guns and ammunition of their ships from the time of entering the harbour until their departure; and those which stipulated the supplying the king with ammunition, as it would be in breach of the Treaty Marine. The presidency of Bantam was instructed to negotiate for an exemption from duties on their imports into Tywan, which were afterwards exported, and to insist that the Company should not pay duty on goods carried away unsold. The terms entered into with the king were to be explicit, as the court desired to extend that and the Japan trade as much as possible.

“ May it please your Majesty,

“ By advice from our agent and council of Bantam, we understand that, upon your majesty's encouragement, they had made a beginning of trade in your city of Tywan, and had been kindly received by your majesty there; but they did not find the prices and vent of commodities to answer their expectations. Yet that there were certain articles in proposition between your majesty and them for settlement of trade, and that they intended to return thither again.

“ And we finding that, if your majesty give encouragement, there may be a considerable commerce by vending European and Indian commodities, taking in exchange such commodities as your kingdom doth afford. To that purpose we have now sent out several ships, with cargoes in part from hence, viz. cloths, stuffs, lead, and other commodities, and have appointed to be laden at Bantam, calicoes and other Indian goods, severally for sale at your city of Tywan, with orders to take in exchange sugars, skins, and other commodities. This we intend yearly to do for the future, and to increase the number of shipping as we find the trade to invite us.”

The

Appendix  
(C.)

Early Records.  
1668.

1623.  
O.C. 770.

1625.  
O.C. No. 819.

B. from I. 48.

B. from I. No. 46.

1670.  
B. from I. 65. 70.

1670.  
1671.  
B. from I. 70. 73.

Court's Letter  
21st Sep. 1671

- - - 1671. June 23.  
- - - 2d Feb. 1671-2.  
C. 4. Book 4.

1671. Sep. 21.

The Court to the  
King of Formosa,  
dated London, 6th  
September 1671.

The letter then desires that his majesty will, in a special manner, encourage the consumption in his territories of British cloths and stuffs, the Company engaging to take in return all the productions of his kingdom, fit either for the markets of Europe, or other parts.

Lastly, the court request his majesty to grant those modifications of the treaty which they had instructed their presidency at Bantam, as above, to propose.

The first voyage was nevertheless unprofitable.

In the next year two ships were lost in endeavouring to trade with Tywan.

The endeavours to revive the trade with Japan, through Tywan, unsuccessful.

The instructions from Bantam this year, urge the factory at Tywan strenuously to promote the vend of woollens, that being the Company's principal object in undertaking this "Northern Traffic." Capacious storehouses were to be provided in Tywan, as it was intended to send goods, not only to meet the present demand, but to keep such a store, that the trade which is reported to subsist between Tywan and Manilla, may be participated by the Company.

The Company's ship Return having met with a decided repulse at Nangasaque, in Japan, the supercargoes, in consultation, agreed, that as the difficulties experienced at Tywan made that speculation unprofitable, and as the prohibition by the Spaniards of trade to Manilla made it unsafe to attempt that port, it was advisable to steer for Macao, where, relying on the amity between the king of England and the Portugueze, it was hoped the ship and cargo would be safe, and the prospect of finding a market not improbable.

The court account an establishment at Tywan to be of great importance as a magazine for goods, till they can get direct access to the places with which the natives are allowed commerce.

The king of Tywan is the only merchant engrossing all the sugar and skins. With the commodities of the country, and some China goods, he drives a profitable trade to Japan, sending yearly thither 14 or 15 great junks.

The Tywanners have some small trade to Cochin China, Cambodia, and of late to the Manillas; but whether or not their trade to China will improve, so as to make Tywan worthy the Company's settling a factory at it, is doubtful. The harbour is bad.

On 9th July 1675, the Flying Eagle arrived at Tywan. On her cargo being reported, Punkee, the king's minister, asked if the guns and ammunition were intended as presents; being answered that the factory of Bantam, understanding that he was at war with the Tartar government, had sent them for sale; he expressed his satisfaction at their arriving when so much wanted by the king; and added, that the king's success would be profitable to the Company; for if he should be firmly seated in China, he doubtless would grant them a factory in any part of his territories, where, in all probability, not only the sales but the investments would be greater than could be expected at Tywan.

According to the custom of the country, the supercargoes were obliged to make the king and grandees handsome presents.

"Whatsoever merchandize is brought hither from Amoy pays double custom, and treble if sold to us; for although we pay but three per cent on goods sold, yet it is equivalent to paying six, for the buyer pays three more. If we buy goods here, the seller pays again as if they were but newly imported, notwithstanding all existing duties were paid when they were brought into the country."

The outstanding debts were principally due from the great mandarins. The factors had applied to Punkee to obtain payment, but found him unwilling to use coercion with persons of rank; they therefore advised Bantam to write the king on the subject.

Trade was carried on between Tywan and the main of China clandestinely.

The factory have commenced a negotiation to have the custom taken off.

Sept. 1678. Tywan factory made subordinate to Amoy. (See Amoy.)

The affairs of this king are in a very precarious condition. The Chinse at Tywan with difficulty defend themselves against the Tartars, who continually alarm them. The king's treasury is expended, his subjects exhausted, and his army dissatisfied.

Nov. 26. The court of directors approve of withdrawing the factory of Tywan, to enlarge that of Emoy.

Two letters from the court to the king of Tywan, of these dates; appealing to his justice for payment of the outstanding debts; and detailing injuries received both at Tywan and Amoy, and requesting satisfaction.

In July 1683, the king of Tywan lost the frontier island of Pehou, after being defeated

1671-2.

1672.

1673.

Aug. 28.

O.C. No. 2,758.  
2,829.

1674.

C. 4. B. No. 5.

1673.

B. from I. No. 101.

1675.

1675.

O.C. No. 2,981.

O.C. No. 2,986.

1677.

B. from I. 142. 116.

1678.

B. from I. 179. 122.

1679.

B. from I. No. 179.

1679.

C. 4. B. No. 6.

1681. Aug. 12.

1681-2. Mar. 2.

C. 4. B. No. 6.

1683.

M. p. 283. 285.

Appendix  
(C.)

defeated by the Tartars in two battles at sea. This disaster induced the king to submit to the Great Cham; and, as the price of peace, he delivered over the island of Tywan to Segó, the Tartarian admiral and general. This obliged the factors, who had been left there, to wind up the concerns of the factory, to conciliate the Tartarian chiefs by costly presents in cash and goods, and made the outstanding debts due to the Company nearly desperate. They addressed to the court a relation of the difficulties in which they were involved, by the oppression and extortion of the new authorities. They requested permission to sell their goods, and proceed to Siam. Segó refuses this until he can have instructions from the emperor, but promises them trade both at Emoy and Tywan.

Notwithstanding their dear bought peace, the Tartar authorities left by Segó, who was absent at Emoy, commenced in January 1683, a system of still greater oppression and extortion, buying goods at their own prices, and insisting on the factors selling small quantities.

In Jan. 1684-5, the Company's supra-cargo had advice of a chop from Emoy, permitting him to leave Tywan with the Company's effects; but on the 19th, he was still waiting for it to arrive.

In 1689, June 9, the court of directors, writing to Madras, say—Tywan is good for nothing now; and we would not have you settle any factory there again.

1684-5.  
M. 298.

C.L.B. No. 8.

## Appendix (D.)

## EXTENSION OF TRADE.

## ORDERS.

Appendix  
(D.)

THE court desire to extend the trade to Siam, Feraun, and Japan, as much as possible.

The court address a letter to the king of Formosa, proposing to trade with him.

The instructions from Bantam this year, urge the factory at Tywan strenuously to promote the vend of woollens, that being the Company's principal object in undertaking this "Northern Traffic." Capacious storehouses were to be provided in Tywan, as it was intended to send goods, not only to meet the present demand, but to keep such a store, that the trade which is reported to subsist between Tywan and Manilla, may be participated by the Company.

The court direct the trade between Tywan, China, Japan and Manilla, to be cultivated. The natives to be encouraged to send English manufactures to those places, and in return to procure gold, silver, &c. from these places.

In 1675, the revolution in China had stopped the transit of goods, so that they could neither procure the commodities of the country, nor dispose of their European commodities, and had not sold two bales of cloth since the arrival of the Flying Eagle. The Company's servants write—

"The baize and Norwich stuffs have been shown to these people, and Punkee has been acquainted that they are sent out as a trial for Manilla. They are a sort of manufacture they have not seen, so are unwilling to meddle with them; but Punkee hath offered to send them on the Company's account, freight free, on his junk; which, though offering no certainty of a good price, may be better than keeping or returning them."

"We had often urged on the Tywanners that the chintz and quilts were commodities proper for Manilla, but to no avail until this year, when a scarcity of China goods helped us off with the remains of the chintz."

"On the dispatch of their junks to Japan, we have never omitted to invite them to buy some of our Europe cloth; but they, fearing some inconvenience may accrue because we are not received there, have hitherto declined."

In 1676, the court sent the Tywan frigate of 140 tons, built expressly for the Tywan trade. Bantam was to dispatch her with another vessel to Tywan.

The court directed Bantam to make trial of Amoy, by sending thither a small vessel, provided there was no danger of either ship or men being forced to serve in the war.

Bantam was to encourage the importation of tea from China, and invest 100 dollars annually in that commodity for the Company's home cargoes.

In 1675, the court built the Formosa frigate of 200 tons purposely for the Tywan trade. Her cargo amounted to £.8,103 16s. 3d. she was to be dispatched from Bantam with another vessel for Tywan.

Bantam

Early Records.  
C.L. Book No. 4.  
Court to Bantam,  
1671.  
6th Sep.  
1762.

1674.

1675.  
O.C. 2,986.1676. Oct. 19th.  
C.L.B. No. 5.

1676.

1676-7.  
Feb. 7th.1675. Nov. 5th.  
C.L.B. 5.

Bantam dispatched the Advice pink and the Formosa frigate for Tywan in 1666. Bantam wrote Tywan, that notwithstanding that factory had desired that no more Europe manufactures might be sent, yet the Company were so urgent for their vend, that Bantam was obliged to send them a proportion. The woollens were to be sold cheaper than formerly.

In 1681, the court sent 60 pieces of Colchester baize, for Bantam, to endeavour to introduce into the Manillas and Japan by the circuitous trade between those places and Amoy.

In the same year the court direct Bantam to procure a native Chinese from Amoy, versed in the art of lacquering, to come to England.

The court also order Bantam to send home annually fine tea to the value of 1,000 dollars; and being desirous of introducing Colchester baize into China, and also with the view of getting them by circuitous exchanges into the Japan and Manilla markets, had sent 50 pieces on the China merchant; but owing to Emoy being taken by the Tartars, no Junks went thence this year to Manilla; and this article not being liked by the Chinese, the supercargoes had not been able to dispose of them.

The directors of the London Company, in a letter to their China factor, dated 11th December 1682, say, "But to make a quick dispatch, and in regard our quantity of woollen manufactures sent to those parts this year is very great, we give you leave to abate 20 or 30 per cent of the prices of our woollen goods or what else in your discretion you shall find necessary to obtain a speedy end of all our business."

The London Company also, in the instructions sent by the Adventure, 19th November 1684, direct the supra-cargoes, if possible, to open trade with Mindanao, and settle a factory there; and to advise Fort St. George, by letter, what English woollens may be disposed of at Mindanao; also promising large gratuities and future promotion in the service, if they should prove successful.

Under date 3d October 1690, the court write, "Now we desire you to exert your utmost care and diligence in doing the same thing in India which we have done here; that is, to dispose of all our remaining Europe goods in all factories, for the doing whereof you can never hope for better markets."

In 1696, the court directed an embassy to Mindanao, with overtures to the king to trade with the Company, to be sent from Fort St. George; but it did not succeed.

The following instructions were also given by the London Company, under dates noted in the margin:

"You must, by all ways and opportunities you can, be learning what sorts of English or other European commodities are proper for China, and what quantities will yearly vend there, and give us advice thereof at your return, entering all such remarks and observations on your diary."

"You will observe by the invoice that our woollen goods, &c. are rated at only their real cost and charges, without any advance, which we have done to encourage the consumption in China, aiming rather at a great vent of, than at great profit upon our own manufactures; the advantage redounding thereby to the nation, must need be so obvious to you and every one, we need not expatiate thereupon."

The above-quoted paragraphs were inserted in the instructions which were given by the London Company to the supracargoes of several other ships about this time, as noted in the margin.

The following instructions were issued by the court of directors of the English Company: "Advise us of all occurrences, and of whatever may be for our service, in order to vend the greatest quantities of our own woollen manufactures, and other the product of our nation, or any other European commodities. We have been greatly encouraged to this northern settlement (Limpo) from the hopes we entertain of opening a way into the Japan trade, and of finding a considerable vent for our woollen manufactures beyond what hath been; both which you are to endeavour after, and give us particular advice and information thereof."

"You are carefully to observe the manner of disposing our Europe goods and bullion, and, as much as in you lies, promote the vent of our English woollen manufactures, and other the product of this nation. And take notice, that we buy all our woollen cloth and other goods with present money, and at the most proper seasons; by which means, and the great quantities we purchase, we get them at least 10 per cent cheaper than they are usually bought, and we rate them in the invoice at no more than their true cost. If any other sorts of goods than what is in our list may be found out proper for Europe, or any commodities that have not been heretofore sent hither, send us musters of some, and small parcels of others."

Appendix  
(D.)

Early Records.  
1676. May 24 and 30.  
B. f. L. 131. 111. A.  
1676. May.  
1681. Aug. 12.  
C.L.B. No. 6.

1681.

1681-2. Feb. 28th.  
C.L.B. No. 6.

Letter from the Directors of the London Company to their China factor, 11th Dec. 1682. p. 10.

Instructions sent by the London Company on the Adventure, 19th Nov. 1684.

Fort General Letter, 3d Oct. 1690. p. 11

Court's Letters, 20th May 1696.

Instructions from the London Company to the supracargo of the Amity, dated 8 Sep. 1696.

Nassau, 23d July 1697.  
Fleet, 1st November 1698.  
Wentworth, 10th November 1699.  
Northumberland, 30th October 1700.  
Orungzeib, 17th September 1701.  
Fleet, 28th January 1701.  
Union, 28th January 1701.

Instructions the Court of Directors of the English Company to the China Council, 23d Nov. 1699. p. 3.

p. 12.

Appendix  
(D.)

Early Records.  
19th Oct. 1700.  
4th Nov. —  
12th Nov. —  
29th Oct. —  
25th Nov. 1701.

"We are very intent upon promoting and increasing the vent of our English woollen manufacture, and therefore use all your endeavours to bring it into esteem with that people (the Chinese:)"

"We are expecting from you very full and particular information concerning all parts of the trade of China, and the places from whence all sorts of commodities are originally to be had, and where and how all European commodities may best be vended; for that we are resolved to drive this trade to the height."

"We desire you to return us patterns of such sorts of goods and such colours as you find most accessible; and always have in your thoughts, and endeavour the promoting the vent of our woollen and other manufactures as much as possible."

"Mr. Gough tells us, that the sending woollen manufactures or other Europe commodities will not turn us to account, because in the goods you take for them, the Chinese will advance the prices more than the profit that can be made by the said Europe goods; however, we must endeavour to keep on that trade, and to promote their vent as much as possible, because the more we send out, the more acceptable it will be for the nation."

Instructions from the court to the supra-cargoes of the Rochester, bound for Chusan, dated 6th Jan. 1709-10. p. 21.

Instructions from the directors of the united Company: "It will be a national advantage, if large quantities of English or any other European commodities would vend in China; and would be a very good and popular argument in our favour: wherefore do you make diligent enquiry, what sorts, colours, and quantities of woollen goods, and other English products, will sell at Chusan, or elsewhere in China, yearly; and at what rates? and the like of all other European commodities."

Instructions to the supra cargoes of the Howland and the Hester, dated 13th Dec. 1710. p. 28.

The same as the foregoing; "adding whatsoever informations to be depended on you can get; and what observations you shall make of these matters, enter them in your diaries; and deliver us those diaries at your return. Herewith you will receive a 'Proctors Price Current,' which may be of some service to you in making these inquiries."

Instructions from the court to the Supra-cargoes of the Hester, bound to Canton, dated 18th Dec. 1713. p. 14.

"Understanding by our supra-cargoes lately returned from Canton, that the woollen manufactures sent from hence for divers years past are not all disposed of, but several quantities yet remain in the warehouse, we have thought it most for our advantage to send out but thirty cloths this year; and have permitted you to dispose even of them at Batavia, if you see it for our service, and the rather because we sent out a parcel last. However, considering it a national advantage to send out our own product as much as we can, we have therefore, as you will see by the invoice, shipped a parcel of lead, which used to be, and we hope still is, a staple commodity, and will turn to account."

Instructions from the court to the supra-cargoes of the Essex, bound to Canton, dated 7th Dec. 1716. p. 14.

"We should be very glad to understand that the great quantities of woollen goods formerly sent to China were all vended and consumed; then should we be in hopes that the market would mend, and we might be able to send out new and full supplies as formerly."

Instructions to the supra-cargoes of the Carnarvon, bound to Canton, dated 4th Dec. 1717. p. 13.

"The invoice will show you that we have laden some woollen goods on board you, and the like quantity on board the Hartford, which we expect will turn to account, being provided, as Mr. Bullock advised, as to quantities, sorts and colours; sell them, if possible, for money, that we may know the true worth of each sort. If you cannot sell for money, then barter them for goods without joining any silver with them; and enter a particular account what these goods could be purchased for with silver."

Instructions to the supra-cargoes of the Sunderland, bound for Canton, dated 19th Dec. 1718. p. 14.

"It would be very acceptable news to us to hear the woollen goods, formerly sent from hence to Canton, were all disposed of; because it would be a national benefit to increase the consumption of our own manufactures. Let it be your care to inform yourselves fully, whether any, and what sorts, quantities and colours of our woollen goods are yet lying on hand, and why they are so. Inquire also what quantity of other English or European commodities will vend in China, and at what rates, that we may supply them therewith rather than bullion, if we can do it without loss."

Instructions to the supra-cargoes of the Macclesfield, dated Dec. 27th 1723. p. 15.

"We are told the Chinese warehouses are cleared of the old remains of the English woollen manufactures. Do you make strict inquiry whether this account be true. If not, what sorts, quantities, and of what colours, do yet remain, and for what reason. However, if there be none, surely what is now sent will go off the better; so that we may find encouragement to increase the quantity hereafter. This will be a national benefit, as it will increase the consumption of our own manufactures, which we earnestly recommend to you to endeavour; and it will lessen the sending out bullion, which costs more than the same number of ounces paid here for goods."

Court's Instructions to the Council for

"You know we would gladly send out more of our manufactures, as a national benefit



benefit, provided it can be done without real loss to the Company, and therefore we would have you make the strictest inquiry, what British or other European commodities, and what quantities of them, will vend in China, and at what rates, entering the same fully in your consultations."

Appendix  
(D.)

China, 29th Nov. 1728.

Note.—The foregoing paragraph was repeated in the instructions of 21st November 1729, and several subsequent years.

The supra-cargoes were instructed by the court to exert themselves in the disposal of the manufactures of Great Britain, upon the invoice price, on which they were allowed a commission of 5 per cent; and they were also directed to be "very industrious" in making themselves acquainted with the sorts and quantity of "woollen goods that might be sold at Canton," with a view to the introduction "in large quantities of the manufactures of our own country."

Orders similar to the above were given to the supra-cargoes of the drake.

The court "most earnestly and particularly recommend," that entries be made in the diaries of such observations as, upon the strictest inquiry, should "occur with regard to the sorts, quantities and prices of woollen goods, as likewise of any other goods, the produce of England, which may be annually vended at Canton," as they were "very solicitous to introduce them among the Chinese in as large quantities as possible."

Every means to be used to enable the court to prosecute with "vigour and success" their intentions respecting the consignment of the produce and manufactures of England.

Similar to the foregoing.

Desire that means may be used to facilitate the Company's "endeavours to introduce them" (British commodities) "in as large quantities as the market can possibly take off."

Desiring that such inquiries be made as may assist the Company in the prosecution of their "scheme with vigour and success."

Similar to the foregoing.

Mr. Samuel Harrison appointed by the Company to open a trade at the ports of Limpoa or Ningpo.

Although some former consignments of woollens had not answered their expectations; yet, being in hopes of better success by a steady prosecution of this scheme, the court resolved to make a consignment this year, repeating the usual instructions for the prosecution of trade in the produce of England.

Instructions similar to the above were given to the supra-cargoes of these ships.

Two supra-cargoes were sent on the Earl of Holdernesse, in addition to one sent last year, to open a trade at the port of Limpo or Chusan; and instructed to make such inquiries with regard to the import of "British commodities at that place, as might facilitate the Company's endeavours to introduce them into the Chinese empire in as large quantities as can possibly be taken off."

Similar to the foregoing.

Instructions to the supra-cargoes of the Houghton and Rhoda, dated 29th November 1751.

par. 48.  
par. 53.

Instructions to the supra-cargoes of the Drake, 6th Dec. 1751.

par. 44. 47. 49.

Instructions to the supra-cargoes of the Griffin, Boscawen, and Royal Duke, 1 Dec. 1752.

par. 21, 22. 28.

Separate instructions to the supra-cargoes for the woollen goods on board the Griffin, dated 1 Dec. 1752.

Instructions for ships Clinton and Suffolk for Canton, of the same date.

par. 25, 26.

Instructions for the Harcourt, of the same date.

par. 25, 26.

Instructions for the Lord Anson and Triton, 28th Nov. 1753.

True Briton.

Princess Augusta.

Instructions for the ships Essex and Ilchester, 28th Nov. 1753.

Ditto per Stafford and Onslow.

Instructions to Samuel Harrison, dated 19th December 1753.

Instructions to the supra-cargoes for the sale of woollen goods, 27th Nov. 1754.

Inv. 16,800*l.* 4*s.* 1*d.*

Instructions for the Pr. George and Rhoda, 27th Nov. 1754.

Instructions to the supra-cargoes of the Earl of Holdernesse, 27th Nov. 1754.

Instructions to the supra-cargoes of the Stormont and Godolphin, 10th Oct. 1755.

Instructions to the supra-cargoes of the Harcourt and Houghton, 10th Oct. 1755.

Instructions to the supra-cargoes of the Griffin, 10th Oct. 1755.

Instructions to the supra-cargoes of the Onslow for Limpoa, 17th Nov. 1756.

Instructions to the supra-cargoes of the Sandwich and Triton for Canton, 29th Nov. 1756.

Instructions to the supra-cargoes of the Boscawen and Princess Augusta for Canton, 29th Dec. 1756.

Instructions to the supra-cargoes of the Norfolk and Tavistock for Canton, 29th Dec. 1756.

Instructions to the council of supra-cargoes, 23d Dec. 1757.

Appendix  
(D.)

Court's letter to the  
supra-cargoes at Can-  
ton, dated 10th Jan.  
1759. par. 75, 76.

“ Although you are to dispose of all the consignments to you in general to the best advantage, yet we must particularly recommend to your care and attention that part consisting of woollen goods, which are to be sold in such manner as, according to the best of your judgment will be found to be most advantageous. You are also to use your endeavours to promote the future import of them to the greatest extent the China market can bear. In order thereto, you must make such inquiries, remarks and observations, and enter the same on your diary for our information, as will assist us in the prosecution of this national branch of commerce to the greatest length it can be carried. The like is to be observed by the supra-cargoes at Limpo.”

Note.—The instruction above quoted was incorporated into the code of instructions from the court to their supra-cargoes at Canton, called Standing Rules and Orders, which was afterwards printed, and a copy of it annually forwarded to the supra-cargoes for their guidance.

par. 136.

“ To endeavour, if possible, to obtain leave from the governing people at Limpo for the Company to have a residence of some supra-cargoes at that place.”

Court's letter to Can-  
ton, 17th Dec. 1762.  
p. 21.

Although the small hopes, which had been entertained for two seasons past, of getting the better of the obstacles which prevented a trade to Limpo were lessened by the ill success of a message to the isongtock, sent by captain Scottowe in the Royal George, who was particularly instructed to solicit for redress of grievances; yet, having that desirable object still in view, the court repeated the discretionary orders which they had previously given, to watch every opportunity for its accomplishment. In the 150th paragraph of this letter, the court complain of the non-transmission to them of any indent for woollens.

16th Nov. 1763.  
p. 32.

To keep an eye upon the restoration of the trade with Limpo, with a view to restore it, if possible.

18th Dec. 1771.  
p. 6.

“ Being very desirous of promoting the consumption of woollens to the greatest possible extent, we have this year sent you about 4,000 cloths, and 2,000 pieces of long ells, which we rely on your disposing of on such conditions as may encourage our sending large quantities of this national commodity to Canton.”

8th Jan. 1773.  
p. 67.

“ It having occurred to us, that the Company may derive great advantage by opening a trade to Japan, we therefore very particularly recommend it to you to use your special attention to obtain the clearest information on the means for effecting so desirable an object, which you are to make us speedily acquainted with, that in case there shall appear good grounds for success in forming an intercourse with the Japanese, no time may be lost in so doing. We apprehend you will easily procure the necessary intelligence by means of the Chinese junks trading thither; and for facilitating the certainty and success of your inquiries, we do admit of your applying 500, or not exceeding 1,000 tales for that purpose.”

19th Jan. 1787.  
p. 47.

“ Being desirous of extending our exports from this country, so as to reduce as much as possible our remittances to you in bullion, and finding that in the under-mentioned years (from 1775 to 1785) certain quantities of copper were imported into Canton from Europe, which, from the prices current of the respective seasons, appear to have yielded upon an average about 19 tales per pecul; we shall consign to you by the ships of this season, in addition to our exports above mentioned, 20 tons Japan copper and half a ton each of battery brass and manufactured copper. As this consignment is made by way of trial, we desire particular attention may be paid to the sale thereof, and that you transmit us your opinion, framed upon the best information you may be able to collect, whether it will be advisable to repeat this measure, and how far it may be extended in point of quantity, so as to afford any reasonable prospect of advantage.”

p. 48.

“ We also direct that you acquaint us, whether any other articles from this country would probably answer at the China market at a small profit, or even without loss; and in order in some measure to assist your judgment therein, we transmit you herewith a London Price Current of the latest publication.”

27th March 1789.  
p. 1.

“ In our letter of the 19th January 1787, we stated to you very fully our sentiments on the subject of exports from this country, and the principles on which we were desirous of pushing them to the utmost possible extent. It affords us much satisfaction to learn, that the essay then made in the article of copper bids fair to open a vend for that commodity, which, we trust, you will encourage and promote by every means in your power. In respect to the article of tin, as it appears that the price of it in England is considerably reduced since 1762, and that it has been gradually increasing in China, we have determined on making an experiment upon a larger scale than we at first intended. You will, therefore, in addition to the 2½ per

p. 3.

per cent common in blocks of tin of 3 cwt. each, before advised, receive a further quantity of 1 ton of Cornish tin in blocks of about half a hundred weight each; 1 ton of ditto in ceps of about 2 lbs. each; 8 tons in ingots of about 1 ½ lb. each; and 40 tons ditto of about 6 lbs. each. In the disposal of these several parcels, you will pay a particular attention to which shall merit the preference, both as to quality or shape; or whether any and what alteration can be made in either, so as to bring it into a successful competition with that of the Dutch. You will also ascertain, in the best manner you may be able, to what extent it is probable the article may be carried, and how far it is likely we may reap any advantage thereby, considered as well in a particular as in a general point of view, in the doing which we again repeat what we have so often done on former occasions, that we are as much desirous of benefiting the manufactures of this country by an extensive vend of British exports, as of seeking our own immediate advantage in point of profits."

Appendix  
(D.)  
Court's letter to  
Canton.

"In aid of our China investments, and to lessen the export of bullion, we have contracted this season for 775 tons of Cornish tin, which will be consigned you by the Henry Dundas, and the five direct China ships, cast into ingots of about 66 ⅔ lbs. each. This tin, upon an assay, has been found equal to the Banca tin; we therefore hope that you will be enabled to dispose of our present consignment on such terms as may induce us to make it a constant article of our future exports; we must rely upon your particular exertions for this purpose. When you consider that, in being the means of encouraging the exportation of this article, you not only contribute greatly to the benefit of the Company, but render an essential service to the nation in general, and the county of Cornwall in particular; we assure ourselves that nothing will be omitted on your part for so desirable an end. We have advised our presidencies of our intention respecting the quantity of tin to be consigned you this season, and have recommended that, if it should be in their power to contribute by any means to promote the object we have in view, of establishing the sale of Cornish tin in China, they will not omit it."

10th May 1790.  
p. 23.

"It affords us singular satisfaction to learn, that the article of woollens consigned by the ships of 1788 were in general approved; we trust those of the last year will turn out equally satisfactory; and it will be our first care, upon all occasions, to inculcate upon the minds of the manufacturers the necessity of their paying every attention to the quality of this important branch of our concerns, on which not only their own interests, but that of the country at large, is in the event so materially concerned."

p. 100.

"Although the committee are to dispose of all our consignments in general to the best advantage; yet we particularly recommend to their care and attention that part consisting of woollen goods, which are to be sold in such manner as, according to the best of their judgment, will be found most advantageous; and they are also to promote the future importation of woollens to the greatest extent the China market can bear. In order thereto, such inquiries must be made, and such remarks and observations entered on consultation for our information, as will assist us in the prosecution of this national branch of commerce to the greatest length it can be carried."

6th April 1796.  
p. 20.

"We are aware of the difficulty of inducing the merchants to yield to any advance on woollens, and we continue to entertain the same sentiments that we have so repeatedly expressed, of our desire to advance the consumption of British manufactures in preference to seeking for profit; but the loss has now arrived at an extent so considerable, that it becomes an imperious part of your duty to represent the true situation of this part of the trade to the merchants, who, we are disposed to believe, are not aware that the Company sustain such loss on their woollens."

4th Nov. 1803.

"By the ships Alwick Castle, Cuffnells, and Arniston, we have consigned to you a quantity of woollen goods of a description that has been represented to us to have found a profitable market in China; the person who has furnished these goods has entered into an engagement to guarantee that the said woollens shall produce in China a sum equal to their prime cost and charges in England; you will, therefore, by the earliest conveyance, inform us of the terms on which you have disposed of them, and how far they are likely to become a beneficial article of investment."

10th April 1804.  
p.

"And were we to judge from some passages of your present letter, we should think you not at all aware of the state of our woollen trade. Instead of its affording us "a fair remittance or a small profit," we have told you that we are now carrying it on at a loss of 14 per cent, which makes the question no longer "whether we shall sacrifice a small advantage to the liberal policy of extending the national manufactures,"

16th Jan. 1805.  
p. 45.

Appendix  
(D.)Court's letter to  
Canton.  
p. 54.

tures," but whether we shall uphold them on the anti-commercial principle of a great annual sacrifice of the Company's property."

"It is our intention, in future, only to consign to you the precise quantity of woollens stated in your indents, which you will therefore regulate with a view to obtain prices which shall indemnify the Company for actual loss; at the same time, we embrace this opportunity of repeating our determination and readiness to sacrifice a profit on this branch of our trade to the manufacturing interest of the kingdom."

Court's letter to  
Prince of Wales  
Island, dated 18th  
April 1805.  
p. 44.

"You will likewise observe the most friendly line of conduct towards all the neighbouring independent rajahs or states, and you will avail yourselves of any opportunities that may offer for negotiating commercial treaties with them, upon grounds of reciprocal advantage."

p. 45.

"Independently of the great political advantages of possessing a commanding station for the rendezvous, refitting, and supply of his Majesty's navy, required for the protection of the Company's possessions in the eastern part of India, with the ultimate view of constructing docks, &c. for building ships of war for the royal navy, one of the principal advantages, in a commercial point of view, is the probability of its becoming, in a more extensive degree, a general depôt for the commodities of India and China, particularly those of the British territories. It likewise is an emporium so situated, as to afford an easy approach from every part of India, from the extremity of China to the coast of Africa, and where merchants of all nations may conveniently meet and exchange their goods."

p. 47.

"With respect to the imports from Europe, we have ordered an investment of woollens to be provided; to the extent of 25,000*l.* and of such other goods as may be deemed fit for sale at the island. We rely upon your exertions for ensuring to those goods as quick and advantageous a sale as possible. You will likewise transmit to us an annual indent of such articles of British manufacture as you think may meet with a ready and advantageous sale at Prince of Wales Island, particularly iron, copper, lead, broad cloth, cutlery, and the various manufactures required by the Malays, Siamese, Burmahs, &c. &c."

p. 48.

"It has been usual at the other presidencies to dispose of European imports at public sales, but we think it inexpedient to limit you to that mode; probably, however, you may find it convenient to have one annual sale, soon after the arrival of the ships from Europe. It must be left to your discretion to regulate the private sales at other times, as you shall find most advantageous to the Company, and for the encouragement of trade."

8th Jan. 1808.  
p. 18.

"We have no further wish than that which we have so repeatedly expressed, namely, to promote the sale of British manufactures to the utmost possible extent, in preference to seeking a profit on a more limited quantity, and this object we are confident you will feel with us the propriety of promoting by every means in your power."

29th Sep. 1810.  
p. 18.

"It ought to be borne in remembrance that we have, for a series of years, taken off a large proportion of the produce of the tin mines; with the intention to serve the county of Cornwall, and without the prospect of any profit to the Company."

p. 21.

"We are fully impressed with a sense of the duty and importance of endeavouring to extend in Asia the sale of the produce and manufactures of Great Britain and Ireland, as will be found in numerous instances upon your records; and we take this occasion to direct that you refer to your former proceedings (particularly about the period of the embassy of earl Macartney), and that you make it a matter of especial consideration, whether the vend of British articles already known can be increased, or other British articles not known can be introduced. Your deliberate opinion, in answer to these inquiries, may be transmitted to us by the first ships of the China season 1810. See our letter of the 8th January 1808, Para. 18."

p. 24.

"The price of British bar iron of good quality is become very reasonable, from the general use of machinery in the manufacture of that commodity. Should the miners continue to decline delivering to us their tin, we are apprehensive that it may not always be found convenient to supply the deficiency with lead, as well by reason of the great fluctuation in the price of that commodity in England, as by the fear of overstocking the market in China. We therefore think, that, upon this account, as well as upon the general principle of extending the sale of British staples, it may be desirable to endeavour to dispose annually of a quantity of British Iron in China; which

which can be afforded at about four taels five mace per pecul. We shall send a small consignment in the approaching season by way of experiment."

"Our experimental consignments will be as follow; viz.

"Copper, consisting of all the descriptions which we consign to our Indian presidencies, 20 tons.

"British iron, of all descriptions, 50 tons.

"Window glass, part being of larger sizes than we send to India, 50 chests.

"Red lead, five tons."

"We recommend this experimental consignment to your most particular attention; and it is our desire that you report fully upon each and every article which we have now sent out, with a view to the extension of the consumption of British manufactures, if a demand can possibly be found, as more fully expressed in the 21st paragraph of our letter of the 29th September 1809."

"At the suggestion of Sir George Staunton, and being at all times desirous of encouraging every endeavour to promote the consumption of British manufactures, we have sent by the ship Bombay, as an experiment, ten bales of Salisbury flannels; should this article be approved in China, and a vend for any considerable quantity be hereafter effected, it would be productive of advantage to a manufacturing district of England, which has not hitherto participated in our eastern commerce.

"From a consideration of all the circumstances stated in these paragraphs, we have limited our exportation of this experimental consignment (of Salisbury flannels) to five hundred pieces, which are of the broad sort, as you have desired, and a similar number will be sent you next season. We are much gratified at your endeavours to introduce this article into the Manilla market, a measure which we conceive might be found equally successful in the disposal of other goods, and form a new and advantageous channel of consumption of British manufactures."

"In our letter of the 10th October 1810, we observed, that we had made you a consignment of British iron, not from any well-grounded reason to expect it would meet with a sale in China, but from our desire to extend, by all means, the consumption of British manufactures and produce."

"The ill success of the other Articles of British produce, which we consigned to you on experiment, has prevented us from continuing, at least for the present season, our adventure therein, viz. copper, both manufactured and unmanufactured, window glass, and red lead; at the same time we have to express our concern, not unmixed with surprise, that none of the various articles calculated for boats, should have been found useful in a country like China, which abounds in canals and inland navigation."

"We are desirous of receiving the best information you can procure, of the commerce which is carried on in the articles of copper and tin, in Canton and the neighbouring countries. We especially wish to know the quantities of each which are considered to be annually disposed of, and the prices."

"The tin in ingots has been received of the county of Cornwall, at eighty pounds per ton, being an advance of two pounds per ton beyond the price of last year; to which addition we have consented, in consequence of its being represented that the mining interests are at present much depressed."

"We have at all times been desirous of extending the export of this staple article (long ells) of the manufacture of the West of England, and should be glad to find that the consumption of these goods could be more extensively introduced through the vast empire of China."

"We entertain great hopes that this article (Salisbury flannels) so recently introduced into our list of consignments to you, will get into further estimation in the China market. It is our wish that you would give every encouragement to the sale of this manufacture, and, as it is an article which we conceive to be well suited to the Phillippine Islands, and that it has already met with a favourable reception at Manilla, we direct that you use your best endeavours to prevail on Mr. Lalalette to try a further and larger adventure thither."

"We conceive you may with propriety represent to the hoppo, that if the Chinese government were to remit part of the duties on such woollens as to exceed the demand in the China market, and as are exported, it might be advantageous to the Port of Canton, and greatly extend its trade with the eastern islands."

"Samples of a variety of carpenter's and other tools, also cutting knives, sickles, household utensils, &c. together with nails and brads, the whole the manufacture of China, having been transmitted to us by Mr. Joseph Cotton junior, of your factory, we have sent the specimens of the cast tools and articles to the Carron company

Appendix  
(D.)Court's letters to  
Canton.

(whom we understand to be the most eminent iron founders in Europe), and the wrought tools, &c. to a respectable manufacturer of Sheffield, and the nails to a manufacturer at Birmingham. Each of these parties having prepared a quantity of goods, in imitation of the Chinese patterns, agreeably to our instructions, we have shipped both the cast and wrought tools. The paper of memoranda which accompanied the specimens from China, has not enabled us clearly to ascertain whether the prices in China are higher or lower than those at which the English tools are charged, but we fear that many of the English tools will be found to exceed the Chinese rates. We have nevertheless made this experimental consignment, in the hope of finding a channel for the extension of the consumption of British manufactures; and we have no doubt that you will exert all your influence in obviating any objections which may be raised by the Chinese dealers; and, as profit is not our immediate object, we shall be satisfied if the invoice prices of the respective articles can be obtained. We consider the conduct of Mr. Cotton on this (and on a former occasion of some new patterns of woollens) to be very praiseworthy; and, in furtherance of the same object, we have caused some of the Chinese nails to be drawn out of the tea chests in our warehouses, and a quantity of British nails, in exact imitation, are now sent to you."

12th March 1813.  
p. 177.

"We have sent you 76 bales, containing 380 pieces, of another description, called Colchester bays, which we think may be well introduced as an experiment into the China market."

Court's Letters to  
Prince of Wales'  
Island.  
3d Sep. 1813.  
p. 16.

"We have perused, with very considerable attention and satisfaction, a letter which Mr. Raffles, lieutenant governor of Java, has addressed to us, under date the 12th January 1813, on the general commerce of Java and its dependencies. Observations contained in this document, founded in part upon a letter which was transmitted to the government of Java by our select committee of supra-cargoes at Canton, under date the 24th November 1812, have, in great part, determined us to send to Java a consignment of goods in the present season, of the prime cost of about eighty thousand pounds sterling."

28th Dec. 1814.  
p. 15,

"We are still anxious, as we always have been, to promote the consumption of British manufactured iron, and we hope to receive from you such favourable account sales of British iron, as may warrant our making the consignments of this article to consist chiefly of the latter kind."

p. 16.

"We have to call your attention to the article of cutlery and tools, the sale of which in India will materially benefit the manufacturing poor of this country. The manner in which the cutlery is packed, which is fully explained by the invoice, will enable you to make moderate lots, suitable to the wants of different classes of buyers, and thereby to promote the sale."

p. 17.

"You will not fail to make every proper inquiry whether the wire cards for cotton are likely to find a demand in India, and to inform us of the result."

25th Sep. 1816.  
p. 7.

"We find that our stock of iron at the several presidencies has accumulated to the very large quantity of eight thousand five hundred and thirty-one tons; and as the sales of iron, which are annually realized at the several presidencies, are not in proportion to the aggregate of our stock, we think it right to apprise you, that as good merchantable British iron can now be bought in London at ten pounds and a few shillings per ton, it follows that your stock can be replaced at that price, with the addition of the customary invoice charges."

p. 8.

"You must therefore consider your stock of iron as depreciated in value, and proceed to make sales thereof on reduced terms accordingly."

p. 9.

"Notwithstanding the above observations, we shall probably see it right to make a consignment of British iron to Bombay in the approaching season, with the view of affording some relief to the workmen who are employed in the making of that commodity, and who are at present in a state of great distress for want of employment."

p. 10.

"We wish to impress upon our servants the indispensable necessity of keeping us advised, by every opportunity, of our stock of Europe staples, drawn up in such detail as will show distinctly the sizes, colours, and all other particulars of our metals, woollens, and other commodities; a general indent is of little practical utility, particulars must be minutely stated, and the terms by which the goods are described in our Europe invoices must be invariably adopted in your indents and lists of stock."

Appendix (E.)

DISPUTES arising from the Intercourse of BRITISH SAILORS  
with the CHINESE.

IN 1772, a Chinese and some Europeans were wounded in an affray, which originated in the fourth officer of the *Lord Camden* having incurred debts which he was unable to pay. The trade was in consequence stopped till the isonogtock was satisfied the parties were of danger.

In 1780, a French sailor killed a Portugueze in a struggle, for which, without any thing like a proper trial, the Chinese caused him to be strangled. This interference of the Chinese was much regretted by the representatives of the European nations at Canton, as forming a dangerous precedent. Upon a former similar occasion the Chinese authorities had declined to interfere, and when strongly urged, suffered the murderer to escape.

In 1784, a very long dispute with the Chinese government arose out of the accidental wounding of three Chinese, by the firing of a salute from the country ship *Lady Hughes*, at Whampoa. This correspondence was accompanied by a considerable interruption to the trade, and by the imprisonment of Mr. Smith, the supra-cargo of the ship, from which he was not released till the unfortunate gunner was found, and delivered into the hands of the Chinese.

In 1785, an English sailor belonging to the *Earl of Chesterfield* was killed in an affray between some English sailors and Chinese. The murderer, it was believed, was afterwards strangled by order of his own government.

The supra-cargoes feeling great alarm towards the end of the year, in consequence of the irregularities practised by the English seamen, and being "apprehensive that serious consequences might happen to the Honourable Company's affairs, if the government should be offended by their bad behaviour," thought it absolutely necessary, for the preservation of regularity and discipline, to send an order to all the commanders of ships to concert among themselves the means of preventing the apprehended evil.

In January 1786, nearly 200 English sailors from different ships landed at the *French Banksall*, beat the only French officer then on the spot in a most shocking manner, and did considerable damage to the *Banksall* and its furniture. The French consul at the port, *Mons. Veillard*, and the commander of the French ship, made their complaint to the British supra-cargoes, who considered it to be their duty, under the circumstances, to order the British commanders to inquire into the affair, and see such reparation made as was practicable, which was complied with accordingly. Some restrictive orders were also agreed upon and circulated, in September 1786, to all the British commanders in the port.

In January 1788, a seaman belonging to the *Earl Fitzwilliam* was killed in a scuffle by a Chinese, and the latter, upon complaint made to the government committed to prison, and it is believed, was afterwards executed.

In the same month a Chinese was wounded in a scuffle with an English sailor belonging to a country ship, who was in consequence taken into custody by the supra-cargoes order, and confined on ship-board, till it was ascertained that the Chinese was out of danger.

In 1796, the supra-cargoes complained to the court, that great part of their attention had been taken up by the improper conduct of the subordinate officers of the Company's ships, who had been guilty of creating disturbances both on board and on shore, and some of whom had been degraded on that account.

In 1800, the supra-cargoes made strong representations to the court respecting the English sailors and their riotous conduct while on shore at Canton, whither they were occasionally permitted to go, to purchase necessaries. It was hoped that the court would seize any opportunity to make regulations which might be effectual, as the scenes described were disgraceful in the eyes of the Chinese, embarrassing to the Company's interests and to their servants, and highly offensive to all descriptions of persons.

In February 1800, an accident happened to a Chinese, who was wounded by one of the crew of his majesty's schooner *Providence*, captain *Dilks*. The Company's

Appendix  
(E.)

Canton Consult.  
Dec. 17th, 1772.

Dec. 14th, 1780.

Dec. 9th, 1784.  
p. 143 to 182.

July 21st, 1785.  
348, 350.  
354, 355.

Dec. 18th.  
362, 363.  
402 a 407.

9th Jan. 1786,  
354 a 369.  
371 a 378.

2d Jan. 1788.  
461-3.

8th Jan.  
463, 4.

Letter from Canton,  
23d June 1796.  
73. a 78.

2d Jan. 1800.  
73 a 76.  
Diary, 13th & 14th  
Dec. 1799.

Appendix  
(E.)

supra-cargoes left no means unemployed to compromise the affair, as well as to exonerate themselves from responsibility for the acts of persons not under their orders; but although the viceroy had a strong partiality for the English, the supra-cargoes were of opinion the matter could not have passed over so easily had the Chinese died. In that event, and the refusal of captain Dilks to abide by the law of the country, a stoppage of the trade would probably have ensued, and it was difficult to say where the resentment of government would have ended: the supra-cargoes therefore recommended that orders might be given to his Majesty's commanders, especially when within the *Bogue*, on no account whatever to fire at a Chinese; or that they might be furnished with letters and presents from his Majesty to the emperor, by which additional privileges might be obtained for them.

Gen. letter from,  
6th Oct. 1801.  
5 to 7.  
Do. 18th Jan. 1802.  
179 to 181.

In 1801, an attempt was alleged by the Chinese to have been made by some persons belonging to the ship *Cirencester* to smuggle a few camlets on shore. This transaction was represented by the hoppo at Peking so very unfavourably, that one of the Chinese merchants was amerced, by a sentence of the emperor, in the sum of 50,000 tales. The Chinese merchants immediately applied to the English supra-cargoes for indemnification, by whom the subject was reported to the court of directors, and orders issued to all the commanders of ships at Canton, denouncing the severest displeasure of the Company against any persons who might be found offending in such a manner; and that any officer detected in so doing should be forthwith deprived of his homeward bound privilege.

Letter from Canton,  
18th Jan. 1802.  
121 to 123.

In 1802, referring to the negociation between the Chinese government and captain Dilks, the select committee transmitted, for the information of the court, an extract from the Chinese code of criminal laws, by which it appears that the guilt of a person wounding a Chinese is determined by the time which elapses from the infliction of the wound until the death; and stated, that in future they would endeavour to profit by this information. The Chinese in question was stated to have lingered for some time after captain Dilks's departure, and to have died of the wound he received.

29th Jan. 1804.  
128 to 134.

In 1804, the attention of the court was called to the long established practice of permitting the seamen of the Company's ships to spend three days ashore at Canton "where they are exposed to the art practised by the Chinese of mixing their liquors with ingredients of an irritating and maddening effect, causing a state of inebriety more ferocious than that occasioned by any other spirit, and leading to riotous scenes of the greatest enormity, and which tend to keep alive in the minds of the Chinese the most unfavourable opinion of our character," and the supra-cargoes hoped the court would issue orders that this indulgence might cease.

29th Dec. 1804.  
8, 9.

This year the Chinese government took exception at his majesty's ships anchoring in Anson's bay, which led to a negociation of considerable length with the hoppo and viceroy, and occasioned the publication of several edicts directing the departure of the ships; one of which, addressed to the supra-cargoes, was couched in strong terms.

22d Mar. 1807.

During the time that the seamen of the *Neptune* were at Canton, on the liberty with which they were indulged, on 24th February 1807, a Chinese received a wound in an affray, in consequence of which he is said to have died; the guilty individual was unknown, and could not be given up; the Chinese government stopped the trade, but soon after offered to permit the loading of all the ships, except the *Neptune*, to proceed, which the supra-cargoes absolutely declined. On the 15th April, after an ineffectual examination by the Chinese officers of the sailors of the *Neptune*, permission was granted to "ship-off" to that and the other ships of the fleet; the Chinese government insisting however upon the detention, in the custody of the English chief, during the pleasure of the emperor, of a seaman of the name of Edward Sheen, as the most active in the affray.

April 1807.  
21, 29.

7th May 1807.  
9th Mar. 1808.  
77.

The Chinese government, as the ships were about to sail, refused to permit Sheen to accompany them, but he was released the following year by order of the emperor, upon paying a fine of 11 tales 4 mace and 2 canderines.

7th Jan. 1808.  
217.

In 1808, the court were referred to translations of edicts which had been issued by the hoppo of Canton, in consequence of complaints preferred by the Americans against captain Pellew, of his majesty's ship *Phaeton*, from which it appeared that the Chinese received with the greatest readiness, and on the slightest occasions, impressions to the disadvantage of British sailors.

28th Feb. 1810.

The Company's ships were again detained by the Chinese government, in consequence of a Chinese having been killed, but sailed without permission; the Chinese in this case only stipulated, after the ships had sailed, that the offenders should be punished



punished according to the laws of England. The discussions on this subject lasted till the close of the year 1811.

The supra-cargoes refused this year to give up a seaman belonging to the Cumberland, and at the same time solicited the court's instructions how to act in cases of murder by Europeans.

In 1816, the General Hewett was detained by the Chinese, which led to the encounter between the Chinese forts and his Majesty's ship Alceste.

In 1817, his Majesty's ship Orlando's boats were assaulted by the Chinese, who also declared their determination to search country ships.

Appendix  
(E.)

Secret letter, 10th  
Jan. 1812.  
11, 12.

Letter from Canton,  
8th Nov. 1816.  
3 a 16. 21 & 22  
24th Nov. 1817.  
21 a 23.

APPENDIX (F)

STATEMENT OF AMERICA

| SEASONS.               | N <sup>o</sup> of Vessels. | Tonnage | N <sup>o</sup> of Dollars. | Ginseng. | Opium.  | Quick-silver. | Lead.   | Iron.   | Copper. | Steel.  | Betel Nat. | Sea Otters. | Land Otters. | Seal Skins. | Fox Skins. |
|------------------------|----------------------------|---------|----------------------------|----------|---------|---------------|---------|---------|---------|---------|------------|-------------|--------------|-------------|------------|
|                        |                            |         |                            | Peculs.  | Peculs. | Peculs.       | Peculs. | Peculs. | Peculs. | Peculs. | Peculs.    | No.         | No.          | No.         | No.        |
| 1804-5                 | 34                         | 10,159  | 2,902,000                  | 1,080    | -       | -             | -       | -       | -       | -       | -          | 11,003      | -            | 183,173     | -          |
| 1805-6                 | 42                         | 12,480  | 4,176,000                  | 1,234    | 102     | 48            | 140     | 346     | 600     | -       | -          | 17,445      | -            | 140,297     | -          |
| 1806-7                 | 37                         | 11,268  | 2,895,000                  | 1,708    | 180     | 1,672         | 3,300   | 1,500   | -       | -       | -          | 14,251      | -            | 261,330     | -          |
| 1807-8                 | 33                         | 8,803   | 3,032,000                  | 1,475    | 150     | 57            | -       | 149     | 1,345   | -       | -          | 4,383       | 16,647       | 100,000     | 2,009      |
| 1808-9                 | 8                          | 2,215   | 70,000                     | -        | -       | -             | -       | -       | -       | -       | -          | 7,944       | 3,400        | 34,000      | -          |
| 1809-10                | 37                         | 12,512  | 4,723,000                  | 1,364    | 32      | 18            | 1,660   | 600     | 300     | -       | -          | 11,003      | 15,000       | -           | 3,500      |
| 1810-11                | 16                         | 4,748   | 2,330,000                  | 1,162    | -       | -             | 31      | 916     | 1,976   | 687     | 5,043      | 9,200       | 15,000       | 45,000      | 4,500      |
| 1811-12                | 25                         | 7,406   | 1,875,000                  | 1,557    | 200     | 29            | -       | 5,614   | 2,798   | -       | -          | 4,853       | 11,593       | 12,000      | 173,886    |
| 1812-13                | 8                          | 1,816   | 616,000                    | 250      | 100     | -             | -       | -       | 5,629   | -       | -          | 2,555       | 8,222        | 2,000       | 109,189    |
| 1813-14 }<br>1814-15 } | 9                          | 2,854   | -                          | 430      | -       | -             | -       | -       | -       | -       | -          | 6,200       | 7,045        | 59,000      | 284        |
| 1815-16                | 30                         | 10,208  | 1,922,000                  | 1,508    | 80      | 450           | -       | 2,300   | 300     | 130     | -          | 4,300       | 14,364       | 109,000     | 12,533     |
| 1816-17                | 38                         | 13,096  | 4,545,000                  | 2,570    | 488     | 998           | 9,546   | 3,383   | 2,020   | 1,500   | 16,627     | 3,650       | 5,467        | 27,000      | 9,952      |
| 1817-18                | 39                         | 14,325  | 5,601,000                  | 1,601    | 448     | 3,240         | 11,217  | 4,583   | 2,697   | 105     | 8,000      | 4,177       | 9,400        | 47,290      | 350        |
| 1818-19                | 46                         | 16,022  | 7,414,000                  | 1,414    | 818     | 9,345         | 13,248  | 8,596   | 14,402  | -       | -          | 8,591       | 7,327        | 9,895       | 88,420     |

STATEMENT OF AMERICA

| SEASONS.               | N <sup>o</sup> of Vessels. | Tonnage. | Bohea.  | Congo.  | Campoi. | Sou-chong. | Pekoe.  | Hyson Skin. | Hyson.  | Young Hyson. | Imperial. | Singlo. | Twan-kay. | Song-chi. | Cassia. | China.  |
|------------------------|----------------------------|----------|---------|---------|---------|------------|---------|-------------|---------|--------------|-----------|---------|-----------|-----------|---------|---------|
|                        |                            |          | Chests. | Chests. | Chests. | Chests.    | Chests. | Chests.     | Chests. | Chests.      | Chests.   | Chests. | Chests.   | Chts.     | Peculs. | Peculs. |
| 1804-5                 | 34                         | 10,159   | 1,800   | 21,000  | 15,000  | 16,345     | -       | 22,905      | 11,141  | 4,290        | 1,708     | -       | -         | -         | 4,143   | 3,080   |
| 1805-6                 | 42                         | 12,480   | 605     | 25,000  | 10,000  | 19,165     | -       | 37,251      | 16,468  | 11,420       | 2,947     | -       | -         | -         | 3,135   | 3,535   |
| 1806-7                 | 37                         | 11,268   | 4,430   | 6,778   | 3,692   | 26,265     | 100     | 35,897      | 24,450  | 12,422       | 2,693     | 1,800   | -         | -         | 1,447   | 2,690   |
| 1807-8                 | 33                         | 8,803    | 2,875   | 13,709  | 3,276   | 11,579     | 614     | 21,702      | 10,106  | 4,686        | 1,424     | 310     | 400       | -         | 2,088   | 4,194   |
| 1808-9                 | 8                          | 2,215    | 320     | 87      | -       | 2,625      | -       | 8,476       | 3,613   | 3,108        | 1,299     | -       | -         | -         | 627     | 1,000   |
| 1809-10                | 37                         | 12,512   | 5,510   | 19,819  | 8,377   | 17,545     | 797     | 35,988      | 19,353  | 5,266        | 1,694     | 962     | -         | -         | 3,884   | 4,566   |
| 1810-11                | 16                         | 4,748    | 545     | 1,225   | -       | 2,102      | 200     | 18,891      | 2,695   | 4,575        | 1,348     | 1,113   | -         | -         | 2,061   | 5,149   |
| 1811-12                | 25                         | 7,406    | 264     | 1,427   | 984     | 3,302      | -       | 23,929      | 3,969   | 7,083        | 1,673     | 1,080   | -         | -         | 2,653   | 8,552   |
| 1812-13                | 8                          | 1,816    | 540     | -       | 124     | 2,760      | -       | 5,352       | 1,854   | 6,669        | 661       | -       | -         | -         | 675     | 2,113   |
| 1813-14 }<br>1814-15 } | 9                          | 2,854    | 350     | 4,569   | -       | 4,992      | -       | 3,856       | 467     | 3,910        | 223       | -       | -         | -         | 539     | 8       |
| 1815-16                | 30                         | 10,208   | 2,025   | 21,995  | 11,616  | 17,048     | 242     | 20,222      | 6,261   | 15,013       | 2,018     | -       | 100       | -         | 3,345   | 5,935   |
| 1816-17                | 38                         | 13,096   | 1,086   | 17,115  | 8,429   | 24,937     | 692     | 33,401      | 12,107  | 15,119       | 3,305     | 398     | 807       | -         | 6,244   | 7,950   |
| 1817-18                | 39                         | 14,325   | 1,700   | 13,115  | 5,379   | 22,941     | 735     | 34,671      | 13,627  | 23,132       | 4,239     | 250     | 1,474     | 310       | 2,597   | 11,437  |
| 1818-19                | 46                         | 16,022   | 749     | 16,582  | 7,023   | 32,609     | 774     | 44,259      | 18,728  | 22,443       | 3,725     | 701     | 2,341     | 663       | 5,038   | 3,747   |

APPENDIX (F.)

IMPORTS INTO CANTON.

| Neutra<br>Skins.         | Beavers. | Sable<br>Skins. | Musk<br>Rats. | Co-<br>chi-<br>neal. | Pep-<br>per. | Tin.    | Ebony.  | Cotton. | Wax. | Sulphur. | Camlets. | Cloves. | Nut-<br>megs. | Sandal<br>Wood. | Beche<br>de<br>Mer. | Coral. | Total Value. | SEASONS.               |
|--------------------------|----------|-----------------|---------------|----------------------|--------------|---------|---------|---------|------|----------|----------|---------|---------------|-----------------|---------------------|--------|--------------|------------------------|
| No.                      | No.      | No.             | No.           | Pls.                 | Pls.         | Peculs. | Peculs. | Peculs. | Pls. | Peculs.  | Peculs.  | Pls.    | Pls.          | Peculs.         | Peculs.             | Pls.   | Dollars.     |                        |
| 7,200                    | 8,756    | -               | -             | -                    | -            | 268     | 5,318   | 4,219   | 550  | -        | -        | -       | -             | 900             | 430                 | -      | 3,555,818    | 1804-5.                |
| -                        | 34,464   | -               | -             | -                    | -            | -       | 11,015  | 8,000   | -    | -        | 3,640    | 114     | 180           | 1,600           | -                   | -      | 5,326,358    | 1805-6.                |
| -                        | 23,368   | -               | -             | -                    | -            | 750     | 1,148   | -       | 500  | 385      | 1,200    | -       | -             | 2,700           | -                   | 28     | 3,877,362    | 1806-7.                |
| -                        | 11,750   | -               | -             | -                    | 544          | 2,305   | 1,215   | 4,680   | -    | -        | -        | 176     | 100           | 2,000           | 500                 | -      | 3,940,090    | 1807-8.                |
| -                        | 5,170    | -               | -             | -                    | -            | -       | 480     | 2,050   | -    | -        | -        | -       | -             | 4,800           | -                   | -      | 479,850      | 1808-9.                |
| -                        | 20,000   | -               | -             | 36                   | -            | -       | 2,856   | 17,757  | -    | -        | -        | -       | -             | 1,815           | -                   | 2      | 5,744,600    | 1809-10.               |
| 4,800                    | 14,200   | 725             | -             | -                    | -            | -       | 204     | 1,905   | -    | -        | -        | -       | -             | 496             | 86                  | -      | 2,898,800    | 1810-11.               |
| 45,000                   | 20,000   | -               | -             | 3                    | -            | -       | 674     | 7,369   | -    | -        | -        | 43      | -             | 11,261          | -                   | 3      | 3,132,810    | 1811-12.               |
| 1,200                    | 2,330    | -               | -             | -                    | -            | -       | -       | 3,660   | -    | -        | -        | -       | -             | 19,036          | -                   | -      | 1,453,000    | 1812-13.               |
| -                        | 3,928    | -               | -             | -                    | -            | -       | -       | -       | -    | -        | -        | -       | -             | 1,100           | -                   | -      | 451,500      | { 1813-14.<br>1814-15. |
| -                        | 168      | -               | -             | 43                   | -            | -       | -       | 550     | -    | -        | -        | -       | -             | 2,500           | -                   | -      | 2,527,500    | 1815-16.               |
| 7,000                    | 1,579    | -               | -             | 35                   | -            | -       | 450     | -       | -    | 1,146    | 1,798    | 28      | -             | 7,400           | -                   | -      | 5,609,600    | 1816-17.               |
| -                        | 15,067   | 668             | 7,000         | 40                   | 200          | -       | 107     | -       | 140  | -        | -        | -       | -             | 15,825          | -                   | -      | 7,076,828    | 1817-18.               |
| -                        | 15,570   | -               | -             | 84                   | -            | 2,954   | 614     | 600     | -    | -        | 4,188    | 114     | -             | 10,152          | -                   | 84     | 10,017,151   | 1818-19.               |
| And a few other articles |          |                 |               |                      |              |         |         |         |      |          |          |         |               |                 |                     |        |              |                        |

EXPORTS FROM CANTON.

| Year. | Silks.  | Sew-<br>ing<br>Silk | Cam-<br>phor. | Ver-<br>mil-<br>lion. | White<br>Lead. | Tin. | Sugar.  | Sugar<br>Cand-<br>y. | Raw<br>Silk. | Pep-<br>per. | Tute-<br>nague. | Alum.   | Gal-<br>lin-<br>gall. | China<br>Root. | Tor-<br>toise<br>shell. | Gam-<br>boge. | Nankeen.  | Total<br>Value. | SEASONS.               |
|-------|---------|---------------------|---------------|-----------------------|----------------|------|---------|----------------------|--------------|--------------|-----------------|---------|-----------------------|----------------|-------------------------|---------------|-----------|-----------------|------------------------|
| Pls.  | Peculs. | Pls.                | Peculs.       | Pls.                  | Peculs.        | Pls. | Peculs. | Pls.                 | Pls.         | Pls.         | Peculs.         | Peculs. | Pls.                  | Pls.           | Pls.                    | Pls.          | Pieces.   | Dollars.        |                        |
| 55    | 9,385   | -                   | 69            | -                     | -              | -    | 1,900   | -                    | -            | -            | -               | -       | -                     | -              | -                       | -             | 2,648,000 | 3,842,000       | 1804-5.                |
| -     | 24,960  | -                   | 12            | -                     | -              | -    | 124     | -                    | -            | -            | -               | 1,607   | -                     | 354            | -                       | -             | 2,808,000 | 5,127,000       | 1805-6.                |
| 32    | 17,680  | -                   | 185           | -                     | -              | -    | 885     | -                    | -            | -            | -               | -       | -                     | -              | -                       | -             | 1,764,000 | 4,294,000       | 1806-7.                |
| -     | 20,400  | -                   | 85            | -                     | -              | -    | 1,400   | 290                  | -            | -            | 1,050           | -       | -                     | -              | -                       | -             | 2,922,000 | 3,476,000       | 1807-8.                |
| -     | 9,132   | -                   | 1,290         | -                     | -              | -    | -       | -                    | -            | -            | -               | -       | -                     | -              | -                       | -             | 345,000   | 808,000         | 1808-9.                |
| -     | 53,273  | 144                 | -             | -                     | -              | -    | 1,026   | -                    | -            | -            | -               | -       | -                     | -              | -                       | -             | 3,769,000 | 5,715,000       | 1809-10.               |
| 7     | 77,710  | 178                 | 12            | 79                    | 131            | -    | -       | -                    | -            | -            | -               | 481     | -                     | -              | 20                      | 22            | 2,048,000 | 2,973,000       | 1810-11.               |
| 7     | 110,521 | 195                 | 52            | 65                    | 31             | -    | -       | -                    | -            | 820          | 387             | 131     | -                     | -              | -                       | 2             | 425,000   | 2,771,000       | 1811-12.               |
| -     | 12,670  | 36                  | 908           | 19                    | 150            | -    | 540     | -                    | -            | -            | -               | -       | -                     | -              | -                       | -             | 201,000   | 620,000         | 1812-13.               |
| -     | 6,470   | 43                  | -             | -                     | 1,007          | -    | -       | -                    | -            | -            | 1,280           | 1,100   | -                     | -              | -                       | -             | 105,000   | 572,000         | { 1813-14.<br>1814-15. |
| 3     | 115,939 | 361                 | 56            | -                     | 676            | 865  | 918     | -                    | -            | -            | -               | -       | -                     | -              | -                       | -             | 640,000   | 4,220,000       | 1815-16.               |
| 2     | 114,147 | 329                 | 503           | -                     | 155            | -    | 7,000   | 1350                 | -            | 250          | -               | -       | 576                   | 387            | -                       | -             | 1,794,000 | 5,703,000       | 1816-17.               |
| 9     | 201,536 | 576                 | 10            | 332                   | -              | -    | 11,917  | 600                  | 170          | -            | -               | -       | 605                   | 52             | -                       | 20            | 1,469,000 | 6,777,000       | 1817-18.               |
| 3     | 291,396 | 823                 | 569           | 437                   | -              | -    | 41,953  | 709                  | -            | -            | -               | -       | 1076                  | -              | -                       | -             | 2,290,400 | 9,041,755       | 1818-19.               |

## Appendix (G.)

STATEMENT of the Value of Merchandize imported into BENGAL, FORT ST. GEORGE,  
(Extracted from the Reports of External Commerce)

| DESCRIPTION OF MERCHANDIZE.  | 1814-15.  |                  |           |           | 1815-16.  |                  |
|--|-----------|------------------|-----------|-----------|-----------|------------------|
|  | Bengal.   | Fort St. George. | Bombay.   | Total.    | Bengal.   | Fort St. George. |
|  | Rupees.   | Rupees.          | Rupees.   | Rupees.   | Rupees.   | Rupees.          |
| Anchors  | 2,809     | -                | -         | 2,809     | 3,229     | -                |
| Books, Stationery, Maps, China Paper, China, and Lacquered Ware, &c.   | 4,536     | -                | 285       | 4,821     | 15,810    | 2,100            |
| Beads, Coral, Cowries, &c.   | 21,653    | 8,841            | 1,394     | 31,888    | 9,936     | 1,308            |
| Betel Nut  | 33,081    | 1,34,379         | 30,103    | 1,97,563  | 25,564    | 2,23,063         |
| Confectionery and Grocery  | 2,366     | 5,827            | 391       | 8,584     | -         | 4,889            |
| Coffee   | 1,91,857  | 81,917           | 29,436    | 3,03,210  | 47,933    | 1,699            |
| Sugar, Sugar Candy, Sago, Cocoa Nuts, &c.  | 84,589    | 42,049           | 6,66,923  | 7,93,361  | 83,672    | 52,798           |
| Pepper   | 3,54,583  | 1,31,621         | 2,33,434  | 7,19,638  | 2,77,951  | 1,19,426         |
| Spices   | 13,761    | 61,312           | 1,38,846  | 2,13,919  | 1,97,610  | 48,453           |
| Tea  | 2,174     | -                | 100       | 2,274     | -         | 13,473           |
| Glass and Earthenware  | 1,685     | 1,133            | -         | 2,818     | 1,878     | 2,579            |
| Drugs, Medicines, &c.  | 64,944    | 98,570           | 1,78,474  | 3,41,988  | 1,28,606  | 1,32,457         |
| Indigo   | 8,083     | -                | 1,14,029  | 1,22,112  | 6,233     | -                |
| Copper and Copper Nails  | 6,96,975  | 25,038           | -         | 7,22,013  | 6,63,120  | 26,361           |
| Iron and Steel   | 2,271     | -                | -         | 2,271     | 4,159     | 16,162           |
| Tin  | 1,81,801  | 25,545           | 88,493    | 2,95,839  | 7,39,877  | 24,873           |
| Lead   | -         | -                | -         | -         | -         | -                |
| Tutenague  | 254       | 5,169            | -         | 5,423     | 1,13,128  | -                |
| Ironmongery, Braziers, &c.   | 5,787     | -                | -         | 5,787     | 9,010     | 2,232            |
| Hemp, Cordage, &c.   | 8,038     | -                | 34,987    | 43,025    | 5,215     | 2,997            |
| Coir and Coir Rope, &c.  | 76,929    | 58,866           | 464       | 1,36,259  | 70,003    | 46,602           |
| Masts and Spars  | 46,467    | 6,589            | 151       | 53,207    | 25,625    | -                |
| Timber and Planks  | 3,83,743  | 2,08,606         | -         | 5,92,349  | 3,67,497  | 1,00,054         |
| Jewellery, Silver Plate, &c.   | 688       | 3,850            | 3,190     | 7,728     | -         | -                |
| Woollens   | 10,620    | -                | -         | 10,620    | 3,990     | -                |
| Grain, Seeds, &c.  | 10,087    | 2,665            | 1,46,085  | 1,58,837  | 8,726     | 5,762            |
| Wine, Spirits, &c.   | 1,75,849  | 92,620           | 11,595    | 2,80,064  | 1,16,225  | 1,73,987         |
| Elephants' Teeth, Tortoise Shell, Bone, &c.  | 29,860    | 2,113            | 1,79,424  | 2,11,397  | 9,591     | 5,587            |
| Piece Goods and China Petty Goods  | 46,863    | 1,121            | 1,925     | 49,909    | 5,857     | -                |
| Nankeens   | 2,302     | -                | -         | 2,302     | -         | -                |
| Woods  | 37,090    | 6,833            | 45,502    | 89,425    | 67,649    | 3,729            |
| Rattans  | 13,419    | 5,277            | 3,821     | 22,517    | 21,351    | 17,385           |
| Wax, Wax and Spermaceti Candles, &c.   | 17,699    | 1,176            | 220       | 19,095    | 71,940    | -                |
| Provisions, Oilman's Stores and Ship Chandlery   | 3,029     | 12,191           | 4,109     | 19,329    | 9,950     | 5,679            |
| Wearing Apparel, Haberdashery, Mercery, Millinery, Hosiery, Drapery, &c.   | 1,295     | -                | 2,642     | 3,937     | 3,882     | 3,537            |
| Cutlery, Hardware, &c.   | -         | -                | -         | -         | 5,763     | -                |
| Cabinet Ware, Musical Instruments, &c.   | -         | -                | 162       | 162       | 1,823     | -                |
| Carriages, Saddlery, &c.   | -         | -                | 160       | 160       | 1,102     | -                |
| Fish Oil   | -         | -                | -         | -         | 10,933    | -                |
| Clocks and Watches   | -         | -                | -         | -         | -         | -                |
| Tobacco and Snuff  | -         | -                | 124       | 124       | -         | -                |
| Fowling Pieces, Pistols, &c.   | -         | -                | -         | -         | -         | -                |
| Quicksilver  | -         | -                | -         | -         | -         | -                |
| Skins, Hides, &c.  | -         | -                | 2,266     | 2,266     | -         | -                |
| Canvas and Vittrey   | -         | -                | 634       | 634       | -         | -                |
| Raw Silk   | -         | 10,500           | 2,931     | 13,431    | -         | 3,657            |
| Sewing Silk  | -         | 6,382            | -         | 6,382     | -         | -                |
| Wrought Silks  | -         | 1,848            | -         | 1,848     | -         | -                |
| Metals   | -         | 5,310            | -         | 5,310     | -         | 3,376            |
| Military and Naval Stores  | -         | -                | -         | -         | -         | 1,361            |
| Cotton   | -         | -                | 778       | 778       | -         | -                |
| Sundries   | 62,467    | 4,49,149         | 41,209    | 5,52,825  | 55,425    | 5,04,467         |
| Rupees   | 25,99,454 | 14,96,497        | 19,64,337 | 60,60,288 | 31,89,263 | 15,50,055        |
| Deduct amount of Merchandize imported from the Mauritius, Cape of Good Hope, Mosambique, New South Wales, and the Maldiv Islands | 4,55,788  | 2,47,410         | 6,36,709  | 13,39,907 | 5,30,935  | 2,84,293         |
| Total Rupees   | 21,43,666 | 12,49,087        | 13,27,628 | 47,20,381 | 26,58,328 | 12,65,762        |

Mem.—The difference that occurs in the total amount from the general account, is owing to a discrepancy in the Bombay original statements for 1815-16, to the amount of

Appendix (G.)

and BOMBAY respectively, from the EASTWARD ISLANDS, &c. in the following Years.  
from Bengal, Fort St. George and Bombay.)

| 1815-16.  |           | 1816-17.  |                  |           |           | 1817-18.  |                  |           |           |
|-----------|-----------|-----------|------------------|-----------|-----------|-----------|------------------|-----------|-----------|
| Bombay.   | Total.    | Bengal.   | Fort St. George. | Bombay.   | Total.    | Bengal.   | Fort St. George. | Bombay.   | Total.    |
| Rupees.   | Rupees.   | Rupees.   | Rupees.          | Rupees.   | Rupees.   | Rupees.   | Rupees.          | Rupees.   | Rupees.   |
| -         | 3,229     | 950       | -                | -         | 950       | 6,320     | -                | 5,076     | 11,396    |
| -         | 17,910    | 29,114    | 1,256            | 149       | 30,519    | 10,704    | 2,394            | 2,136     | 15,234    |
| 2,411     | 13,655    | 8,812     | 11,769           | 6,097     | 26,678    | 29,339    | 4,487            | 7,801     | 41,627    |
| -         | 2,48,629  | 92,267    | 1,42,325         | -         | 2,34,592  | 1,04,451  | 1,41,271         | 14,312    | 2,60,034  |
| 1,109     | 5,998     | 4,305     | 6,762            | 2,200     | 13,267    | 6,286     | -                | 3,083     | 9,369     |
| 1,498     | 51,130    | 57,271    | 1,016            | 12,431    | 70,718    | 58,041    | 8,249            | 8,947     | 75,237    |
| 6,12,980  | 7,49,450  | 1,13,101  | 30,406           | 6,49,544  | 7,93,051  | 1,12,669  | 83,955           | 5,86,994  | 7,83,618  |
| 2,09,829  | 6,07,206  | 1,53,084  | 90,814           | 2,244     | 2,46,142  | 2,32,198  | 1,03,035         | 1,817     | 3,37,050  |
| 67,352    | 3,13,415  | 3,48,202  | 69,309           | 1,934     | 4,19,445  | 2,80,336  | 25,210           | 7,602     | 3,13,148  |
| -         | 13,473    | 51,785    | 4,735            | -         | 56,520    | -         | 1,164            | -         | 1,164     |
| -         | 4,457     | 13,581    | -                | 182       | 13,763    | 24,839    | -                | 1,919     | 26,758    |
| 37,493    | 2,98,556  | 1,55,756  | 1,19,923         | 1,20,488  | 3,96,167  | 1,34,213  | 81,375           | 1,22,375  | 3,37,963  |
| 53,169    | 59,402    | -         | -                | -         | -         | -         | -                | 156       | 156       |
| 49,247    | 7,28,728  | 3,74,952  | 31,352           | 79,471    | 4,85,775  | 2,21,282  | 8,871            | 5,631     | 2,35,784  |
| -         | 20,321    | 9,421     | 3,595            | -         | 13,016    | 4,722     | 3,444            | 1,053     | 9,219     |
| 76,582    | 8,41,332  | 9,37,230  | 24,622           | 2,39,759  | 12,01,611 | 2,69,536  | 51,633           | 3,84,261  | 7,05,430  |
| -         | 1,13,128  | 2,726     | 13,845           | -         | 16,571    | -         | 1,155            | 640       | 1,795     |
| 4,662     | 15,904    | 18,094    | -                | 105       | 18,199    | 22,685    | 9,064            | -         | 9,064     |
| -         | 8,212     | 6,000     | 2,437            | 150       | 8,587     | 46,623    | 4,624            | 298       | 22,983    |
| 146       | 1,25,751  | 89,459    | 65,987           | -         | 1,55,446  | 73,426    | 14,966           | 143       | 88,535    |
| -         | 25,625    | 15,805    | -                | -         | 15,805    | 56,426    | -                | -         | 56,426    |
| -         | 4,67,551  | 4,03,138  | 99,724           | 700       | 5,03,562  | 3,08,905  | 89,676           | 110       | 3,98,691  |
| 9,405     | 9,405     | 8,667     | 6,411            | 8,199     | 23,277    | 23,419    | 2,606            | 5,756     | 31,781    |
| -         | 3,990     | -         | 1,103            | -         | 1,103     | 9,683     | -                | -         | 9,683     |
| 9,570     | 24,038    | 4,207     | 7,399            | 26,252    | 37,858    | 6,078     | 5,437            | 24,468    | 35,983    |
| 18,586    | 3,08,798  | 2,33,793  | 66,673           | 33,121    | 3,33,587  | 2,11,190  | 1,90,072         | 36,173    | 4,37,435  |
| 3,52,433  | 3,67,611  | 32,061    | 1,349            | 4,09,362  | 4,42,772  | 45,917    | 4,984            | 1,17,054  | 1,68,555  |
| 2,682     | 8,539     | 38,365    | -                | 1,938     | 40,303    | 2,36,134  | 1,132            | 884       | 2,38,150  |
| 188       | 188       | 1,532     | -                | 200       | 1,732     | -         | -                | -         | -         |
| 22,034    | 93,412    | 47,041    | 3,409            | 22,551    | 73,001    | 26,811    | 1,064            | 8,936     | 36,811    |
| 203       | 38,939    | 16,533    | 14,413           | 3,492     | 34,438    | 12,366    | 15,363           | 4,587     | 32,316    |
| 4,083     | 76,023    | 93,309    | -                | 3,515     | 96,824    | 54,245    | 4,023            | 1,890     | 60,158    |
| 1,965     | 17,594    | 50,280    | 5,368            | 4,564     | 60,212    | 25,581    | 14,568           | 4,666     | 44,815    |
| 826       | 8,245     | 72,535    | 12,244           | 2,222     | 87,001    | 29,380    | 8,961            | 16,728    | 55,069    |
| 122       | 5,885     | 592       | -                | -         | 592       | -         | -                | -         | -         |
| -         | 1,823     | 5,763     | -                | -         | 5,763     | 8,670     | 1,848            | -         | 10,518    |
| 108       | 1,210     | 465       | -                | -         | 465       | 3,300     | -                | -         | 3,300     |
| -         | 10,933    | -         | -                | -         | -         | 11,935    | -                | -         | 11,935    |
| -         | -         | 4,382     | -                | -         | 4,382     | -         | -                | -         | -         |
| 1,144     | 1,144     | 442       | -                | 442       | 884       | -         | -                | 169       | 169       |
| -         | -         | 438       | -                | -         | 438       | 12,375    | -                | 150       | 12,525    |
| -         | -         | 29,067    | -                | -         | 29,067    | -         | -                | -         | -         |
| 2,251     | 2,251     | 8,635     | -                | 2,617     | 11,552    | 2,531     | -                | 1,836     | 4,367     |
| 252       | 252       | -         | 1,140            | -         | 1,140     | 2,205     | -                | 175       | 2,380     |
| -         | 3,557     | -         | -                | -         | -         | -         | -                | -         | -         |
| -         | -         | -         | -                | -         | -         | -         | -                | -         | -         |
| -         | 3,376     | -         | 2,209            | -         | 2,209     | -         | -                | -         | -         |
| -         | 1,361     | -         | -                | -         | -         | -         | 1,007            | -         | 1,007     |
| 47,689    | 6,07,581  | 54,214    | 4,63,345         | 39,449    | 5,57,008  | 52,542    | 4,97,810         | 30,726    | 5,81,078  |
| 15,90,019 | 63,29,337 | 35,87,674 | 13,04,940        | 16,73,378 | 65,65,992 | 27,77,163 | 13,83,448        | 14,10,105 | 55,70,716 |
| 5,43,927  | 13,59,155 | 8,72,698  | 2,12,581         | 5,69,736  | 16,55,015 | 12,90,047 | 3,01,085         | 2,82,082  | 18,73,214 |
| 10,46,092 | 49,70,182 | 27,14,976 | 10,92,359        | 11,03,642 | 49,10,977 | 14,87,116 | 10,82,363        | 11,28,023 | 36,97,502 |
| -         | 19,353    | -         | -                | -         | -         | -         | -                | -         | -         |
| -         | 49,89,535 | -         | -                | -         | -         | -         | -                | -         | -         |

## Appendix (H.)

STATEMENT of the Value of Merchandize exported from BENGAL, FORT ST. GEORGE,  
(Extracted from the Reports of External Commerce)

| DESCRIPTION OF MERCHANDIZE.  | 1814-15.  |                  |          |           | 1815-16.  |                  |
|--|-----------|------------------|----------|-----------|-----------|------------------|
|  | Bengal.   | Fort St. George. | Bombay.  | Total.    | Bengal.   | Fort St. George. |
|  | Rupees.   | Rupees.          | Rupees.  | Rupees.   | Rupees.   | Rupees.          |
| Anchors  | -         | 2,170            | 392      | 2,562     | -         | 1,323            |
| Beads, Coral, Cowries, &c.   | 8,419     | -                | 13,069   | 21,488    | 5,857     | -                |
| Books, Stationery, &c.   | 5,585     | -                | -        | 5,585     | 10,902    | -                |
| Confectionery, Grocery, &c.  | 68,941    | 3,370            | 96       | 72,407    | 29,573    | 8,202            |
| Spices   | 6,585     | 11,473           | -        | 18,058    | 14,348    | 41,861           |
| Pepper   | -         | -                | 233      | 233       | 15,035    | -                |
| Sugar, Sugar Candy, Cocoa Nuts, &c.  | 1,68,123  | 2,008            | 1,725    | 1,71,856  | 2,18,754  | 30,356           |
| Tea  | 4,950     | -                | -        | 4,950     | 16,143    | -                |
| Coffee   | -         | -                | -        | -         | 71,774    | -                |
| Drugs, Medicines, &c.  | 22,029    | 2,509            | 7,787    | 32,325    | 40,833    | 5,051            |
| Opium  | 19,35,017 | -                | -        | 19,35,017 | 23,84,719 | 36,983           |
| Indigo   | 2,68,650  | -                | -        | 2,68,650  | 3,64,733  | 68,254           |
| Saltpetre  | 7,539     | -                | -        | 7,539     | 91,778    | 2,625            |
| Salt   | -         | 8,400            | 894      | 9,294     | -         | 1,596            |
| Betel Nut  | -         | -                | 439      | 439       | 2,783     | 1,781            |
| Metals   | -         | 1,298            | -        | 1,298     | -         | 4,802            |
| Copper and Copper Nails  | 38,003    | 5,705            | 1,750    | 45,458    | 53,951    | 1,363            |
| Iron and Steel   | 1,39,816  | 1,231            | 13,057   | 1,54,104  | 74,866    | 3,290            |
| Lead   | 1,440     | -                | -        | 1,440     | -         | 1,197            |
| Tin  | -         | -                | 285      | 285       | 10,514    | -                |
| Tutenague  | -         | -                | -        | -         | -         | -                |
| Quicksilver  | -         | -                | -        | -         | -         | -                |
| Ironmongery, Braziers, &c.   | 10,888    | 1,225            | 3,016    | 15,129    | 16,398    | -                |
| Cutlery and Hardware   | 20,789    | -                | 1,538    | 22,327    | 6,421     | -                |
| Elephants Teeth, Bone, &c.   | -         | -                | 100      | 100       | -         | -                |
| Glass and Earthenware  | 11,880    | -                | 5,167    | 17,047    | 29,561    | 6,299            |
| Cabinet Ware, &c.  | 2,599     | 2,431            | 538      | 5,568     | 10,282    | 4,827            |
| Carriages, Saddle, &c.   | 23,090    | 1,050            | -        | 24,140    | 35,141    | -                |
| Wine, Spirits, &c.   | 3,12,923  | 68,585           | 43,928   | 4,25,436  | 2,42,736  | 43,209           |
| Timber and Planks  | 8,506     | -                | -        | 8,506     | -         | -                |
| Hemp, Cordage, &c.   | 3,649     | -                | 172      | 3,821     | 23,246    | 4,550            |
| Coir and Coir Rope   | -         | 8,531            | -        | 8,531     | 6,292     | 20,702           |
| Rattans  | 1,920     | -                | -        | 1,920     | 792       | -                |
| Canvass and Vittrey  | 94,510    | 3,627            | 862      | 98,999    | 97,812    | 1,281            |
| Woods, &c.   | 5,698     | -                | 788      | 6,486     | 2,304     | 7,511            |
| Skins, Hides, &c.  | 9,248     | 7,869            | -        | 17,117    | 15,406    | 12,456           |
| Guns, Pistols, &c.   | 5,170     | -                | -        | 5,170     | -         | -                |
| Tobacco and Snuff  | 18,873    | 3,594            | 349      | 22,816    | 2,558     | 11,963           |
| Wearing Apparel, Haberdashery, Hosiery, Perfumery, &c.   | 85,402    | 7,377            | 15,082   | 1,07,861  | 55,787    | 15,015           |
| Woollens   | 15,567    | 3,178            | 875      | 19,620    | 44,181    | -                |
| Cotton and Cotton Yarn   | 57,833    | 7,938            | 3,37,132 | 4,02,903  | 19,480    | 7,409            |
| Raw Silk   | 92,803    | -                | -        | 92,803    | 50,744    | -                |
| Sewing Silk  | -         | -                | -        | -         | -         | 1,137            |
| Wrought Silks  | -         | -                | -        | -         | -         | 1,616            |
| Velvets  | 1,072     | 1,179            | -        | 2,251     | -         | -                |
| Piece Goods  | 20,82,843 | 19,68,680        | 3,65,980 | 44,17,503 | 19,45,477 | 20,92,774        |
| *Nankeens  | 1,739     | -                | 200      | 1,939     | 48,673    | 2,660            |
| Jewellery, Silver Plate, &c.   | 2,871     | -                | 2,804    | 5,675     | 10,242    | 6,119            |
| Wax and Wax Candles  | 22,086    | 1,047            | 1,600    | 24,733    | 17,414    | 4,972            |
| Provisions, Oilman's Stores, &c.   | 1,08,922  | 25,259           | 29,911   | 1,64,092  | 1,01,511  | 39,999           |
| Grain, Seeds, &c.  | 2,78,654  | -                | 3,006    | 2,81,660  | 3,68,617  | 12,510           |
| Rice   | -         | 54,405           | -        | 54,405    | -         | 43,641           |
| Military and Naval Stores  | -         | 6,194            | -        | 6,194     | -         | 4,866            |
| *Piece Goods (Foreign)   | 89,116    | -                | -        | 89,116    | 1,01,390  | -                |
| Vermillion   | -         | -                | -        | -         | -         | -                |
| Sundries   | 91,279    | 2,76,259         | 38,067   | 4,05,605  | 1,16,400  | 3,13,941         |
| Sundries (Europe)  | 84,099    | -                | -        | 84,099    | 62,763    | -                |
| Rupees   | 62,19,126 | 24,86,592        | 8,90,842 | 95,96,560 | 68,38,191 | 28,68,146        |
| Deduct Amount of Merchandize exported to the Mauritius, Cape of Good Hope, Mosambique, New South Wales, and the Maldive Islands, &c.   | 11,83,962 | 4,34,430         | 3,87,445 | 20,05,837 | 24,60,991 | 6,57,367         |
| Total Rupees   | 50,35,164 | 20,52,162        | 5,03,397 | 75,90,723 | 43,77,200 | 22,10,779        |
| Memoranda.—The difference that occurs in the Total Amount from the General Statement, is owing to a discrepancy in the Madras original Statements for 1814-15 to the amount of | -         | -                | -        | 1,000     | -         | -                |
|  | -         | -                | -        | 75,89,723 | -         | -                |

Appendix (H.)

and BOMBAY respectively, to the EASTWARD ISLANDS, &c. in the following Years.  
from Bengal, Fort St. George, and Bombay.)

| 1815-16.  |             | 1816-17.  |                  |           |             | 1817-18.  |                  |          |           |
|-----------|-------------|-----------|------------------|-----------|-------------|-----------|------------------|----------|-----------|
| Bombay.   | Total.      | Bengal.   | Fort St. George. | Bombay.   | Total.      | Bengal.   | Fort St. George. | Bombay.  | Total.    |
| Rupees.   | Rupees.     | Rupees.   | Rupees.          | Rupees.   | Rupees.     | Rupees.   | Rupees.          | Rupees.  | Rupees.   |
| -         | 1,328       | -         | -                | 705       | 705         | -         | 8,296            | 195      | 8,491     |
| 17,505    | 23,362      | -         | 2,909            | 49,521    | 52,430      | 3,873     | 1,321            | 26,656   | 31,850    |
| 820       | 11,722      | 4,060     | -                | 4,575     | 8,625       | 5,536     | 1,050            | 3,386    | 9,972     |
| 12,308    | 50,083      | 45,174    | 11,930           | 8,122     | 65,226      | 25,328    | 2,012            | 3,051    | 30,391    |
| 918       | 57,127      | 40,076    | 27,195           | 486       | 67,757      | 92,313    | -                | 4,009    | 96,322    |
| 20,078    | 35,113      | 1,445     | 13,271           | 1,29,638  | 1,44,354    | -         | -                | 2,070    | 2,070     |
| 8,543     | 2,57,653    | 2,72,453  | 6,322            | 7,595     | 2,86,370    | 90,019    | 7,448            | 4,759    | 1,02,226  |
| -         | 16,143      | 19,001    | -                | -         | 19,001      | 43,771    | 1,150            | 840      | 45,761    |
| 198       | 71,972      | 2,808     | 12,880           | -         | 15,688      | 3,406     | -                | -        | 3,406     |
| 29,085    | 74,969      | 44,200    | 5,452            | 14,528    | 64,180      | 9,084     | 14,876           | 6,356    | 30,316    |
| -         | 24,21,702   | 17,98,229 | 57,097           | 55,962    | 19,11,288   | 17,00,855 | 56,361           | 32,134   | 17,89,350 |
| -         | 4,32,987    | 3,84,400  | 9,584            | -         | 3,93,984    | 3,453     | 2,419            | -        | 5,872     |
| -         | 94,403      | 66,049    | 2,380            | -         | 68,429      | 72,417    | -                | -        | 72,417    |
| 885       | 2,481       | -         | 23,058           | 1,021     | 24,079      | -         | 8,137            | 580      | 8,717     |
| 654       | 5,218       | -         | 1,510            | -         | 1,510       | -         | -                | 578      | 578       |
| -         | 4,802       | -         | 2,334            | -         | 2,334       | -         | 1,010            | 160      | 1,170     |
| 22,255    | 77,569      | 15,407    | -                | 2,990     | 18,397      | 2,897     | 17,535           | -        | 20,432    |
| 63,490    | 1,41,646    | 90,022    | 17,460           | 34,727    | 1,42,209    | 1,07,176  | 10,584           | 26,139   | 1,43,899  |
| -         | 1,197       | -         | -                | 500       | 500         | 2,140     | -                | 26,603   | 28,743    |
| 250       | 10,764      | 2,431     | -                | 105       | 2,536       | -         | -                | 6,176    | 6,176     |
| -         | -           | 270       | -                | 2,750     | 3,020       | -         | -                | 4,165    | 4,165     |
| -         | -           | -         | -                | 8,500     | 8,500       | -         | -                | 16,065   | 16,065    |
| 17,973    | 34,371      | 14,291    | -                | 7,737     | 22,028      | 9,362     | -                | 9,155    | 18,517    |
| 1,386     | 7,807       | -         | -                | -         | -           | -         | -                | -        | -         |
| 3,988     | 3,988       | 212       | -                | 1,360     | 1,572       | 8,030     | -                | -        | 8,030     |
| 9,335     | 45,195      | 3,310     | 2,344            | 9,694     | 15,348      | 19,746    | 5,223            | 10,995   | 35,964    |
| 939       | 16,048      | 11,623    | 5,508            | 619       | 17,750      | 5,889     | 8,052            | 3,076    | 17,017    |
| -         | 35,141      | 14,857    | 2,450            | -         | 17,307      | 28,082    | 6,927            | -        | 35,009    |
| 7,775     | 2,93,720    | 1,92,815  | 20,779           | 3,760     | 2,17,354    | 2,44,249  | 21,105           | 2,300    | 2,67,654  |
| -         | -           | 8,284     | -                | 300       | 8,584       | -         | -                | -        | -         |
| 6,920     | 34,716      | 13,412    | -                | 408       | 13,820      | 5,830     | -                | 560      | 6,390     |
| -         | 26,994      | 5,874     | 8,315            | 250       | 14,439      | -         | 3,216            | 1,100    | 4,316     |
| -         | 792         | 1,300     | -                | 198       | 1,498       | 876       | -                | -        | 876       |
| -         | 99,093      | 67,376    | -                | 200       | 67,576      | 67,627    | -                | 1,500    | 69,127    |
| 14,935    | 24,750      | 869       | 1,328            | 300       | 2,497       | -         | -                | -        | -         |
| -         | 27,862      | 1,903     | 5,285            | -         | 7,188       | 11,329    | 1,106            | -        | 12,435    |
| -         | -           | -         | -                | -         | -           | -         | -                | 850      | 850       |
| 554       | 15,075      | 1,327     | 5,613            | -         | 6,940       | 1,415     | 9,297            | -        | 10,712    |
| 39,953    | 1,10,755    | 81,684    | 5,494            | 28,193    | 1,15,371    | 76,502    | 7,356            | 11,168   | 95,026    |
| 15,253    | 59,434      | 7,031     | 2,025            | 4,470     | 13,526      | 15,626    | 3,928            | 500      | 20,054    |
| 5,30,451  | 5,57,340    | 2,26,180  | 2,940            | 85,009    | 3,14,129    | 1,13,740  | 10,521           | 2,52,250 | 3,76,511  |
| -         | 50,744      | 14,428    | -                | 535       | 14,963      | -         | -                | 257      | 257       |
| -         | 1,137       | -         | -                | -         | -           | -         | -                | -        | -         |
| -         | 1,616       | -         | -                | -         | -           | -         | -                | -        | -         |
| -         | -           | -         | 1,757            | -         | 1,757       | -         | -                | -        | -         |
| 4,63,591  | 45,01,842   | 22,91,578 | 18,15,461        | 3,42,882  | 44,49,921   | 25,79,194 | 17,61,890        | 2,08,618 | 45,49,702 |
| 3,200     | 54,533      | 6,311     | 1,997            | 9,000     | 17,308      | 22,229    | -                | 29,700   | 51,929    |
| -         | 16,361      | 800       | -                | 3,175     | 3,975       | 6,241     | -                | -        | 6,241     |
| 5,679     | 28,065      | 20,845    | 8,524            | 7,676     | 37,045      | 8,840     | 1,474            | -        | 10,314    |
| 31,689    | 1,73,199    | 1,26,112  | 14,600           | 26,666    | 1,67,378    | 33,000    | 5,336            | 4,293    | 42,629    |
| 4,310     | 3,85,437    | 4,58,205  | 18,089           | 9,676     | 4,85,970    | 2,07,282  | 2,464            | 1,466    | 2,11,212  |
| -         | 43,641      | -         | 1,25,401         | -         | 1,25,401    | -         | 36,540           | -        | 36,540    |
| -         | 4,866       | -         | 5,430            | -         | 5,430       | -         | 2,805            | -        | 2,805     |
| -         | 1,01,390    | 59,154    | -                | -         | 59,154      | 98,229    | -                | -        | 98,229    |
| -         | -           | -         | -                | 574       | 574         | -         | -                | -        | -         |
| 10,431    | 4,40,772    | 1,36,145  | 3,34,999         | 17,380    | 4,88,524    | 80,648    | 3,56,942         | 3,354    | 4,40,944  |
| -         | 62,763      | 1,11,998  | -                | -         | 1,11,998    | 2,27,113  | -                | -        | 2,27,113  |
| 13,45,351 | 1,10,51,688 | 66,63,949 | 25,81,721        | 81,81,787 | 1,01,27,457 | 60,33,347 | 23,76,381        | 7,05,064 | 91,14,792 |
| 5,67,239  | 36,85,597   | 28,22,167 | 4,10,455         | 5,97,561  | 38,30,183   | 9,17,524  | 1,23,215         | 4,61,839 | 15,02,578 |
| 7,78,112  | 73,66,091   | 38,41,782 | 21,71,266        | 2,84,226  | 62,97,274   | 51,15,823 | 22,53,166        | 2,43,225 | 76,12,214 |

## Appendix (I.)

Appendix  
(I.)AN ACCOUNT OF THE VALUE AND AMOUNT OF ALL IMPORTS  
TO AND FROM CANTON,In Vessels of (Foreign) European States, and of the United States of America; distinguishing  
those of each State.Exports from Great Britain in Foreign Vessels to Countries within the Limits of the East  
India Company's Charter, during each of the last Three Years.

| SPECIES OF EXPORT.                               | Year 1817. | Year 1818.    | Year 1819.    |
|--|------------|---------------|---------------|
|  | £.         | £.            | £.            |
| British Woollen Manufactures, valued at          | 310        | 55            | 26,727        |
| D° Glass Manufactures - - - -                    | - - - -    | 10            | 4,577         |
| D° Hardwares - - - -                             | - - - -    | - - - -       | 756           |
| D° Iron, wrought and unwrought -                 | 126        | 190           | 451           |
| D° Watches - - - -                               | - - - -    | - - - -       | 1,342         |
| D° Lead and Shot - - - -                         | - - - -    | 2,000         | 6             |
| D° Other small articles - - - -                  | 25         | 272           | 550           |
| <b>Total declared Value of British Goods, £.</b> | <b>461</b> | <b>2,527</b>  | <b>34,909</b> |
| Foreign Quicksilver - - - -                      | - - - -    | 45,261 lbs.   | 87,931 lbs.   |
| D° Cochineal - - - -                             | - - - -    | 2,678 lbs.    | - - - -       |
| D° Coral Beads - - - -                           | - - - -    | - - - -       | 446 lbs.      |
| D° - - in fragments - - - -                      | - - - -    | - - - -       | 4,949 lbs.    |
| D° Cotton Wool - - - -                           | - - - -    | - - - -       | 24,964 lbs.   |
| D° other small articles, valued at -             | £. 96      | - - - -       | £. 137        |
| <b>Total Value of Foreign Merchandize, £.</b>    | <b>96</b>  | <b>16,591</b> | <b>30,535</b> |
| <b>Total Value of Exports - - - £.</b>           | <b>557</b> | <b>19,118</b> | <b>65,444</b> |
| Also,  | Ounces.    | Ounces.       | Ounces.       |
| Foreign Silver Coin - - - -                      | 836,472    | 660,148       | 692,689       |

*Note.*—The particular ports for which the goods are destined in shipments for countries within the limits of the East India Company's charter, not being exactly defined in the official records of the Customs, it is not practicable to state the amount of Exports to Canton in particular; but from the best information that could be obtained, it is presumed, that the whole of the above goods and specie were intended for that port, and were made in shipping of the United States of America.

There have not been any imports into Great Britain from China in foreign shipping  
of any description.

Custom House, London, }  
25th May 1820. }

William Irving,  
Inspector General of the Imports and Exports  
of Great Britain.



Appendix (K.)

AN ACCOUNT OF THE VALUE AND AMOUNT OF ALL IMPORTS  
TO AND FROM CANTON,

Appendix  
(K.)

In Vessels of (Foreign) European States, and of the United States of America; distinguishing those of each State, for the Year 1820.

Exports from Great Britain, in Foreign Vessels, to Countries within the Limits of the East India Company's Charter, during the Year 1820.

| SPECIES OF EXPORT.                                   | YEAR 1820,            |
|--|-----------------------|
|  | £.                    |
| British Woollen Manufactures, valued at - - - - -    | 161,269               |
| D <sup>o</sup> Cotton Manufactures - - - - -         | 11,839                |
| D <sup>o</sup> Glass Manufactures - - - - -          | 20                    |
| D <sup>o</sup> Iron, wrought and unwrought - - - - - | 2,490                 |
| D <sup>o</sup> Clocks and Watches - - - - -          | 456                   |
| D <sup>o</sup> Rock Moss or Cudbear - - - - -        | 1,521                 |
| D <sup>o</sup> Other small articles - - - - -        | 763                   |
| Total declared Value of British Goods - £.           | 178,358               |
| Foreign Quicksilver - - - - -                        | 23,813 lbs.           |
| D <sup>o</sup> Coral Beads - - - - -                 | 57 lbs.               |
| D <sup>o</sup> Coral, polished - - - - -             | 6 lbs.                |
| D <sup>o</sup> Steel, unwrought - - - - -            | 2,281 cwts.           |
| D <sup>o</sup> Other articles, valued at - - - - -   | £. 126                |
| Total Value of Foreign Merchandize - £.              | 6,610                 |
| Total Value of Goods exported - £.                   | 184,968               |
|  | Ounces.               |
| Also Foreign Silver Coin - - - - -                   | 344,984 $\frac{2}{3}$ |

*Note.*—The particular ports in India to which the above shipments were made, are not exactly defined in the official records of the Custom House; but it is presumed that the whole of the preceding goods and specie, shipped in vessels of the American States, were destined for the port of Canton.

There have not been any Imports into Great Britain from China in foreign shipping of any description.

Custom House, London, }  
15th March 1821. }

William Irving,  
Inspector General of the Imports and Exports  
of Great Britain.

## Appendix (L.)

No. 1.—AN ACCOUNT OF THE QUANTITIES AND VALUE OF BRITISH  
during each of the last Six Years; specifying,

| SPECIES OF MERCHANDIZE<br>EXPORTED.                | QUANTITIES EXPORTED.                         |               |               |              |               |           |
|--|--|---------------|---------------|--------------|---------------|-----------|
|  | YEARS ENDING 5 <sup>TH</sup> JANUARY,        |               |               |              |               |           |
|  | 1815.  | 1816.         | 1817.         | 1818.        | 1819.         |           |
| Apothecary Ware - - -                              | - - -  | - - -         | - - -         | - - -        | - - -         |           |
| Apparel - - - - -                                  | - - -  | - - -         | - - -         | - - -        | - - -         |           |
| Beer and Ale - Tuns. H. G.                         | 2,674 1 9                                    | 5,511 1 24    | 6,821 2 16    | 4,780 - 6    | 3,333 1 40    |           |
| Books, Printed Cwts. q. lbs.                       | 1,178 1 -                                    | 2,059 1 5     | 2,495 1 4     | 1,710 - 25   | 2,535 2 23    |           |
| Brass - - Cwts. q. lbs.                            | 247 3 16                                     | 1,007 1 23    | 565 - 26      | 1,192 2 24   | 1,035 - 10    |           |
| Cabinet and Upholstery Wares                       | - - -  | - - -         | - - -         | - - -        | - - -         |           |
| Carriages - - - Number                             | 45   | 164           | 108           | 134          | 152           |           |
| Coals, &c. by measure Chalds. Bus.                 | 46 10  | 203 51        | 250 56        | 670 3        | 992 43        |           |
| — by weight Tons. C. q. lbs.                       | 10 - - -                                     | - - -         | 149 10 - -    | 330 - - -    | 690 - - -     |           |
| Cochineal - - - lbs.                               | 6,128  | 22,366        | 28,420        | 33,158       | 17,569        |           |
| Colours for Painters - - -                         | - - -  | - - -         | - - -         | - - -        | - - -         |           |
| Copper, in Bricks and Pigs - } Cwts. q. lbs.       | 4,773 1 10                                   | 1,700 1 7     | 1,811 8 10    | 1,473 - 11   | 2,452 1 27    |           |
| — in Sheets and Nails - } Cwts. q. lbs.            | 2,295 1 12                                   | 5,868 3 13    | 14,229 - 21   | 20,299 3 4   | 32,885 - 21   |           |
| — Wrought - Cwts. q. lbs.                          | 460 - 26                                     | 3,166 2 27    | 529 - 8       | 2,597 - 25   | 1,872 - 17    |           |
| Cordage - - - Cwts. q. lbs.                        | 616 - 19                                     | 6,067 2 18    | 9,820 3 23    | 14,005 1 27  | 8,462 2 13    |           |
| Cotton Manufactures, viz.                          | Calicoes, &c. white or plain - } Yards       | 81,476        | 237,961       | 252,560      | 938,680       | 2,271,314 |
|  | — printed, checquered, &c. - } Yards         | 426,617       | 797,156       | 968,903      | 2,782,670     | 4,159,878 |
|  | Muslins, &c. white or plain - } Yards        | 130,770       | 246,694       | 462,051      | 1,529,344     | 2,343,057 |
|  | — printed, checquered, &c. - } Yards         | 7,205         | 16,755        | 12,724       | 5,712         | 9,940     |
|  | Fustians, Velvets, &c. - } Yards             | 4,396         | 4,529         | 7,694        | 59,725        | 56,047    |
|  | Cotton and Linen mixed - } Yards             | - - -         | 2,680         | 500          | - - -         | 1,800     |
|  | Counterpanes & Bed Quilts - } Number         | 1             | 33            | 30           | 559           | 78        |
|  | Lace & Patent Net - } Yards                  | 56,224        | 18,382        | 14,744       | 80,674        | 41,313    |
|  | Cotton for stitching and sewing - } lbs. wt. | 865           | 850           | 1,718        | 4,208         | 12,455    |
|  | Hosiery, viz. Stockings - } - Dozen, pr.     | 3,931 5       | 4,361 8       | 7,018 4      | 11,309 6      | 16,420 -  |
|  | — of other Sorts -                           | - - -         | - - -         | - - -        | - - -         | - - -     |
|  | Tapes and Small Wares -                      | - - -         | - - -         | - - -        | - - -         | - - -     |
| Cotton Twist and Yarn - lbs. wt.                   | 8  | - - -         | 400           | 2,701        | 1,817         |           |
| Earthenware of all Sorts Pieces                    | 809,918                                      | 880,574       | 2,233,956     | 4,094,163    | 3,222,022     |           |
| Glass - - - - -                                    | - - -  | - - -         | - - -         | - - -        | - - -         |           |
| Guns and Pistols - Number                          | 340  | 390           | 5,916         | 5,769        | 4,523         |           |
| Haberdashery and Millinery -                       | - - -  | - - -         | - - -         | - - -        | - - -         |           |
| Hardwares and Cutlery - -                          | - - -  | - - -         | - - -         | - - -        | - - -         |           |
| Hats of all Sorts - Dozen, No.                     | 3,455 11                                     | 3,279 5       | 3,300 11      | 5,031 8      | 4,062 -       |           |
| Iron, in bars - Tons. C. q. lbs.                   | 2,414 8 2                                    | 5,077 12 - 12 | 6,821 2 1 18  | 7,308 - 2 27 | 7,802 4 1 2   |           |
| — Bolt & rod Tons. C. q. lbs.                      | 404 10 - 25                                  | 491 - 2 24    | 525 - 2 15    | 602 2 1 -    | 811 6 - -     |           |
| — Cast & wrought Cwts. q. lbs.                     | 20,260 2 7                                   | 46,169 1 13   | 46,495 3 26   | 90,340 1 9   | 77,804 1 11   |           |
| Lace and Thread, of Gold and Silver - } - lbs. oz. | 455 14                                       | 2,080 12      | 1,531 -       | 1,867 3      | 2,178 -       |           |
| Lead and Shot Tons. C. q. lbs.                     | 121 - 1 14                                   | 596 2 1 26    | 2,412 16 3 10 | 4,315 7 1 3  | 3,509 19 1 23 |           |
| Leather and Sadlery - - -                          | - - -  | - - -         | - - -         | - - -        | - - -         |           |

Appendix (L)

MANUFACTURES, &c. Exported from Great Britain to all Parts of India by the Free Traders, separately, the Quantities of Woollens and Cottons.

| DECLARED VALUE THEREOF.   |             |               |              |              |              |               |
|---------------------------|-------------|---------------|--------------|--------------|--------------|---------------|
| YEARS ENDING 5TH JANUARY. |             |               |              |              |              |               |
| 1820.                     | 1815.       | 1816.         | 1817.        | 1818.        | 1819.        | 1820.         |
|                           | £ s d.      | £ s d.        | £ s d.       | £ s d.       | £ s d.       | £ s d.        |
| - - -                     | 4,593 7 1   | 10,946 11 10  | 14,908 1 -   | 18,571 10 10 | 22,006 13 -  | 7,788 19 -    |
| - - -                     | 4,639 12 -  | 14,937 10 11  | 22,929 16 9  | 25,384 4 6   | 36,452 8 -   | 30,430 19 -   |
| 1,533 3 10                | 49,587 12 6 | 117,057 7 10  | 157,731 2 10 | 111,187 14 6 | 79,491 14 3  | 40,252 16 6   |
| 2,140 - 12                | 21,022 11 - | 38,429 19 2   | 47,851 8 -   | 46,357 1 6   | 47,265 1 -   | 40,814 9 -    |
| 511 - 7                   | 2,431 6 6   | 3,842 11 4    | 6,764 6 -    | 11,735 11 4  | 9,937 3 1    | 5,318 - -     |
| - - -                     | 2,729 12 -  | 5,533 8       | 8,426 16 -   | 14,626 14 6  | 18,409 8 -   | 6,502 - -     |
| 101                       | 5,535 2 -   | 15,565 13 -   | 12,939 13 -  | 18,430 15 -  | 18,823 10 -  | 12,858 10 -   |
| 331 1                     | 153 11 6    | 601 - -       | 480 - -      | 1,193 19 -   | 1,799 17 -   | 531 1 -       |
| 124 - - -                 | 10 - -      | - - -         | 99 16 6      | 191 15 -     | 337 15 -     | 20 8 -        |
| 13,069                    | 6,434 14 -  | 23,434 1 -    | 29,340 13 -  | 34,815 18 -  | 18,447 9 -   | 13,722 9 -    |
| - - -                     | 9,325 1 -   | 19,756 17 1   | 30,668 7 6   | 37,730 3 9   | 40,874 11 -  | 13,549 10 -   |
| 7,020 2 13                | 31,027 - -  | 9,756 - -     | 7,924 - 2    | 7,166 - -    | 14,555 18 10 | 43,823 1 7    |
| 8,937 3 11                | 15,642 18 - | 33,621 19 8   | 77,656 19 4  | 115,543 19 1 | 203,178 19 1 | 57,202 - -    |
| 2,942 3 21                | 3,282 5 -   | 23,252 2 8    | 3,318 3 -    | 13,063 12 -  | 11,451 9 4   | 17,673 14 6   |
| 1,523 1 27                | 2,463 - -   | 19,740 4 6    | 26,327 7 5   | 34,066 7 9   | 23,238 13 9  | 4,284 15 -    |
| 1,875,506                 | 10,997 13 5 | 27,343 7 -    | 23,439 2 10  | 68,024 19 11 | 161,705 5 8  | 106,419 10 2  |
| 3,699,377                 | 42,414 9 -  | 66,922 19 -   | 69,853 - 2   | 192,733 - 1  | 286,764 14 - | 282,383 12 4  |
| 1,536,864                 | 19,476 9 4  | 29,903 14 10  | 47,583 3 5   | 127,145 - 1  | 211,927 15 9 | 112,869 10 11 |
| 1,050                     | 893 15 -    | 1,618 16 -    | 1,433 13 -   | 959 4 -      | 949 - -      | 86 - -        |
| 12,224                    | 833 12 9    | 605 6 -       | 906 4 9      | 4,603 - 10   | 4,463 7 4    | 1,059 19 10   |
| 450                       | - - -       | 143 - -       | 46 - -       | - - -        | 105 - -      | 49 - -        |
| 123                       | 5 - -       | 46 13 -       | 32 - -       | 1,066 8 6    | 92 - -       | 122 - -       |
| 4,100                     | 6,052 17 -  | 1,945 4 -     | 2,475 13 4   | 4,248 4 -    | 3,993 5 -    | 1,092 - -     |
| 1,135                     | 395 13 6    | 199 - -       | 417 2 4      | 1,403 16 3   | 3,928 - -    | 443 5 -       |
| 5,347 -                   | 7,934 4 6   | 3,151 14 -    | 12,319 10 6  | 17,702 1 6   | 22,619 17 6  | 5,893 5 -     |
| - - -                     | 1,894 17 6  | 426 - -       | 1,482 - -    | 4,233 15 6   | 3,173 19 -   | 491 - -       |
| - - -                     | 703 1 -     | 147 3 10      | 315 - -      | 604 7 -      | 816 - -      | 126 11 -      |
| 747                       | 7 - -       | - - -         | 150 - -      | 504 16 9     | 431 - -      | 108 - -       |
| 696,356                   | 10,559 1 6  | 11,748 10 -   | 38,327 12 -  | 77,261 1 -   | 57,439 11 2  | 10,300 17 6   |
| - - -                     | 65,450 2 2  | 109,912 16 11 | 195,910 9 4  | 300,089 19 3 | 227,533 1 7  | 73,017 10 -   |
| 3,131                     | 2,443 10 -  | 3,354 9 -     | 9,337 9 -    | 12,447 9 -   | 15,105 10 -  | 9,174 13 -    |
| - - -                     | 16,717 4 -  | 42,166 9 11   | 53,333 3 1   | 80,911 11 8  | 64,271 13 6  | 15,753 11 -   |
| - - -                     | 15,163 - -  | 18,676 11 9   | 23,221 9 4   | 55,316 - 11  | 67,343 18 -  | 19,687 10 -   |
| 1,203 7                   | 10,341 9 -  | 16,963 13 9   | 27,405 13 3  | 39,514 19 -  | 35,456 3 4   | 6,665 3 -     |
| 4,691 19 1 14             | 45,879 10 - | 87,231 3 4    | 96,443 9 -   | 31,933 12 4  | 108,177 12 6 | 62,996 14 2   |
| 352 - - -                 | 5,661 15 -  | 7,043 14 -    | 5,544 - -    | 6,522 10 -   | 10,656 - -   | 4,409 - -     |
| 22,189 3 3                | 26,033 6 -  | 62,113 9 6    | 69,905 10 6  | 122,197 12 7 | 96,984 13 2  | 29,449 11 -   |
| 1,193 8                   | 3,396 - -   | 14,312 2 -    | 10,442 10 6  | 12,833 16 6  | 14,803 13 -  | 7,405 - -     |
| 602 4 1 21                | 3,165 11 -  | 14,986 - -    | 45,395 4 -   | 35,895 17 6  | 37,439 12 -  | 14,102 5 -    |
| - - -                     | 18,123 7 -  | 34,219 2 3    | 45,172 7 6   | 59,341 17 -  | 46,737 8 4   | 27,466 14 6   |

(continued)

## Appendix (L.)—No. 1.—An Account of British Manufactures exported

| SPECIES OF MERCHANDIZE<br>EXPORTED.                         | QUANTITIES EXPORTED.                                   |           |           |           |             |         |
|---|--|-----------|-----------|-----------|-------------|---------|
|   | YEARS ENDING 5TH JANUARY,                              |           |           |           |             |         |
|   | 1815.  | 1816.     | 1817.     | 1818.     | 1819.       |         |
| Lineen Manufactures - - -                                   | - - -  | - - -     | - - -     | - - -     | - - -       |         |
| Military Stores, not otherwise<br>described - - - - -       | - - -  | - - -     | - - -     | - - -     | - - -       |         |
| Musical Instruments - - -                                   | - - -  | - - -     | - - -     | - - -     | - - -       |         |
| Ordnance of Brass }<br>and Iron - } <i>Tons. c. q. lbs.</i> | - - -  | - - -     | 108 - - - | 10 18 - - | 55 13 - -   |         |
| Plate, Plated Ware, Jewellery,<br>and Watches - - - - -     | - - -  | - - -     | - - -     | - - -     | - - -       |         |
| Provisions - - - - -  | - - -  | - - -     | - - -     | - - -     | - - -       |         |
| Quicksilver - - - <i>lbs.</i>                               | 16,302   | 113,815   | 283,708   | 383,897   | 943,835     |         |
| Silk Manufactures - - -                                     | - - -  | - - -     | - - -     | - - -     | - - -       |         |
| Soap and Candles <i>Cwts. q. lbs.</i>                       | 276 - 7  | 241 2 23  | 133 3 27  | 558 1 22  | 410 3 7     |         |
| Spirits, British - <i>Gallons</i>                           | 5,033  | 6,981     | 3,860     | 3,430     | 3,615½      |         |
| — Foreign - <i>Gallons</i>                                  | 193,195  | 151,755   | 109,206   | 108,551   | 148,517     |         |
| Stationery - - - - -  | - - -  | - - -     | - - -     | - - -     | - - -       |         |
| Steel, unwrought - <i>Cwts. q. lbs.</i>                     | 2,391 - 10   | 3,773 2 - | 3,178 - - | 2,480 - - | 26,829 - 23 |         |
| Sugar, refined - <i>Cwts. q. lbs.</i>                       | 134 1 21   | 616 1 -   | 406 3 23  | 427 2 12  | 347 3 25    |         |
| Swords - - - - <i>Number</i>                                | 34   | 109       | 297       | 405       | 1,464       |         |
| Tin, unwrought - <i>Cwts. q. lbs.</i>                       | 3 - -  | 3 - -     | 30 - -    | - - -     | - - -       |         |
| Tin and Pewter Wares, and Tin<br>Plates - - - - -           | - - -  | - - -     | - - -     | - - -     | - - -       |         |
| Wines - - - <i>Tuns. H. G.</i>                              | 1,342 2 21   | 825 - 56  | 971 3 30  | 737 - 25  | 799 - 15    |         |
| Woolen Manufactures, viz.                                   | Cloths - - <i>Pieces</i>                               | 450       | 1,929 -   | 1,483     | 4,863       | 8,741   |
|   | Coatings, Duffels,<br>&c. - - - } <i>Pieces</i>        | - - -     | 17        | 166       | 63          | 397     |
|   | Kerseymeré - <i>Pieces</i>                             | 169       | 156       | 132       | 561         | 927     |
|   | Baizes - - <i>Pieces</i>                               | 27        | 51        | 274       | 328         | 827     |
|   | Stuffs, viz. Cam-<br>blet, Serges, &c. } <i>Pieces</i> | 310       | 996       | 944       | 1,902       | 4,692   |
|   | Flannel - - <i>Yards</i>                               | 24,062    | 36,353    | 45,559    | 99,304      | 171,374 |
|   | Blankets and Blan-<br>keting - - - } <i>Yards</i>      | 4,050     | 3,505     | 8,674     | 31,646      | 15,214  |
|   | Carpets and Car-<br>peting - - - } <i>Yards</i>        | 4,617     | 5,966     | 9,879     | 8,117       | 6,220   |
|   | Woollens mixed<br>with Cotton, &c. } <i>Yards</i>      | 820       | 138       | 2,682     | 2,397       | 1,546   |
|   | Rugs and Cover-<br>lids - - - } <i>Number</i>          | - - -     | - - -     | - - -     | 40          | 104     |
|   | Hosiery, viz.<br>Stockings - } <i>Doz. pr.</i>         | 89 -      | 231 6     | 545 -     | 1,052 6     | 379 -   |
|   | — of all other Sorts                                   | - - -     | - - -     | - - -     | - - -       | - - -   |
|   | Tapes and small Wares -                                | - - -     | - - -     | - - -     | - - -       | - - -   |
|   | All other Articles - - -                               | - - -     | - - -     | - - -     | - - -       | - - -   |

Total Value of Merchandize exported from Great Britain to India by the Free Traders

The Registered Tonnage of Shipping that cleared outwards from Great Britain to India, with Cargoes by Free Traders, was as follows, viz. - - - - -

from Great Britain to India, by the Free Traders—*continued.*

| DECLARED VALUE THEREOF.   |              |               |                |                |               |               |
|---------------------------|--------------|---------------|----------------|----------------|---------------|---------------|
| YEARS ENDING 5TH JANUARY. |              |               |                |                |               |               |
| 1820.                     | 1815.        | 1816.         | 1817.          | 1818.          | 1819.         | 1820.         |
|                           | £. s. d.     | £. s. d.      | £. s. d.       | £. s. d.       | £. s. d.      | £. s. d.      |
| - - -                     | 6,266 14 3   | 19,215 14 6   | 16,148 1 9     | 25,670 11 1    | 25,481 7 8    | 13,081 17 10  |
| - - -                     | 847 6 -      | 414 5 -       | 911 - -        | 1,293 - -      | 2,639 8 -     | 3,210 2 -     |
| - - -                     | 10,318 18 -  | 10,449 18 4   | 13,192 11 -    | 18,144 - -     | 11,374 6 -    | 11,952 3 -    |
| - - -                     | - - -        | - - -         | 480 - -        | 168 - -        | 459 - -       | - - -         |
| - - -                     | 13,498 - 3   | 27,558 13 -   | 43,020 1 8     | 76,451 11 6    | 68,245 1 6    | 46,352 19 6   |
| - - -                     | 27,173 17 4  | 45,559 11 7   | 41,640 10 5    | 33,407 16 2    | 30,275 8 -    | 12,414 8 -    |
| 531,939                   | 2,852 10 -   | 19,917 17 6   | 49,648 15 -    | 67,181 10 -    | 165,171 2 6   | 93,089 6 6    |
| - - -                     | 18,079 2 -   | 25,957 9 3    | 25,920 12 10   | 47,446 1 5     | 27,261 13 8   | 6,220 2 6     |
| 570 - 26                  | 1,504 19 -   | 1,437 5 6     | 881 12 -       | 2,668 3 -      | 2,397 10 -    | 2,743 6 -     |
| 1,889                     | 2,938 15 -   | 4,120 14 -    | 2,863 16 6     | 2,815 19 -     | 2,851 15 -    | 1,406 5 6     |
| 196,031                   | 40,606 2 6   | 29,222 1 6    | 20,610 12 -    | 20,499 14 -    | 36,047 13 8   | 48,950 17 5   |
| - - -                     | 14,171 8 3   | 28,385 11 9   | 42,376 16 2    | 48,564 10 -    | 39,241 5 -    | 9,763 11 6    |
| 17,881 - -                | 3,488 10 -   | 6,788 7 -     | 5,413 12 -     | 4,524 - -      | 30,204 17 2   | 19,209 - -    |
| 309 1 4                   | 806 12 6     | 3,081 5 -     | 1,557 11 3     | 1,563 12 9     | 1,297 7 -     | 975 6 7       |
| 234                       | 172 - -      | 304 5 -       | 335 - -        | 779 5 -        | 1,923 10 -    | 728 15 -      |
| - - -                     | 22 10 -      | 22 16 -       | 90 - -         | - - -          | - - -         | - - -         |
| - - -                     | 3,075 - 3    | 5,395 4 4     | 18,381 17 6    | 34,397 4 2     | 26,693 2 6    | 6,453 - -     |
| 686 2 57                  | 93,980 14 6  | 57,765 14 5   | 68,030 14 7    | 51,597 5 8     | 55,934 3 4    | 48,070 16 7   |
| 7,520 1/4                 | 8,398 6 -    | 33,340 7 10   | 23,555 5 6     | 61,191 17 1    | 95,333 13 8   | 84,724 4 -    |
| - - -                     | - - -        | 142 19 11     | 903 - -        | 121 8 -        | 1,863 - -     | - - -         |
| 92                        | 1,778 10 -   | 2,420 14 -    | 1,484 - -      | 4,725 7 -      | 6,587 4 6     | 861 - -       |
| 4                         | 252 10 -     | 591 6 4       | 1,097 8 -      | 1,718 - -      | 4,433 - -     | 20 - -        |
| 5,206                     | 974 - -      | 2,730 1 -     | 3,188 11 4     | 6,254 8 6      | 13,037 18 6   | 17,590 10 -   |
| 35,961                    | 3,283 11 -   | 4,079 9 4     | 5,968 15 -     | 10,808 1 6     | 16,791 4 -    | 3,260 8 -     |
| 10,814                    | 854 - -      | 690 5 -       | 1,161 10 -     | 3,853 2 -      | 2,449 - -     | 1,468 - -     |
| 8,535                     | 1,111 - -    | 2,113 1 -     | 2,312 2 -      | 2,067 19 -     | 1,398 - -     | 1,683 10 -    |
| 1,231                     | 179 15 -     | 38 18 -       | 622 9 4        | 531 7 6        | 267 - -       | 275 10 -      |
| 17                        | - - -        | - - -         | - - -          | 26 - -         | 25 - -        | 22 - -        |
| 23 -                      | 151 7 -      | 423 - -       | 905 5 -        | 1,483 5 -      | 521 5 -       | 39 - -        |
| - - -                     | 778 7 -      | 2,331 - -     | 1,657 10 -     | 3,147 2 -      | 4,813 10 -    | 1,183 1 -     |
| - - -                     | 2,451 10 -   | 5,859 11 8    | 4,859 6 -      | 7,078 14 -     | 6,337 5 -     | 2,398 9 6     |
| - - -                     | 136,785 11 8 | 207,095 - 3   | 260,404 9 1    | 319,725 7 1    | 291,566 15 3  | 173,690 14 -  |
| £.                        | 879,177 8 9  | 1,454,228 7 9 | 1,868,396 14 3 | 2,708,024 10 4 | 2,052,741 3 1 | 1,650,338 5 5 |

| YEARS ENDING 5th JANUARY. |          |          |          |          |          |
|---------------------------|----------|----------|----------|----------|----------|
| 1815.                     | 1816.    | 1817.    | 1818.    | 1819.    | 1820.    |
| Tonnage.                  | Tonnage. | Tonnage. | Tonnage. | Tonnage. | Tonnage. |
| 6,285                     | 33,160   | 58,694   | 83,050   | 78,415   | 36,269   |

*William Irving,*  
Inspector General of the Imports and Exports  
of Great Britain.

Appendix  
(L.)

No. 2.—AN ACCOUNT of the Value and Quantity of the Cargoes imported into Canton on the Tonnage employed annually in the Country Trade between the different Ports of British India and Canton, specifying particularly the Quantities and Value of Raw Cotton and Opium.

|  |                                 |                |   |              |  |
|--|---------------------------------|----------------|---|--------------|--|
|  | In the Year 1817-18 imported in | -              | - | 13           | Country Ships, from Bombay.  |
|  |                                 |                |   | 24           | Do. - Bengal.  |
|  |                                 |                |   | 1            | Do. - Penang,  |
|  |                                 |                |   | 1            | Ship from New South Wales.   |
|  |                                 |                |   | <u>39</u>    |  |
|  |                                 |                |   | <u>Total</u> |  |
| Cotton (Bombay) - - -  | Bales                           | 59,250         | - | -            | - Value, Dollars 2,896,600   |
| — (Bengal) - - -   | —                               | 91,383         | - | -            | — 3,450,000  |
|  | Bales                           | <u>150,633</u> |   |              | <u>Dollars 6,346,600</u>   |
| Opium (Patna and Benares) -  | Chests                          | 485            | - | -            | — 611,100  |
| Tin (Banca) - - -  | Peculs                          | 6,068          | - | -            | — 127,400  |
| Pepper - - -   | —                               | 20,560         | - | -            | — 359,800  |
| Rattans - - -  | —                               | 6,184          | - | -            | — 21,600   |
| Betel Nut - - -  | —                               | 11,340         | - | -            | — 39,700   |
| Putchuck - - -   | —                               | 2,046          | - | -            | — 51,200   |
| Shark Fins - - -   | —                               | 3,121          | - | -            | — 93,600   |
| Fish Maws - - -  | —                               | 1,296          | - | -            | — 90,700   |
| Myrrh - - -  | —                               | 73             | - | -            | — 2,200  |
| Olibanum - - -   | —                               | 1,974          | - | -            | — 29,600   |
| Black Wood - - -   | —                               | 3,977          | - | -            | — 19,800   |
| Sandal Wood - - -  | —                               | 2,945          | - | -            | — 47,100   |
| Ivory - - -  | —                               | 369            | - | -            | — 27,600   |
| Saltpetre - - -  | —                               | 7,892          | - | -            | — 67,000   |
| Pearls and Cornelians - - -  | -                               | -              | - | -            | Estimated — 300,000  |
| Quicksilver - - -  | Peculs                          | 631            | - | -            | — 78,900   |
| Lead - - -   | —                               | 3,795          | - | -            | — 26,500   |
| Nail Iron - - -  | —                               | 1,913          | - | -            | — 10,500   |
| Prussian Blue - - -  | —                               | 179            | - | -            | — 22,300   |
| Smalts - - -   | —                               | 135            | - | -            | — 10,400   |
| Sundry articles of which it is impossible to obtain Accounts - - - | -                               | -              | - | -            | — 150,000  |
|  |                                 |                |   |              | <u>Total Value imported into Canton</u> - <u>Dollars 8,533,600</u> |

*Note.*—In addition to the above, there were also imported into Macao, 1,950 chests of Bengal Opium of the value of 2,340,000 Dollars, and 4,800 bales of Bombay and Bengal Cotton, of the value of 208,000 Dollars, which, together with the above importation into the Port of Canton, makes the total importation into the Ports of China from British India, in the year 1817-18, Dollars 11,081,600.

No. 2.—An Account of the Value and Quantities of the Cargoes, &c.—continued.

Appendix  
(L)

| In the Year 1818-19 imported in                              |                       | 22 Country Ships from Bengal. |                          |
|--|-----------------------|-------------------------------|--------------------------|
|  |                       | 12                            | Do. Bombay.              |
|  |                       | 1 Ship from New South Wales.  |                          |
| Total  |                       | 35                            |                          |
| Cotton (Bengal)  | Peculs 171,400        |                               | Value, Dollars 2,951,871 |
| (Bombay)   | 152,412               |                               | 2,583,045                |
|  | <u>Peculs 323,842</u> |                               | <u>Dollars 5,534,916</u> |
| Opium (Patna and Benares)                                    | Chests 1,358          |                               | 1,358,000                |
| Tin (Banca)  | Peculs 9,902          |                               | 188,138                  |
| Pepper   | 12,131                |                               | 194,096                  |
| Rattans  | 10,870                |                               | 48,915                   |
| Betel Nut  | 39,196                |                               | 117,583                  |
| Putchuck   | 2,371                 |                               | 61,646                   |
| Shark Fins   | 3,576                 |                               | 114,432                  |
| Fish Blaws   | 890                   |                               | 51,620                   |
| Myrrh  | 65                    |                               | 1,735                    |
| Alibanum   | 1,435                 |                               | 4,305                    |
| Black Wood   | 3,068                 |                               | 12,272                   |
| Sandal Wood  | 4,500                 |                               | 67,500                   |
| Ivory  | 572                   |                               | 32,604                   |
| Saltpetre  | 2,642                 |                               | 17,173                   |
| Pearls and Cornelians  |                       |                               | Estimated 120,000        |
| Quicksilver  | Peculs 1,363          |                               | 102,225                  |
| Lead   | 3,606                 |                               | 19,833                   |
| Iron   | 6,344                 |                               | 28,548                   |
| Prussian Blue  | 65                    |                               | 5,200                    |
| Smalts   | 305                   |                               | 18,300                   |
| Cutch  | 3,957                 |                               | 31,656                   |
| Coral (unwrought)  | 32                    |                               | 19,200                   |
| Cochineal  | 58                    |                               | 40,600                   |
| Window Glass   | 97                    |                               | 3,000                    |
| Stick Lac  | 50                    |                               | 500                      |
| Cloves   | 1,199                 |                               | 107,910                  |
| Nutmegs  | 130                   |                               | 19,500                   |
| Mace   | Hds. 33               |                               | 11,880                   |
| Steel  | Peculs 1,013          |                               | 6,000                    |
| Flints   | 42,245                |                               | 21,122                   |
| Indian Piece Goods   | Pieces 7,262          |                               | 72,620                   |
| Birds Nests  | Peculs 47             |                               | 1,200                    |
| Camphor  | 2                     |                               | 38                       |
| Chintz (fine and coarse)                                     | Pieces 12,381         |                               | Estimated Value 100,000  |
| Cotton Handkerchiefs (coarse)                                | Number 65,720         |                               | 10,000                   |
| Estimated Value of Goods of which no Account can be obtained |                       |                               | 170,000                  |
| Total Value imported into Canton                             |                       |                               | <u>Dollars 8,714,272</u> |

Note.—In addition to the above, there were also imported into Macao, 3,620 chests of Bengal and Malwah Opium, of the value of 3,035,000 Dollars, and 12,000 bales of Bengal and Bombay Cotton, of the value of 250,000 Dollars, which together with the above importation into the Port of Canton, makes the total importation into the Ports of China from British India, in the year 1818-19. - Dollars 11,999,272.

Memorandum.—The Records of the Company's Factory in China do not afford the materials for similar Statements with the above, previous to the year 1817-18.

East India House, }  
the 27th June 1820. }

Jos. Thompson.

Appendix (L)—No. 3.—AN ACCOUNT of the Quantity of British Manufactures annually specifying particularly the Quantities

|                       | 1809-10.                            | 1810-11.              | 1811-12.              | 1812-13.                            |
|-----------------------|-------------------------------------|-----------------------|-----------------------|-------------------------------------|
| Broad Cloths          | <i>Cloths</i> 7,888 $\frac{1}{2}$   | <i>Cloths</i> 5,919   | <i>Cloths</i> 6,466   | <i>Cloths</i> 6,450 $\frac{1}{2}$   |
| Long Ells             | <i>Pieces</i> 220,400               | <i>Pieces</i> 200,240 | <i>Pieces</i> 200,000 | <i>Pieces</i> 200,620               |
| Superior Long Ells    | — 7,900                             | — 7,920               | — 10,300              | — 100,000                           |
| Embossed D°           | — 560                               | — 600                 | — 600                 | — 600                               |
| Worleys               | — 3,560                             | — 3,460               | — 3,100               | — 3,040                             |
| Camlets               | — 21,770                            | — 18,750              | — 22,340              | — 22,020                            |
| Double Colours        | — 6                                 | —                     | —                     | —                                   |
| Moscow Cloths         | — 12                                | —                     | —                     | —                                   |
| Templars              | — 40                                | —                     | —                     | —                                   |
| Striped Duroys        | —                                   | — 50                  | —                     | —                                   |
| Figured D°            | —                                   | — 44                  | —                     | —                                   |
| Vigonia Cloth         | —                                   | —                     | —                     | —                                   |
| Marino Robe Cloths    | —                                   | —                     | —                     | —                                   |
| Seraglio Rattens      | — 15                                | —                     | —                     | —                                   |
| Shags                 | — 20                                | —                     | —                     | —                                   |
| Vigonia Shags         | —                                   | —                     | —                     | —                                   |
| Colchester Baize      | —                                   | —                     | —                     | —                                   |
| Long Wool Baize       | —                                   | —                     | —                     | —                                   |
| Flannels              | —                                   | —                     | —                     | — 51                                |
| Broad Flannels        | —                                   | — 100                 | —                     | —                                   |
| Yard wide D°          | —                                   | — 20                  | —                     | —                                   |
| Salisbury D°          | —                                   | —                     | —                     | —                                   |
| <b>Total Woollens</b> | <i>Pieces</i> 262,171 $\frac{1}{2}$ | <i>Pieces</i> 237,103 | <i>Pieces</i> 242,806 | <i>Pieces</i> 242,781 $\frac{1}{2}$ |
| Printed Cottous       | —                                   | —                     | —                     | <i>Pieces</i> 5,510                 |
| Window Glass          | —                                   | <i>Chests</i> 50      | —                     | —                                   |
| Ironmongery           | —                                   | —                     | —                     | —                                   |
| Iron Rivets           | —                                   | —                     | —                     | —                                   |
| Nails                 | —                                   | —                     | —                     | —                                   |
| Medicines             | —                                   | <i>Case</i> 1         | <i>Cases</i> 6        | <i>Cases</i> 4                      |
| Red Lead              | —                                   | <i>C.</i> 100         | <i>C.</i> 194         | —                                   |
| White Lead            | —                                   | —                     | —                     | —                                   |
| Grain Tin             | —                                   | —                     | —                     | —                                   |
| Lead                  | <i>Tons</i> 1,600                   | <i>Tons</i> 2,124     | <i>Tons</i> 1,200     | <i>Tons</i> 1,250                   |
| Tin                   | — 800                               | — 378                 | — 30                  | — 348                               |
| Copper                | —                                   | — 20                  | — 9                   | —                                   |
| British Iron          | —                                   | — 50                  | — 200                 | — 408                               |

*Memorandum.*—The Order from the House of Lords required the Quantities of British Manufactures exported into Canton, both by the East India Company and their Officers, but it has not been practicable to furnish such an Account as respects the imports by the Company's Officers. The importation by the East India Company is therefore alone given in this Account.



imported by the East India Company into the Port of Canton, for the last Ten Years respectively; of Woollens and Cottons imported.

| 1813-14.              | 1814-15.              | 1815-16.              | 1816-17.              | 1817-18.              | 1818-19.              |
|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| <i>Cloths</i> 7,629   | <i>Cloths</i> 8,592   | <i>Cloths</i> 8,181   | <i>Cloths</i> 11,631  | <i>Cloths</i> 9,111   | <i>Cloths</i> 7,377   |
| <i>Pieces</i> 209,980 | <i>Pieces</i> 179,520 | <i>Pieces</i> 128,320 | <i>Pieces</i> 150,660 | <i>Pieces</i> 103,400 | <i>Pieces</i> 118,540 |
| — 9,980               | — 11,780              | — 6,220               | — 10,780              | —                     | —                     |
| — 600                 | — 800                 | — 800                 | — 1,400               | — 1,000               | — 1,200               |
| — 4,060               | — 3,940               | — 3,360               | — 6,000               | — 6,000               | — 4,000               |
| — 23,010              | — 20,000              | — 14,590              | — 13,890              | — 14,250              | — 12,000              |
| —                     | —                     | —                     | —                     | —                     | —                     |
| —                     | —                     | —                     | —                     | —                     | —                     |
| —                     | —                     | —                     | —                     | —                     | —                     |
| —                     | —                     | —                     | —                     | —                     | —                     |
| —                     | —                     | —                     | —                     | —                     | —                     |
| — 11                  | —                     | —                     | —                     | —                     | —                     |
| —                     | —                     | — 72                  | —                     | —                     | —                     |
| —                     | —                     | —                     | —                     | —                     | —                     |
| —                     | —                     | —                     | —                     | —                     | —                     |
| —                     | —                     | — 25                  | —                     | —                     | —                     |
| — 380                 | —                     | —                     | —                     | —                     | —                     |
| — 100                 | —                     | —                     | —                     | —                     | —                     |
| — 2,470               | —                     | —                     | —                     | —                     | —                     |
| —                     | —                     | —                     | — 1,440               | —                     | —                     |
| —                     | —                     | —                     | —                     | —                     | —                     |
| —                     | —                     | —                     | —                     | —                     | — 1,600               |
| <i>Pieces</i> 258,220 | <i>Pieces</i> 224,632 | <i>Pieces</i> 161,568 | <i>Pieces</i> 175,801 | <i>Pieces</i> 133,761 | <i>Pieces</i> 144,717 |
| — 6,338               | —                     | —                     | —                     | —                     | —                     |
| <i>Cases</i> 33       | <i>Cases</i> 25       | <i>Cases</i> 2        | —                     | —                     | —                     |
| <i>lbs.</i> 20,160    | —                     | —                     | —                     | —                     | —                     |
| — 16,024              | —                     | —                     | —                     | —                     | —                     |
| <i>Cases</i> 2        | <i>Cases</i> 4        | <i>Cases</i> 5        | <i>Cases</i> 2        | <i>Cases</i> 4        | <i>Cases</i>          |
| —                     | —                     | —                     | —                     | —                     | —                     |
| <i>C.</i> 40          | —                     | —                     | —                     | —                     | —                     |
| <i>lbs.</i> 8,960     | —                     | —                     | —                     | —                     | —                     |
| <i>Tons</i> 150       | <i>Tons</i> 250       | <i>Tons</i> 350       | <i>Tons</i> 1,200     | <i>Tons</i> 800       | <i>Tons</i> 530       |
| — 777                 | — 619                 | — 471                 | — 349                 | — 461                 | —                     |
| —                     | —                     | —                     | —                     | —                     | —                     |
| — 1,181               | — 1,539               | — 670                 | — 664                 | — 300                 | — 491                 |

East India House,  
23 June 1820.

(Errors excepted.)

Chas Cartwright,  
Acc<sup>t</sup> General.

Appendix (L.)—No 4.—AN ACCOUNT of the Quantity and Value of all Manufactures  
to China, in the

|  | 1810-11.    |         | 1811-12.   |         | 1812-13.    |         | 1813-14.    |         |
|--|-------------|---------|------------|---------|-------------|---------|-------------|---------|
|  | Quantities. | Amount. | Quantities | Amount. | Quantities. | Amount. | Quantities. | Amount. |
|  |             | £.      |            | £.      |             | £.      |             | £.      |
| Copper - - - - - Tons                                  | 9           | 1,400   | —          | —       | —           | —       | —           | —       |
| Iron - - - - -   | 200         | 8,911   | 450        | 11,912  | 1,141       | 19,982  | 1,539       | 26,166  |
| Lead - - - - -   | 1,200       | 35,402  | 1,250      | 31,057  | —           | —       | 250         | 7,249   |
| Tin - - - - -  | 30          | 2,246   | 349        | 27,172  | 781         | 62,519  | 620         | 49,500  |
| Callicoes and Cottons - - - - -                        | —           | 5,105   | —          | 9,385   | —           | 5,616   | —           | 35,191  |
| Apparel - - - - -                                      | —           | 3,456   | —          | 4,169   | —           | 7,120   | —           | 3,169   |
| Apothecaries Stores - - - - -                          | —           | 771     | —          | 866     | —           | 600     | —           | 173     |
| Anchors - - - - -                                      | —           | 160     | —          | 110     | —           | —       | —           | —       |
| Beer - - - - -   | —           | 2,635   | —          | 1,818   | —           | 1,186   | —           | 1,274   |
| Blue - - - - -   | —           | 2,408   | —          | 5,983   | —           | 4,869   | —           | 12,435  |
| Books, Stationery and Charts - - - - -                 | —           | 2,121   | —          | 2,023   | —           | 866     | —           | 1,522   |
| Brass Wire - - - - -                                   | —           | —       | —          | —       | —           | —       | —           | 188     |
| Bronze and Plaster Figures, and Statuary - - - - -     | —           | —       | —          | 44      | —           | —       | —           | —       |
| Cutlery, Tin Wares and Tin Plates, and Steel - - - - - | —           | 1,772   | —          | 3,006   | —           | 2,312   | —           | 3,017   |
| Cloth Cuttings - - - - -                               | —           | 1,900   | —          | 2,400   | —           | 2,400   | —           | 1,862   |
| Confectionary and Cordials - - - - -                   | —           | 427     | —          | 583     | —           | 285     | —           | 276     |
| Clocks and Clock-work - - - - -                        | —           | 985     | —          | 461     | —           | 494     | —           | 617     |
| Copper Sheets, Nails and Wire - - - - -                | —           | 1,721   | —          | 2,439   | —           | —       | —           | 20      |
| Cutbear - - - - -                                      | —           | —       | —          | —       | —           | 400     | —           | 120     |
| Stores and Provisions for the Supra-cargoes - - - - -  | —           | 2,599   | —          | 1,656   | —           | 2,195   | —           | 2,650   |
| Carriages and Coach Furniture - - - - -                | —           | —       | —          | 25      | —           | —       | —           | 138     |
| Fire Engines - - - - -                                 | —           | 200     | —          | 225     | —           | —       | —           | 100     |
| Fowling Pieces, Pistols, and Swords - - - - -          | —           | —       | —          | 34      | —           | 40      | —           | —       |
| Glass and Earthenware - - - - -                        | —           | 5,292   | —          | 4,180   | —           | 4,120   | —           | 6,710   |
| Jewellery - - - - -                                    | —           | —       | —          | —       | —           | —       | —           | 20      |
| Lead and Lead Shot - - - - -                           | —           | 802     | —          | 569     | —           | 978     | —           | 717     |
| Linens - - - - -                                       | —           | 762     | —          | 130     | —           | 127     | —           | 352     |
| Musical Instruments - - - - -                          | —           | 125     | —          | 103     | —           | —       | —           | 394     |
| Mathematical Instruments - - - - -                     | —           | 940     | —          | 770     | —           | 192     | —           | 252     |
| Oilman's Stores - - - - -                              | —           | 710     | —          | 1,048   | —           | 187     | —           | 244     |
| Perfumery - - - - -                                    | —           | 633     | —          | 1,126   | —           | 629     | —           | 1,432   |
| Pictures - - - - -                                     | —           | 10      | —          | 243     | —           | 65      | —           | 89      |
| Plate and plated Ware - - - - -                        | —           | 852     | —          | 312     | —           | 613     | —           | 276     |
| Playing Cards - - - - -                                | —           | 115     | —          | 208     | —           | 67      | —           | 69      |
| Plate Glass - - - - -                                  | —           | 102     | —          | 370     | —           | 826     | —           | 1,585   |
| Skins - - - - -  | —           | 1,873   | —          | 4,231   | —           | 2,568   | —           | 1,140   |
| Sail Cloth - - - - -                                   | —           | 727     | —          | 1,284   | —           | 150     | —           | 480     |
| Sadlery - - - - -                                      | —           | 268     | —          | 689     | —           | 165     | —           | 183     |
| Upholstery, Cabinet Ware, and Turnery - - - - -        | —           | 1,434   | —          | 2,665   | —           | 589     | —           | 2,720   |
| Wine Bottles and Packages - - - - -                    | —           | 1,396   | —          | 1,110   | —           | 970     | —           | 879     |
| Watches and Materials - - - - -                        | —           | 2,582   | —          | 1,981   | —           | 2,000   | —           | —       |
| Cordage - - - - -                                      | —           | 363     | —          | —       | —           | —       | —           | —       |
|  |             | 93,205  |            | 126,386 |             | 125,130 |             | 163,209 |

The Quantities of the Exports by the East India Company are alone given in this Account; as no Account whatever is kept of the Quantities of the Exports made by the Officers of the Company's Ships on their own Account.

(exclusive of Woollens) exported by the East India Company and their Officers  
last Ten Years.

| 1814-15.    |         | 1815-16.    |         | 1816-17.    |         | 1817-18.    |         | 1818-19.    |         | 1819-20.    |         |
|-------------|---------|-------------|---------|-------------|---------|-------------|---------|-------------|---------|-------------|---------|
| Quantities. | Amount. | Quantities. | Amount. | Quantities. | Amount. | Quantities. | Amount. | Quantities. | Amount. | Quantities. | Amount. |
|             | £.      |             | £.      |             | £.      |             | £.      |             | £.      |             | £.      |
| 670         | 15,429  | 665         | 13,685  | 301         | 5,499   | 552         | 10,919  | 548         | 8,394   | 600         | 10,573  |
| 850         | 17,850  | 1,000       | 17,927  | 1,000       | 16,326  | 630         | 12,949  | 670         | 16,928  | 870         | 18,965  |
| 472         | 37,693  | 349         | 22,688  | 461         | 29,931  |             |         |             |         |             |         |
| -           | 15,925  | -           | 24,437  | -           | 14,605  | -           | 52,572  | -           | 55,555  | -           | 69,139  |
| -           | 5,532   | -           | 3,521   | -           | 1,589   | -           | 2,534   | -           | 1,403   | -           | 609     |
| -           | 197     | -           | 241     | -           | -       | -           | 453     | -           | 25      | -           | 163     |
| -           | -       | -           | -       | -           | -       | -           | 262     | -           | -       | -           | -       |
| -           | 1,493   | -           | 3,266   | -           | 610     | -           | 678     | -           | 877     | -           | 472     |
| -           | 16,511  | -           | 22,228  | -           | 5,784   | -           | 1,375   | -           | 90      | -           | 405     |
| -           | 1,358   | -           | 1,472   | -           | 168     | -           | 1,368   | -           | 274     | -           | 544     |
| -           | -       | -           | 130     | -           | -       | -           | -       | -           | -       | -           | -       |
| -           | 60      | -           | 300     | -           | 15      | -           | 350     | -           | 27      | -           | -       |
| -           | 1,443   | -           | 1,986   | -           | 1,897   | -           | 2,719   | -           | 2,054   | -           | 1,230   |
| -           | 2,362   | -           | 1,718   | -           | 650     | -           | 1,812   | -           | 961     | -           | 1,067   |
| -           | 138     | -           | 310     | -           | 124     | -           | 366     | -           | 50      | -           | 32      |
| -           | 300     | -           | 495     | -           | 1,212   | -           | 246     | -           | 1,000   | -           | 340     |
| -           | 100     | -           | -       | -           | -       | -           | 525     | -           | -       | -           | -       |
| -           | 100     | -           | 205     | -           | -       | -           | 830     | -           | -       | -           | 2,283   |
| -           | 2,211   | -           | 1,843   | -           | 1,733   | -           | 1,558   | -           | 1,659   | -           | 1,869   |
| -           | -       | -           | -       | -           | -       | -           | 152     | -           | -       | -           | -       |
| -           | -       | -           | -       | -           | -       | -           | 170     | -           | -       | -           | -       |
| -           | -       | -           | -       | -           | 15      | -           | 960     | -           | -       | -           | -       |
| -           | 6,737   | -           | 3,553   | -           | 229     | -           | 6,731   | -           | 1,887   | -           | 1,322   |
| -           | -       | -           | -       | -           | 600     | -           | -       | -           | -       | -           | 526     |
| -           | 3,496   | -           | 4,410   | -           | 4,096   | -           | 3,135   | -           | 20      | -           | 345     |
| -           | 256     | -           | 165     | -           | -       | -           | 296     | -           | 210     | -           | 695     |
| -           | 94      | -           | 165     | -           | 247     | -           | 45      | -           | -       | -           | 40      |
| -           | 645     | -           | 100     | -           | 105     | -           | 305     | -           | 103     | -           | 270     |
| -           | 74      | -           | 850     | -           | 110     | -           | 980     | -           | 37      | -           | 340     |
| -           | 1,130   | -           | 898     | -           | 168     | -           | 1,358   | -           | 215     | -           | 354     |
| -           | 350     | -           | 84      | -           | 200     | -           | 365     | -           | 59      | -           | 91      |
| -           | 838     | -           | 250     | -           | -       | -           | 1,080   | -           | -       | -           | 738     |
| -           | -       | -           | 30      | -           | -       | -           | -       | -           | -       | -           | -       |
| -           | 1,262   | -           | 400     | -           | -       | -           | 305     | -           | -       | -           | -       |
| -           | 640     | -           | 301     | -           | 130     | -           | 870     | -           | 640     | -           | 1,605   |
| -           | 354     | -           | -       | -           | -       | -           | -       | -           | -       | -           | -       |
| -           | 145     | -           | 347     | -           | -       | -           | 266     | -           | -       | -           | -       |
| -           | 4,321   | -           | 2,284   | -           | 2,139   | -           | 3,079   | -           | 873     | -           | 868     |
| -           | 998     | -           | 741     | -           | 120     | -           | 562     | -           | 311     | -           | 296     |
| -           | 2,526   | -           | 1,000   | -           | 550     | -           | 905     | -           | 2,054   | -           | 6,634   |
| -           | 264     | -           | -       | -           | -       | -           | -       | -           | -       | -           | -       |
| -           | 142,832 | -           | 132,030 | -           | 88,752  | -           | 113,580 | -           | 95,706  | -           | 121,869 |

East India House  
23d June 1820.

(Errors excepted.)

Charles Cartwright,  
Accountant General.

Appendix  
(L.)

No. 5.—AN ACCOUNT of the Quantity of Tonnage annually employed by the Americans in their Trade with the Port of Canton, for each of the Four following Years; also, a Statement of the Value and Amount of the Bullion and Cargoes imported by them in each Year of the same period; and also, an Account of the Quantity and Value of Teas exported by the Americans in each Year of the same period, specifying the Quantity exported by them direct for the United States, and that shipped direct for Europe.

| Seasons. | Tonnage annually employed by the Americans. | Amount of Bullion and Cargoes imported by the Americans. |                             |                         | Teas exported by the Americans. PoundsWeight | Value of the same. Dollars. | Quantity of Tea exported by the Americans. |                                     |
|----------|---|--|-----------------------------|-------------------------|--|-----------------------------|--|-------------------------------------|
|          |   | No. Dollars.   | Merchandize. Value Dollars. | Total Value and Amount. |  |                             | For Europe. PoundsWeight                   | For the United States. PoundsWeight |
| 1815-16  | <i>Tons.</i><br>10,208                      | 1,922,000  | 605,500                     | 2,527,500               | 7,245,290                                    | { No Value stated. }        | 2,731,010                                  | 4,514,280                           |
| 1816-17  | 13,096                                      | 4,545,000  | 1,064,600                   | 5,609,600               | 8,954,100                                    | Ditto.                      | 2,880,000                                  | 6,074,100                           |
| 1817-18  | 14,325                                      | 5,601,000  | 1,475,828                   | 7,076,828               | 9,622,130                                    | 3,290,439                   | 2,086,245                                  | 7,535,885                           |
| 1818-19  | 16,022                                      | 7,414,000  | 2,603,151                   | 10,017,151              | 11,988,649                                   | 3,457,256                   | 3,103,651                                  | 8,884,998                           |

*Memorandum.*—The Seasons in China generally commence in September, and end in the following March. The accounts of the American Trade are not rendered in a form to admit of distinguishing the Imports to any particular period in each year; therefore the above Statements could not be made up to the period of December in each year, as required by the Order of the House of Lords of the 7th instant.

Only four years, out of the five required by the above-mentioned Order, could be furnished; the statements received from China, of the American Trade, including the years 1813-14 and 1814-15 in one sum.

The statements of the American Trade for 1815-16 to 1817-18 were received from the supra-cargoes in China; that for 1818-19 was received through a private channel. The statements for 1818-19 does not distinguish the Quantity of Tea exported for Europe and the United States respectively; but as the whole quantity is given, and the value exported to Europe is also stated, the quantity as above is found by the proportion the value of the whole quantity bears to the value of that exported to Europe.

East India House,  
the 15th June 1820.

*Jos. Thompson.*

No. 6.—AN ACCOUNT of the Prime Cost and Quantity of Tea, exported from the Port of Canton by the East India Company, for each Year of the last Ten Years.

Appendix  
(L.)

|                   | QUANTITY.   | PRIME COST. |
|-------------------|-------------|-------------|
|                   | <i>lbs.</i> | <i>£.</i>   |
| 1809-10 - - - - - | 18,230,720  | 1,194,498   |
| 1810-11 - - - - - | 19,710,737  | 1,300,321   |
| 1811-12 - - - - - | 26,164,221  | 1,738,709   |
| 1812-13 - - - - - | 28,267,413  | 1,972,742   |
| 1813-14 - - - - - | 24,727,436  | 1,711,899   |
| 1814-15 - - - - - | 26,195,144  | 1,743,081   |
| 1815-16 - - - - - | 33,013,387  | 2,157,687   |
| 1816-17 - - - - - | 29,353,973  | 2,017,746   |
| 1817-18 - - - - - | 20,151,597  | 1,322,414   |
| 1818-19 - - - - - | 21,085,860  | 1,321,696   |

East India House,  
23d June 1820.

(Errors excepted.)

Chas Cartwright,  
Accountant General.

No. 7.—AN ACCOUNT of the Prime Cost and Quantity of Raw Silk, exported from the Port of Canton by the East India Company, for each Year of the last Ten Years.

|                   | QUANTITY.   | PRIME COST. |
|-------------------|-------------|-------------|
|                   | <i>lbs.</i> | <i>£.</i>   |
| 1809-10 - - - - - | 55,068      | 49,224      |
| 1810-11 - - - - - | 81,828      | 72,925      |
| 1811-12 - - - - - | 87,074      | 77,145      |
| 1812-13 - - - - - | 145,887     | 127,342     |
| 1813-14 - - - - - | 140,129     | 118,447     |
| 1814-15 - - - - - | 209,073     | 174,628     |
| 1815-16 - - - - - | 37,642      | 29,795      |
| 1816-17 - - - - - | 67,518      | 54,302      |
| 1817-18 - - - - - | 55,597      | 43,913      |
| 1818-19 - - - - - | 48,007      | 43,612      |

East India House,  
23d June 1820.

(Errors excepted.)

Chas Cartwright,  
Accountant General.

Appendix  
(L.)

No. 8.—AN ACCOUNT of the Quantity and Sale Amount of Teas, sold by the East India Company, for each of the last Ten Years respectively.

|                   | QUANTITY.  | SALE AMOUNT. |
|-------------------|------------|--------------|
|                   | <i>Us.</i> | <i>£.</i>    |
| 1810-11 - - - - - | 23,548,468 | 3,896,291    |
| 1811-12 - - - - - | 21,527,217 | 3,534,274    |
| 1812-13 - - - - - | 23,068,033 | 3,793,383    |
| 1813-14 - - - - - | 23,424,832 | 3,896,817    |
| 1814-15 - - - - - | 27,320,643 | 4,794,359    |
| 1815-16 - - - - - | 26,234,244 | 4,102,668    |
| 1816-17 - - - - - | 21,029,843 | 3,114,479    |
| 1817-18 - - - - - | 23,401,706 | 3,502,388    |
| 1818-19 - - - - - | 26,068,870 | 3,987,007    |
| 1819-20 - - - - - | 25,032,484 | 3,489,385    |

East India House,  
23d June 1820.

(Errors excepted.)

*Chas Cartwright,*  
Accountant General.

No. 9.—AN ACCOUNT of the Quantity of WOOLLENS exported by the East India Company to China, in each Year, for the last Ten Years.

Appendix  
(L.)

| SEASON,<br>from March to March. | BROAD CLOTH.  | LONG ELLS.       | CAMLETS,<br>&c. &c. |
|---------------------------------|---------------|------------------|---------------------|
| 1810-11 - -                     | Pieces 7,428  | Pieces 176,980   | Pieces 21,044       |
| 1811-12 - -                     | — 7,324       | — 212,400        | — 20,872            |
| 1812-13 - -                     | — 6,450       | — 231,180        | — 41,120            |
| 1813-14 - -                     | — 7,610       | — 228,540        | — 26,405            |
| 1814-15 - -                     | — 8,592       | — 164,120        | — 17,940            |
| 1815-16 - -                     | — 8,253       | — 135,340        | — 17,975            |
| 1816-17 - -                     | — 11,631      | — 142,840        | — 23,130            |
| 1817-18 - -                     | — 9,111       | — 104,400        | — 20,250            |
| 1818-19 - -                     | — 10,908      | — 169,600        | — 26,230            |
| 1819-20 - -                     | — 7,140       | — 102,860        | — 14,770            |
|                                 | Pieces 84,447 | Pieces 1,668,260 | Pieces 229,736      |

(Errors excepted.)

East India House,  
23d June. 1820.

Chas Cartwright,  
Accountant General.

Appendix  
(L.)No. 10.—AN ACCOUNT of the Quantities and Value of BRITISH MANUFACTURES exported  
since 1814, to

|  | 1814-15.           |         |
|--|--------------------|---------|
|  | Quantities.        | Amount. |
|  |                    | £.      |
| Broad Cloth - - - - -  | Pieces 13,899      | 242,480 |
| Long Ells - - - - -  | — 3,700            | 9,960   |
| Camlets, Stuffs, &c. - - - - -   | — 9,957            | 16,360  |
| Anchors, Grapnalls, Mooring Chains, &c. - - - - -  | Number 303         | 6,852   |
| Butter and Cheese - - - - -  | Packages 88        | 235     |
| Beer and Ale - - - - -   | Hhds. of Cases 100 | 611     |
| Buntin - - - - -   | Cases 21           | 1,207   |
| Brazery, Ironmongery, Cutlery, Tin-ware, Pewter, Time<br>Glasses, &c. - - - - -  | — 163              | 8,694   |
| Blocks, Oars, Masts, Spars, Boat Timbers, &c. - - - - -  | — -                | 2,267   |
| Canvas - - - - -   | Bales 38           | 2,994   |
| Cordage - - - - -  | Tons 311           | 28,296  |
| Carts, Barrows, Carriages, &c. &c. - - - - -   | — -                | 15,032  |
| Clothing for Soldiers and Sailors, &c. - - - - -   | Bales 272          | 14,619  |
| Accoutrements - - - - -  | Cases 398          | 23,410  |
| Fire Engines, Hose, Leather, &c. - - - - -   | Do. &c. 36         | 928     |
| Glass Ware, Window Glass, and Earthenware - - - - -  | Do. 41             | 983     |
| Gunpowder and Barrels - - - - -  | Barrels 200        | 7,430   |
| Haberdashery, Hosiery, Hats, &c. - - - - -   | Cases 7            | 622     |
| Hospital Stores, viz. Surgeons Instruments, Rupture Trusses,<br>Lint, Mortars and Pestles, Tinware, Glassware, Pewter, &c. } - - - - - | — 230              | 8,500   |
| Lines and Twine, and Slow Match - - - - -  | Casks and Cases 56 | 1,966   |
| Lead Pipe, Sheet Lead, Plumbers Stores, &c. - - - - -  | Cases 227          | 5,324   |
| Linen - - - - -  | — 1                | 191     |
| Mathematical Instruments - - - - -   | — 24               | 2,530   |
| Musical Instruments - - - - -  | — -                | -       |
| Musquet Furniture, and Materials for Small Arms - - - - -  | — 33               | 2,117   |
| Ordnance, viz. Iron - - - - -  | No. 87             | 1,270   |
| Brass - - - - -  | — 83               | 6,521   |
| Oilman's Stores, Linseed Oil, Soap, Starch, Blue, Painters<br>Colours, Tallow, Red and White Lead - - - - -                            | Packages 1,990     | 7,565   |
| Sadlery and Harness - - - - -  | Cases 166          | 5,944   |
| Small Arms, viz. Musquets - - - - -  | No. 41,206         | 89,854  |
| Carbines - - - - -   | — 63               | 121     |
| Fusils - - - - -   | — 40               | 77      |
| Rifles - - - - -   | — 248              | 1,503   |
| Pistols - - - - -  | No. Pairs 804      | 2,026   |
| Stationery and Books - - - - -   | Cases 528          | 13,726  |
| Shot and Shells - - - - -  | — -                | 3,240   |
| Swords and Pikes - - - - -   | No. 3,338          | 2,646   |
| Sheathing and Cartridge Paper - - - - -  | Cases 496          | 6,511   |
| Furniture for the Government House at St. Helena - - - - -   | — -                | -       |
| Metals, viz. Copper - - - - -  | Tons 1,484         | 191,246 |
| Iron - - - - -   | — 3,396            | 49,462  |
| Lead - - - - -   | — 32               | 816     |
| Tin - - - - -  | — -                | -       |
| Turnery, Sponge, Staves, &c. &c. - - - - -   | Packages 48        | 1,831   |
|  | —                  | 787,961 |

East India House,  
23d June 1820.



to all Parts of India, exclusive of China, by the East India Company, in each Year,  
March 1818.

Appendix  
(L.)

| 1815-16.    |         | 1816-17.    |         | 1817-18.    |         | 1818-19.    |         |
|-------------|---------|-------------|---------|-------------|---------|-------------|---------|
| Quantities. | Amount. | Quantities. | Amount. | Quantities. | Amount. | Quantities. | Amount. |
|             | £.      |             | £.      |             | £.      |             | £.      |
| 10,340      | 187,838 | 6,574       | 130,348 | 4,472       | 69,442  | 9,111.      | 129,718 |
| 3,700       | 10,160  | 2,696       | 7,761   | 5,520       | 14,345  | 13,145      | 32,388  |
| 9,721       | 16,781  | 10,275      | 3,871   | 625         | 1,707   | 1,380       | 5,977   |
| 350         | 8,442   | —           | —       | —           | —       | —           | —       |
| 318         | 850     | 65          | 137     | —           | —       | 13.         | 332     |
| 120         | 687     | 20          | 120     | 12          | 73      | 39.         | 566     |
| 11          | 826     | 8           | 319     | 20          | 772     | 8           | 257     |
| 248         | 11,250  | 1,237       | 22,785  | 179         | 13,746  | 4,016       | 26,881  |
| —           | 718     | —           | 99      | —           | 286     | —           | 325     |
| 109         | 7,949   | 28          | 1,559   | 34          | 1,203   | 124         | 5,461   |
| 227         | 12,273  | 35          | 1,794   | 74          | 2,825   | 26.         | 1,303   |
| —           | 760     | —           | 23,942  | —           | 1,570   | —           | 4,119   |
| 140         | 5,863   | 52          | 12,674  | 606         | 15,745  | 423.        | 16,974  |
| 57          | 4,314   | 1,168       | 44,086  | 894         | 14,977  | 828         | 7,297   |
| 22          | 1,094   | 41          | 1,979   | 45          | 2,420   | 62          | 3,450   |
| 68          | 1,973   | 37          | 249     | 187         | 223     | 68          | 751     |
| —           | —       | 1,820       | 6,755   | 396         | 10,348  | 1,646       | 4,954   |
| 12          | 500     | 5           | 105     | —           | —       | 13          | 572     |
| 242         | 6,648   | 230         | 5,997   | 165         | 5,734   | 253         | 10,001  |
| 11          | 290     | 51          | 848     | 7           | 144     | 21          | 674     |
| 242         | 5,198   | 50          | 1,067   | 6           | 77      | 247         | 4,515   |
| 12          | 584     | 2           | 106     | 4           | 219     | 8           | 622     |
| 11          | 388     | 36          | 3,797   | 27          | 1,420   | 15          | 889     |
| 14          | 716     | 142         | 4,182   | 159         | 4,184   | 15          | 1,388   |
| 4           | 490     | 278         | 14,822  | 13          | 308     | 652         | 2,059   |
| 40          | 1,373   | 99          | 3,954   | 173         | 4,951   | 8.          | 368     |
| 61          | 4,913   | 221         | 15,029  | 99          | 7,755   | 340         | 12,926  |
| 2,397       | 8,178   | 1,078       | 8,050   | 886         | 2,214   | 2,009.      | 6,542   |
| 73          | 2,936   | 438         | 16,264  | 174         | 6,152   | 86.         | 2,169   |
| 20,396      | 36,559  | 37,914      | 67,717  | 27,212      | 45,819  | 300.        | 494     |
| —           | —       | —           | —       | 1,250       | 2,008   | —           | —       |
| 1,917       | 3,482   | 9,513       | 17,038  | 1,922       | 3,221   | —           | —       |
| 116         | 613     | 1,500       | 7,736   | 500         | 2,450   | —           | —       |
| 3,407       | 7,861   | 6,343       | 14,639  | 2,223       | 4,769   | 1,610.      | 3,581   |
| 690         | 19,959  | 801         | 23,180  | 687         | 19,160  | 576         | 16,118  |
| —           | 25,926  | —           | 34,140  | —           | 12,668  | —           | 1,821   |
| 5,717       | 3,238   | 18,666      | 13,212  | 11,424      | 7,366   | 1,100       | 539     |
| 251         | 3,233   | 787         | 3,607   | 86          | 783     | 539         | 2,312   |
| —           | —       | 31          | 1,039   | 16          | 255     | 22          | 1,190   |
| 855         | 102,792 | 1,519       | 160,556 | 1,298       | 123,330 | 1,361.      | 159,491 |
| 2,414       | 38,058  | 2,348       | 36,291  | 426         | 6,770   | 1,284.      | 20,569  |
| 557         | 11,086  | 909         | 14,880  | 905         | 19,416  | 415.        | 9,739   |
| —           | —       | 35          | 2,275   | —           | —       | —           | —       |
| 22          | 785     | 353         | 3,139   | 99          | 355     | 118.        | 4,388   |
| —           | 557,584 | —           | 732,148 | —           | 431,291 | —           | 503,720 |

(Errors excepted.)

Chas Cartwright,  
Accountant General.

## Appendix (L.)—No. 11.—AN ACCOUNT of the Quantities of BRITISH MANUFACTURES specifying particularly the Quantities

|  | 1809-10.    |          | 1810-11.    |          | 1811-12.    |           | 1812-13.    |          |
|--|-------------|----------|-------------|----------|-------------|-----------|-------------|----------|
|  | Quantities. | Amounts. | Quantities. | Amounts. | Quantities. | Amounts.  | Quantities. | Amounts. |
|  |             | £.       |             | £.       |             | £.        |             | £.       |
| Broad Cloth - - - - Pieces   | 10,048      | 169,543  | 6,656       | 122,272  | 13,870      | 231,200   | 11,919      | 200,271  |
| Long Ells - - - - -  | 6,240       | 14,309   | 8,920       | 30,096   | 10,839      | 29,819    | 5,100       | 12,008   |
| Camlets, Stuffs, &c. - - -   | 16,241      | 20,915   | 5,985       | 14,388   | 6,413       | 15,440    | 2,971       | 18,480   |
| Cottons - - - - -  | 2,726       | 4,572    | 1,952       | 3,620    | 1,220       | 4,022     | 2,467       | 5,396    |
| Anchors, Grapnalls and Moor-<br>ing Chains - - - - } No.   | 326         | 14,582   | 424         | 7,561    | 618         | 7,708     | 395         | 8,301    |
| Butter and Cheese - - - - } Packs  | 62          | 146      | 28          | 75       | 88          | 231       | 39          | 100      |
| Beer and Ale - - - - - } Barrels   | 42          | 262      | 25          | 142      | 46          | 263       | 210         | 1,268    |
| Buntin - - - - - } Bales   | 41          | 1,878    | 34          | 1,149    | 18          | 909       | 6           | 398      |
| Braziery, Ironmongery, Cut-<br>lery, Tin Ware, Pewter,<br>Time Glasses, &c. - - - } Packs                                    | 4,979       | 29,230   | 1,476       | 17,939   | 2,712       | 45,763    | 4,610       | 40,275   |
| Blocks, Oars, Boat Timber,<br>Masts, Spars, &c. - - - } - - -  | - - -       | 6,803    | - - -       | 3,898    | - - -       | 1,220     | - - -       | 1,627    |
| Canvas - - - - - } Bales   | 24          | 1,836    | 80          | 5,712    | 217         | 15,036    | 178         | 16,525   |
| Cordage - - - - - } Tons   | 429         | 37,678   | 160         | 13,494   | 450         | 38,984    | 232         | 26,263   |
| Carts, Barrows, Gun Car-<br>riages, and Ploughs - - - } - - -  | - - -       | 2,850    | - - -       | 33       | - - -       | 1,098     | - - -       | 1,415    |
| Clothing for Soldiers and Sai-<br>lors, Shoes and Hammocks } Cases   | 96          | 7,355    | 119         | 5,420    | 286         | 23,936    | 270         | 15,467   |
| Accoutrements - - - - -  | 350         | 28,469   | 137         | 12,476   | 376         | 21,107    | 474         | 25,700   |
| Fire Engines, Hose, Leather -  | 31          | 1,601    | 40          | 2,692    | 78          | 4,275     | 48          | 2,056    |
| Floor Cloth - - - - -  | 16          | 587      | 62          | 1,788    | 3           | 127       | 4           | 131      |
| Glass, Earthenware, and Win-<br>dow Glass - - - - - } Packs  | 672         | 5,909    | 1,079       | 8,760    | 726         | 4,671     | 196         | 2,322    |
| Gunpowder and Barrels - - - } Barrels  | - - -       | 30       | - - -       | - - -    | - - -       | - - -     | - - -       | 926      |
| Haberdashery, Hosiery, Hats } Cases  | 11          | 650      | 7           | 201      | 5           | 197       | 6           | 459      |
| Hospital Stores, Surgeons In-<br>struments, Rupture Trusses,<br>Lint, Mortars and Pestles,<br>Glass, Tin Ware, Pewter, &c. } | 162         | 5,841    | 154         | 5,763    | 126         | 4,638     | 204         | 7,256    |
| Lines and Twine and } Casks & Cases<br>Slow Match - - - - - }  | 50          | 2125     | 57          | 1,695    | 197         | 5,750     | 60          | 2,298    |
| Lead Pipe, Sheet Lead, and } Cases<br>Plumbers Stores - - - - }  | 6           | 147      | 1           | 60       | - - -       | - - -     | 34          | 585      |
| Linen - - - - -  | 1           | 18       | 3           | 375      | 1,097       | 1,093     | - - -       | - - -    |
| Mathematical Instruments - -   | 19          | 1,761    | 9           | 1,384    | 29          | 1,579     | 23          | 825      |
| Musical Instruments - - - -  | 32          | 1,116    | 138         | 4,469    | 51          | 2,994     | 43          | 805      |
| Musket Furniture and Mate-<br>rials for Small Arms - - - }   | 4           | 146      | 2           | 198      | 81          | 7,221     | 31          | 2,507    |
| Ordnance, viz. Iron - - - - } No.  | 207         | 10,035   | 90          | 4,147    | 324         | 8,840     | 52          | 1,386    |
| — - - Brass - - - - - } —  | 99          | 9,383    | 39          | 4,688    | 169         | 16,292    | 57          | 9,152    |
| Oilman's Stores, Linseed Oil,<br>Soap, Starch and Blue,<br>Painters Colours, Tallow,<br>Red and White Lead - - - } Packs     | 1,801       | 11,687   | 1,903       | 6,189    | 2,822       | 8,948     | 3,120       | 11,169   |
| Sadlery and Harness - - - - } Cases  | 154         | 13,329   | 167         | 14,347   | 206         | 7,523     | 74          | 4,042    |
| Small Arms—Muskets - - - - } No.   | 29,600      | 61,217   | 52,550      | 106,349  | 24,080      | 48,575    | 45,840      | 92,985   |
| — - - Carbines - - - - - } —   | 1,500       | 3,067    | - - -       | - - -    | 5,040       | 9,911     | 1,360       | 2,589    |
| — - - Fusils - - - - - } —   | 1,100       | 2,363    | 1,800       | 3,624    | 4,250       | 7,982     | 3,098       | 5,581    |
| — - - Rifles - - - - - } —   | 500         | 3,039    | 200         | 1,110    | 175         | 987       | 320         | 1,971    |
| — - - Pistols - - - - - } Pairs  | 4,140       | 9,851    | 1,310       | 2,962    | 2,400       | 4,325     | 5,576       | 12,653   |
| Swords and Pikes - - - - - } No.   | 6,213       | 5,160    | 8,070       | 6,693    | 8,389       | 5,307     | 9,879       | 6,243    |
| Sheathing and Cartridge Paper } Cases  | 115         | 1,686    | 12          | 150      | 86          | 1,327     | 153         | 2,012    |
| Stationery and Books - - - - }   | 591         | 22,559   | 558         | 19,487   | 472         | 18,354    | 228         | 8,605    |
| Shot and Shells - - - - - }  | - - -       | 23,202   | - - -       | 16,238   | - - -       | 32,746    | - - -       | 8,387    |
| Turnery, Sponge, Staves, &c. -   | 131         | 2,526    | 357         | 7,787    | 326         | 7,156     | 98          | 1,442    |
| Furniture for the Government House }<br>at St. Helena - - - - - }  | - - -       | - - -    | - - -       | - - -    | - - -       | 242       | - - -       | - - -    |
| Metals, viz.—Copper - - - - }  | 1,581       | 209,269  | 687         | 106,113  | 1,553       | 227,363   | 1,489       | 187,900  |
| — - - Iron - - - - - } —   | 3,371       | 55,735   | 2,658       | 41,431   | 5,023       | 68,479    | 3,228       | 35,908   |
| — - - Lead - - - - - } —   | 1,762       | 48,022   | 770         | 24,258   | 1,987       | 64,979    | 735         | 16,087   |
| — - - Tin - - - - - } —  | 46          | 3,051    | 87          | 6,619    | - - -       | - - -     | 88          | 7,199    |
|  | —           | 855,540  | —           | 637,852  | —           | 1,008,617 | —           | 808,975  |

exported to our Indian Possessions in Ten Years, ending March 1819 respectively; and Value of Woollens and Cottons.

| 1813-14.    |          | 1814-15.    |          | 1815-16.    |          | 1616-17.    |          | 1817-18.    |          | 1818-19.    |          |
|-------------|----------|-------------|----------|-------------|----------|-------------|----------|-------------|----------|-------------|----------|
| Quantities. | Amounts. | Quantities. | Amounts. | Quantities. | Amounts. | Quantities. | Amounts. | Quantities. | Amounts. | Quantities. | Amounts. |
|             | £.       |             | £.       |             | £.       |             | £.       |             | £.       |             | £.       |
| 9,220       | 171,083  | 13,899      | 242,480  | 10,340      | 187,838  | 6,574       | 130,348  | 4,472       | 69,442   | 9,111       | 129,718  |
| 2,300       | 7,086    | 3,700       | 9,960    | 3,700       | 10,160   | 2,696       | 7,761    | 5,520       | 14,345   | 13,145      | 32,388   |
| 3,865       | 23,973   | 8,630       | 12,874   | 9,721       | 16,781   | 10,275      | 3,871    | 625         | 1,707    | 1,380       | 5,977    |
| 16,593      | 14,155   | 1,327       | 3,486    | —           | —        | —           | —        | —           | —        | —           | —        |
| 378         | 8,382    | 303         | 6,852    | 350         | 8,442    | —           | —        | —           | —        | —           | —        |
| 57          | 302      | 88          | 235      | 318         | 850      | 65          | 137      | —           | —        | 13          | 332      |
| 100         | 614      | 100         | 611      | 120         | 687      | 20          | 120      | 12          | 73       | 39          | 566      |
| 11          | 688      | 21          | 1,207    | 11          | 826      | 8           | 319      | 20          | 772      | 8           | 257      |
| 1,289       | 32,364   | 163         | 8,694    | 248         | 11,250   | 1,237       | 22,785   | 179         | 13,746   | 4,016       | 26,381   |
| —           | 2,671    | —           | 2,267    | —           | 718      | —           | 99       | —           | 286      | —           | 325      |
| 148         | 15,831   | 38          | 2,994    | 109         | 7,949    | 28          | 1,559    | 34          | 1,203    | 124         | 5,461    |
| 184         | 19,339   | 311         | 28,296   | 227         | 12,273   | 35          | 1,794    | 74          | 2,825    | 26          | 1,303    |
| —           | 426      | —           | 15,032   | —           | 760      | —           | 23,942   | —           | 1,570    | —           | 4,119    |
| 249         | 17,437   | 272         | 14,619   | 140         | 5,863    | 52          | 12,674   | 606         | 15,745   | 423         | 16,974   |
| 125         | 9,296    | 398         | 23,410   | 57          | 4,314    | 1,168       | 44,086   | 894         | 14,977   | 828         | 7,297    |
| 47          | 1,554    | 36          | 928      | 22          | 1,094    | 41          | 1,979    | 45          | 2,420    | 62          | 3,450    |
| 10          | 322      | —           | —        | —           | —        | —           | —        | —           | —        | —           | —        |
| 96          | 1,355    | 41          | 983      | 68          | 1,973    | 37          | 249      | 187         | 223      | 68          | 751      |
| —           | 303      | —           | 7,430    | —           | —        | —           | 6,755    | —           | 10,358   | —           | 4,954    |
| 9           | 564      | 7           | 622      | 12          | 500      | 5           | 105      | —           | —        | 13          | 572      |
| 182         | 8,442    | 230         | 8,500    | 242         | 6,648    | 230         | 5,997    | 165         | 5,734    | 253         | 10,001   |
| 27          | 951      | 56          | 1,966    | 11          | 290      | 51          | 848      | 7           | 144      | 21          | 674      |
| 10          | 283      | 227         | 5,324    | 242         | 5,198    | 50          | 1,067    | 6           | 77       | 247         | 4,515    |
| 1           | 115      | 1           | 191      | 12          | 584      | 2           | 106      | 4           | 219      | 8           | 622      |
| 13          | 1,496    | 24          | 2,530    | 11          | 388      | 36          | 3,797    | 27          | 1,420    | 15          | 889      |
| 50          | 1,349    | —           | —        | 14          | 716      | 142         | 4,182    | 159         | 4,184    | 15          | 1,388    |
| 107         | 3,198    | 33          | 2,117    | 4           | 490      | 278         | 14,822   | 13          | 308      | 652         | 2,059    |
| 112         | 3,042    | 87          | 1,270    | 40          | 1,373    | 99          | 3,954    | 173         | 4,951    | 8           | 368      |
| 39          | 2,091    | 83          | 6,521    | 61          | 4,913    | 221         | 15,029   | 99          | 7,755    | 340         | 12,926   |
| 1,486       | 7,620    | 1,990       | 7,565    | 2,897       | 8,178    | 1,678       | 8,050    | 886         | 2,214    | 2,009       | 6,542    |
| 251         | 11,295   | 166         | 5,914    | 73          | 2,936    | 438         | 16,264   | 174         | 6,152    | 86          | 2,169    |
| 23,367      | 47,187   | 41,206      | 89,854   | 20,396      | 36,559   | 37,914      | 67,717   | 27,212      | 45,890   | 300         | 494      |
| 160         | 306      | 63          | 121      | —           | —        | —           | —        | 1,250       | 2,008    | —           | —        |
| 1,439       | 2,782    | 40          | 77       | 1,917       | 3,482    | 9,513       | 17,038   | 1,922       | 3,221    | —           | —        |
| 640         | 3,547    | 248         | 1,503    | 116         | 613      | 1,500       | 7,736    | 500         | 2,450    | —           | —        |
| 3,100       | 7,298    | 804         | 2,026    | 3,407       | 7,861    | 6,348       | 14,639   | 2,223       | 4,769    | 1,610       | 3,581    |
| 5,872       | 4,750    | 3,338       | 2,646    | 5,717       | 3,238    | 18,666      | 13,212   | 11,424      | 7,366    | 1,100       | 539      |
| 77          | 1,223    | 496         | 6,511    | 251         | 3,233    | 787         | 3,607    | 86          | 783      | 539         | 2,312    |
| 580         | 21,161   | 528         | 13,726   | 690         | 19,959   | 801         | 23,180   | 687         | 19,160   | 576         | 16,118   |
| —           | 5,013    | —           | 3,240    | —           | 25,926   | —           | 34,140   | —           | 12,668   | —           | 1,821    |
| 96          | 865      | 48          | 1,831    | 22          | 785      | 358         | 3,139    | 99          | 355      | 818         | 4,388    |
| —           | 4,100    | —           | —        | —           | —        | —           | 1,039    | —           | 255      | —           | 1,190    |
| 1,489       | 187,775  | 1,484       | 191,240  | 855         | 102,792  | 1,519       | 160,556  | 1,298       | 123,330  | 1,361       | 159,491  |
| 4,805       | 65,626   | 3,396       | 49,462   | 2,414       | 38,058   | 2,348       | 36,291   | 426         | 6,770    | 1,284       | 20,569   |
| 388         | 9,373    | 32          | 816      | 557         | 11,086   | 909         | 14,880   | 905         | 19,416   | 415         | 9,739    |
| 16          | 1,344    | —           | —        | —           | —        | 35          | 2,275    | —           | —        | —           | —        |
| —           | 729,977  | —           | 787,961  | —           | 557,584  | —           | 732,148  | —           | 431,291  | —           | 503,720  |

(Errors excepted.)

Chas Cartwright,  
Acc<sup>t</sup> Gen<sup>l</sup>.

Appendix  
(L.)

No. 12.—AN ACCOUNT of the Quantity of REGISTERED TONNAGE employed by the East India Company in their Trade to our Indian Possessions, excluding Ships touching at the Ports of Continental India on their Voyage to China, for Five Years, ending March 1814.

|        |         |              |
|--------|---------|--------------|
| SEASON | 1809-10 | 21,484 Tons. |
| —      | 1810-11 | 27,740 Do.   |
| —      | 1811-12 | 23,359 Do.   |
| —      | 1812-13 | 22,114 Do.   |
| —      | 1813-14 | 14,430 Do.   |

East India House,  
24th June 1820.

J. Morice.

No. 13.—AN ACCOUNT of the Quantity of REGISTERED TONNAGE belonging to the East India Company, clearing out annually from the Port of Canton, for the last Ten Years.

|      |      |              |
|------|------|--------------|
| YEAR | 1810 | 17,274 Tons. |
| —    | 1811 | 18,988 Do.   |
| —    | 1812 | 25,331 Do.   |
| —    | 1813 | 27,233 Do.   |
| —    | 1814 | 24,470 Do.   |
| —    | 1815 | 24,898 Do.   |
| —    | 1816 | 33,083 Do.   |
| —    | 1817 | 28,042 Do.   |
| —    | 1818 | 20,005 Do.   |
| —    | 1819 | 21,217 Do.   |

East India House,  
24th June 1820.

J. Morice.

No. 14.—AN ACCOUNT of the Quantity of Registered Tonnage employed by the East India Company, in their Trade to our Indian Possessions, excluding Ships touching at the Ports of Continental India on their voyage to China, for Five Years, ending March 1819.

Appendix  
(L.)

|        |       |         |       |              |
|--------|-------|---------|-------|--------------|
| Season | - - - | 1814-15 | - - - | 16,407 Tons. |
| —      | - - - | 1815-16 | - - - | 12,570 Do.   |
| —      | - - - | 1816-17 | - - - | 10,522 Do.   |
| —      | - - - | 1817-18 | - - - | 9,860 Do.    |
| —      | - - - | 1818-19 | - - - | 10,581 Do.   |

East India House,  
24th June 1820.

J. Morice.

No. 15.—AN ACCOUNT of the Registered Tonnage employed by the East India Company, in their Trade to China, from Year to Year in the last Ten Years.

|        |       |         |       |              |
|--------|-------|---------|-------|--------------|
| Season | - - - | 1809-10 | - - - | 19,703 Tons. |
| —      | - - - | 1810-11 | - - - | 21,976 Do.   |
| —      | - - - | 1811-12 | - - - | 25,066 Do.   |
| —      | - - - | 1812-13 | - - - | 22,250 Do.   |
| —      | - - - | 1813-14 | - - - | 23,971 Do.   |
| —      | - - - | 1814-15 | - - - | 29,231 Do.   |
| —      | - - - | 1815-16 | - - - | 27,002 Do.   |
| —      | - - - | 1816-17 | - - - | 21,358 Do.   |
| —      | - - - | 1817-18 | - - - | 22,570 Do.   |
| —      | - - - | 1818-19 | - - - | 28,518 Do.   |

East India House,  
24th June 1820.

J. Morice.

No. 16.—AN ACCOUNT of the Quantity of Tonnage employed annually in the Country Trade, between the different Ports of British India and Canton; from the Year 1808-9 to the Year 1817-18 inclusive.

|                          | EXPORTED FROM THE PORTS OF BRITISH INDIA FOR CANTON. |        |  |       |         |        |        |        | IMPORTED FROM CANTON TO THE PORTS OF BRITISH INDIA. |        |  |       |         |        |        |        |
|--------------------------|--|--------|--|-------|---------|--------|--------|--------|---|--------|--|-------|---------|--------|--------|--------|
|                          | Calcutta.  |        | Fort St. George and Ports subordinate. |       | Bombay. |        | TOTAL. |        | Calcutta.   |        | Fort St. George and Ports subordinate. |       | Bombay. |        | TOTAL. |        |
|                          | Ships.   | Tons.  | Ships.                                 | Tons. | Ships.  | Tons.  | Ships. | Tons.  | Ships.  | Tons.  | Ships.                                 | Tons. | Ships.  | Tons.  | Ships. | Tons.  |
| In the Year - - - 1808-9 | 15   | 8,598  | 2                                      | 2,352 | 31      | 24,991 | 48     | 35,941 | 19  | 9,525  | 7                                      | 2,738 | 11      | 8,642  | 37     | 20,905 |
| — - - - 1809-10          | 13   | 6,683  | 1                                      | 1,200 | 15      | 12,934 | 29     | 20,817 | 12  | 7,273  | 3                                      | 1,517 | 16      | 12,231 | 31     | 21,021 |
| — - - - 1810-11          | 11   | 5,605  | 3                                      | 3,593 | 14      | 12,827 | 28     | 22,125 | 12  | 6,428  | 2                                      | 820   | 8       | 5,794  | 22     | 13,042 |
| — - - - 1811-12          | 14   | 7,466  | 1                                      | 80    | 23      | 17,789 | 38     | 25,335 | 14  | 7,112  | 1                                      | 80    | 7       | 4,626  | 22     | 11,818 |
| — - - - 1812-13          | 7  | 3,146  | 5                                      | 5,550 | 13      | 13,692 | 25     | 22,388 | 12  | 7,694  | 1                                      | 260   | 7       | 4,324  | 20     | 12,278 |
| — - - - 1813-14          | 24   | 13,198 | 5                                      | 5,789 | 10      | 10,572 | 39     | 29,559 | 12  | 5,817  | 1                                      | 373   | 6       | 4,476  | 19     | 10,668 |
| — - - - 1814-15          | 25   | 13,298 | 2                                      | 725   | 12      | 10,811 | 39     | 24,834 | 11  | 5,478  | 1                                      | 600   | 13      | 8,581  | 25     | 14,659 |
| — - - - 1815-16          | 25   | 13,068 | 4                                      | 4,800 | 21      | 17,070 | 50     | 34,938 | 15  | 5,348  | 1                                      | 342   | 9       | 6,216  | 25     | 11,906 |
| — - - - 1816-17          | 34   | 16,519 | 4                                      | 4,671 | 22      | 18,022 | 60     | 39,212 | 28  | 13,891 | -                                      | -     | 11      | 6,281  | 39     | 20,172 |
| — - - - 1817-18          | 36   | 17,762 | 2                                      | 2,400 | 19      | 17,310 | 57     | 37,472 | 29  | 15,701 | 4                                      | 2,101 | 14      | 9,266  | 47     | 27,008 |

East India House,  
the 26th June 1820.

W. McCulloch,  
Examiner of India Correspondence.

342 APPENDIX TO REPORT (brought from the Lords) RELATIVE

No. 17.—AN ACCOUNT of the Quantity of American Tonnage, which has cleared out from different Ports of British India, in the Years 1815-16, 1816-17, and 1817-18.

Appendix  
(L.)

|   | 1815-16.  |              | 1816-17.  |               | 1817-18.  |               |
|---|-----------|--------------|-----------|---------------|-----------|---------------|
|   | Ships.    | Tons.        | Ships.    | Tons.         | Ships.    | Tons.         |
| From Calcutta for America - -                             | 19        | 6,311        | 35        | 12,809        | 38        | 13,538        |
| From Calcutta for the Coromandel Coast - - - - - }        | 1         | 180          | —         | —             | —         | —             |
| From Madras for America - -                               | 2         | 697          | 3         | 1,079         | 4         | 1,313         |
| From Madras for Calcutta - -                              | - -       | - -          | 2         | 912           | 1         | 440           |
| From Madras for Ceylon - -                                | - -       | - -          | 2         | 791           | —         | —             |
| From Ingeram for Tranquebar - -                           | - -       | - -          | 1         | 194           | —         | —             |
| From Bombay for America - -                               | - -       | - -          | 3         | 1,257         | 9         | 3,152         |
| From Bombay for Calcutta - -                              | - -       | - -          | 1         | 430           | —         | —             |
| <b>TOTAL for America - -</b>                              | <b>21</b> | <b>7,008</b> | <b>41</b> | <b>15,145</b> | <b>51</b> | <b>18,003</b> |
| <b>TOTAL from Port to Port }<br/>in India - - - - - }</b> | <b>1</b>  | <b>180</b>   | <b>6</b>  | <b>2,327</b>  | <b>1</b>  | <b>440</b>    |

*Notes*—It is probable that the Ships which appear to have cleared out from one Port to another, in India, are the same which eventually cleared out from the Ports of India for America.

There are not any Documents in the East India House by which the Quantity of American Tonnage that cleared out from the Ports of British India, in the Year 1818-19, can be ascertained.

East India House,  
the 26th June 1820.

*W. M. Cullock,*  
Examiner of India Correspondence.

Appendix (L.)—No. 18.—An ACCOUNT of the Quantity and Value of CARGOES exported by American Ships, from the different Ports of British India, in the Years 1815-16, 1816-17, and 1817-18.

| BENGAL.                | 1815-16.              |               | 1816-17.              |               | 1817-18.              |               |
|------------------------|-----------------------|---------------|-----------------------|---------------|-----------------------|---------------|
|                        | Quantity.             | Value.        | Quantity.             | Value.        | Quantity.             | Value.        |
|                        |                       | Sicca Rupees. |                       | Sicca Rupees. |                       | Sicca-Rupees. |
| Piece Goods - - -      | <i>Bales</i> 12,559   | 31,16,366     | <i>Bales</i> 16,040   | 35,99,324     | <i>Bales</i> 5,921    | 15,23,725     |
| Shawls - - -           | <i>Parcels</i> 7      | ,490          | <i>Parcel</i> 1       | 300           | <i>Parcels</i> 6      | 5,925         |
| Indigo - - -           | <i>Chests</i> 2,077   | 7,27,438      | <i>Chests</i> 876     | 3,08,630      | <i>Chests</i> 1,043   | 3,69,752      |
| Sugar - - -            | <i>Bags</i> 15,150    | 2,52,697      | <i>Bags</i> 55,949    | 10,45,989     | <i>Bags</i> 61,868    | 12,55,450     |
| Silk, - - -            | - - -                 | - - -         | <i>Bales</i> 19       | 7,122         | <i>Bales</i> 2        | 703           |
| Saltpetre - - -        | <i>Bags</i> 20        | 263           | <i>Bags</i> 12,402    | 1,62,579      | <i>Bags</i> 8,171     | 1,30,434      |
| Grain - - -            | - - -                 | - - -         | - - -                 | - - -         | <i>Bags</i> 4,922     | 9,844         |
| Gums - - -             | <i>Packages</i> 103   | 3,704         | <i>Packages</i> 370   | 18,967        | <i>Packages</i> 517   | 30,346        |
| Cotton - - -           | <i>Bales</i> 2        | 252           | <i>Bales</i> 6,003    | 2,20,942      | <i>Bales</i> 17,754   | 10,09,644     |
| Gunnies & Gunney-bags  | <i>Bales</i> 1,123    | 16,079        | <i>Bales</i> 1,055    | 15,324        | <i>Bales</i> 478      | 7,619         |
| Shell Lack - - -       | - - -                 | 5,581         | - - -                 | 8,888         | - - -                 | 10,372        |
| Turmeric - - -         | <i>Packages</i> 3,407 | 10,808        | <i>Packages</i> 5,749 | 22,152        | <i>Packages</i> 1,747 | 6,187         |
| Ginger - - -           | — 10,867              | 71,222        | — 17,665              | 1,44,654      | — 25,513              | 1,88,836      |
| Castor Oil, - - -      | - - -                 | ,892          | - - -                 | 1,656         | - - -                 | 3,846         |
| Safflower - - -        | - - -                 | - - -         | - - -                 | 278           | - - -                 | 1,120         |
| Skins and Hides - - -  | - - -                 | 26,140        | - - -                 | 69,766        | - - -                 | 1,12,088      |
| Sugar Candy - - -      | - - -                 | - - -         | - - -                 | 465           | - - -                 | 710           |
| Seeds (of Sorts) - - - | <i>Bags</i> 164       | 411           | <i>Bags</i> 125       | 398           | <i>Bags</i> 170       | 633           |
| Wearing Apparel - - -  | - - -                 | 2,044         | - - -                 | 242           | - - -                 | 637           |
| Sal Ammoniac - - -     | - - -                 | 11,066        | - - -                 | 5,091         | —                     | —             |
| Elephants Teeth - - -  | - - -                 | - - -         | - - -                 | - - -         | - - -                 | 564           |
| Borax - - -            | <i>Packages</i> 43    | 4,468         | <i>Packages</i> 23    | 1,368         | <i>Packages</i> 130   | 10,213        |
| Salt Provisions - - -  | - - -                 | 243           | - - -                 | 800           | —                     | —             |
| Canvass - - -          | <i>Bales</i> 12       | 1,310         | <i>Bales</i> 17       | 1,616         | —                     | —             |
| Hemp, Flax, & Twine    | <i>Bundles</i> 759    | 7,558         | <i>Bundles</i> 3,135  | 25,130        | <i>Bundles</i> 1,273  | 8,812         |
| Carpets and Blankets   | - - -                 | 4,577         | —                     | —             | —                     | —             |
| Carpets - - -          | - - -                 | - - -         | - - -                 | 20,949        | - - -                 | 8,929         |
| Tobacco - - -          | - - -                 | - - -         | <i>Packages</i> 31    | 780           | —                     | —             |
| Munjeet - - -          | - - -                 | - - -         | - - -                 | 950           | - - -                 | 1,585         |
| Carriages - - -        | - - -                 | - - -         | — 2                   | 800           | —                     | —             |



No. 18.—An Account of the Quantity and Value of Cargoes exported by American Ships, &c.—*continued.*

| BENGAL— <i>continued.</i> | 1815-16.            |               | 1816-17.             |               | 1817-18.                      |               |
|---------------------------|---------------------|---------------|----------------------|---------------|-------------------------------|---------------|
|                           | Quantity.           | Value.        | Quantity.            | Value.        | Quantity.                     | Value.        |
|                           |                     | Sicca Rupees. |                      | Sicca Rupees  |                               | Sicca Rupees. |
| Qutch - - - -             | - - - -             | - - - -       | - - - -              | - - - -       | - - - -                       | 440           |
| Sundries - - -            | - - - -             | 7,296         | - - - -              | 13,797        | - - - -                       | 11,932        |
| Spices - - - -            | - - - -             | 1,490         | - - - -              | - - - -       | - - - -                       | - - - -       |
| Madeira Wine -            | <i>Pipe</i> 1       | 270           | <i>Pipes</i> 46      | 8,715         | <i>Pipes</i> 32 $\frac{1}{4}$ | 10,305        |
| Liquors - - -             | - - - -             | - - - -       | - - - -              | 4,840         | - - - -                       | 5,471         |
| Pepper - - - -            | <i>Bags</i> 150     | 1,785         | <i>Bags</i> 1,334    | 19,970        | - - - -                       | - - - -       |
| Cassia - - - -            | - - - -             | - - - -       | - - - -              | 27,828        | - - - -                       | 2,436         |
| Coffee - - - -            | - - - -             | 53,264        | - - - -              | 36,016        | - - - -                       | 48,705        |
| Camphire - - -            | - - - -             | 3,276         | - - - -              | 22,599        | - - - -                       | - - - -       |
| Red Wood - - -            | - - - -             | 4,316         | - - - -              | 1,700         | - - - -                       | 2,778         |
| Rattans - - - -           | - - - -             | 1,658         | - - - -              | 4,194         | - - - -                       | 664           |
| Benjamin - - -            | - - - -             | 680           | - - - -              | - - - -       | - - - -                       | 2,960         |
| Senna Leaves -            | - - - -             | 403           | - - - -              | - - - -       | - - - -                       | - - - -       |
| Sago - - - - -            | - - - -             | 3,966         | - - - -              | 2,342         | - - - -                       | 1,124         |
| Tin - - - - -             | - - - -             | 53,607        | - - - -              | 1,53,150      | - - - -                       | 49,559        |
| Foreign Piece Goods       | - - - -             | 11,644        | - - - -              | - - - -       | - - - -                       | 32,024        |
| Alum - - - - -            | - - - -             | - - - -       | - - - -              | - - - -       | - - - -                       | 10,284        |
| Kahurbah - - -            | - - - -             | - - - -       | - - - -              | - - - -       | - - - -                       | 3,690         |
| Assafetida - - -          | - - - -             | - - - -       | - - - -              | - - - -       | - - - -                       | 724           |
| Iron Kentledge -          | - - - -             | - - - -       | - - - -              | 2,238         | - - - -                       | - - - -       |
| Europe Sundries           | - - - -             | 6,191         | - - - -              | 15,502        | - - - -                       | 10,018        |
|                           | Sicca Rupees =      | 44,21,435     | Sicca Rupees =       | 59,98,251     | Sicca Rupees =                | 48,91,053     |
| FORT ST. GEORGE.          |                     | Arcot Rupees. |                      | Arcot Rupees. |                               | Arcot Rupees. |
| Piece Goods - -           | <i>Pieces</i> 4,929 | 27,210        | <i>Pieces</i> 37,795 | 1,96,748      | <i>Pieces</i> 21,467          | 1,28,350      |
| Coffee - - - -            | - - - -             | - - - -       | <i>Cwt.</i> 2,212    | 34,722        | - - - -                       | - - - -       |
| Goat Skins - - -          | <i>Bales</i> 6      | 4,035         | - - - -              | 39,000        | - - - -                       | - - - -       |
| Soap - - - - -            | - - - -             | - - - -       | - - - -              | 289           | - - - -                       | - - - -       |
| Tin - - - - -             | - - - -             | - - - -       | - - - -              | 117           | - - - -                       | - - - -       |
| Turmeric - - - -          | - - - -             | - - - -       | - - - -              | 370           | - - - -                       | - - - -       |
| Ginger - - - - -          | - - - -             | - - - -       | - - - -              | - - - -       | <i>Cwt.</i> 201               | 1,806         |
| Total Arcot Rupees - - -  |                     | 31 245        | Arcot Rupees -       | 2,43,299      | Arcot Rupees -                | 1,30,156      |

No. 18.—An Account of the Quantity and Value of Cargoes exported by American Ships, &c.—*continued.*

| BOMBAY.                               | 1815-16.  |        | 1816-17.  |          | 1817-18.  |          |
|---------------------------------------|-----------|--------|-----------|----------|-----------|----------|
|                                       | Quantity. | Value. | Quantity. | Value.   | Quantity. | Value.   |
| Alum                                  |           |        |           | Rupees.  |           | Rupees.  |
| Aloes                                 |           |        |           | 3,450    |           | 600      |
| Benjamin                              |           |        |           | 725      |           | —        |
| Camphire                              |           |        |           | 4,450    |           | 400      |
| Cardamoms                             |           |        |           | —        |           | 275      |
| Cassia and Hogkessen<br>(Cassia Buds) |           |        |           | 300      |           | —        |
| Chundroon (Capal)                     |           |        |           | 1,340    |           | 345      |
| Cornélians                            |           |        |           | 2,000    |           | —        |
| Cotton                                |           |        |           | 1,09,110 |           | 6,02,220 |
| Elephant's Teeth                      |           |        |           | —        |           | 2,000    |
| Ginger                                |           |        |           | 22,660   |           | 7,502    |
| Gum Ammoniac                          |           |        |           | 360      |           | —        |
| — Arabic                              |           |        |           | 1,156    |           | 135      |
| Hides and Skins of Sorts              |           |        |           | 1,160    |           | 1,880    |
| Hingra (Assafœtida)                   |           |        |           | 2,085    |           | —        |
| Indigo                                |           |        |           | 14,560   |           | 19,700   |
| Ivory Work and Ware                   |           |        |           | 300      |           | —        |
| Latch of different Sorts              |           |        |           | 140      |           | —        |
| Nankeens                              |           |        |           | 180      |           | —        |
| Onbanum                               |           |        |           | 1,080    |           | —        |
| Pepper                                |           |        |           | 83,344   |           | 16,284   |
| Piece Goods                           |           |        |           | 5,130    |           | 4,846    |
| Salt Petre                            |           |        |           | 3,500    |           | —        |
| Seeds of various Sorts                |           |        |           | 1,965    |           | 300      |
| Shawls                                |           |        |           | 5,676    |           | —        |
| Sugar                                 |           |        |           | —        |           | 15,850   |
| Tea                                   |           |        |           | —        |           | 1,050    |
| Tin                                   |           |        |           | —        |           | 7,000    |
| Tortoise Shell                        |           |        |           | 1,200    |           | —        |
| Tutenague                             |           |        |           | 2,847    |           | —        |
| Turmeric                              |           |        |           | —        |           | 600      |
| Vermillion                            |           |        |           | 4,800    |           | —        |
|                                       |           |        | Rupees    | 2,73,518 | Rupees    | 6,80,987 |

There are not any Documents in the East India House from which an Account similar to the above, for the Year 1818-19, can be prepared.

East India House,  
the 26th June 1820.

*W. M' Culloch,*  
Examiner of India Correspondence.

Appendix (M.)

No. 1.—AN ACCOUNT of the Quantity of Registered Tonnage employed by the East India Company in their Trade to the British Indian Possessions, excluding Ships touching at the Ports of Continental India on the Voyage to China, for the Year ending 31st July 1820.

Appendix  
(M.)

Twenty-one Ships, - amounting to 10,697 Tons.

East India House,  
24th February 1821.

*J. Morice.*

No. 2.—AN ACCOUNT of the Quantity of Registered Tonnage belonging to the East India Company, clearing out annually from the Port of Canton, for the Year 1820.

Seventeen Ships, amounting to 21,147 Tons, which cleared out previous to the 24th April 1820, the Date of the last advices from Canton.

*N.B.*—Seven Ships amounting to 7,313 Tons, cleared out at Canton previous to 1st January 1820, which formed part of the same outward season from England as the above-mentioned Seventeen Ships, but are not included therein.

East India House,  
24th February 1821.

*J. Morice.*

No. 3.—AN ACCOUNT of the Quantity and Sale Amount of Teas sold by the East India Company, for the Year 1820-21.

| Quantity.        | Sale Amount. |
|------------------|--------------|
| lbs. 24,483,970. | £ 3,324,297. |

East India House,  
28th February 1821.

(Errors Excepted.)

*Chas Cartwright,*  
Acc<sup>t</sup> Genl.

No. 4.—AN ACCOUNT of the Registered Tonnage employed by the East India Company in their Trade to China, for the Year 1819-20.

Twenty-three Ships, - amounting to 28,742 Tons.

East India House,  
24th February 1821.

*J. Morice.*

Appendix  
(M.)

No. 3.—AN ACCOUNT of the Quantities and Value of British Manufactures exported to all Parts of India, (exclusive of China), by the East India Company, for the Year 1819–20.

|   |            | Quantity.  | Amount. |         |
|---|------------|------------|---------|---------|
|   |            |            | £.      |         |
| Broad Cloth   | - - - - -  | Pieces     | 11,652  | 196,071 |
| Long Ells   | } Woollens | Do.        | 25,075  | 70,424  |
| Camlets, &c. &c.  |            | Do.        | 2,427   | 8,228   |
| Anchor, Grapnels, Mooring Chains, &c. &c.   | - - - - -  | Number     | 25      | 392     |
| Butter and Cheese   | - - - - -  | Packages   | 28      | 188     |
| Beer, Ale, and Cyder  | - - - - -  | Do.        | 89      | 461     |
| Buntin  | - - - - -  | Bales      | 14      | 564     |
| Braziery, Ironmongery, Tin Ware, Cutlery, Pewter, Forge<br>Bellows, &c. &c.                       | - - - - -  | Packages   | 1,816   | 14,918  |
| Blocks, Oars, Masts, Spars, Boat Timbers, Planks,<br>&c. &c.                                      | - - - - -  | -          | 117     | 565     |
| Canvas  | - - - - -  | Bales      | 91      | 4,893   |
| Cordage   | - - - - -  | Tons       | 83      | 3,459   |
| Carts, Barrows, Wheels, Ploughs, Ammunition Carriages,<br>&c. &c.                                 | - - - - -  | -          | -       | 5,422   |
| Clothing for Soldiers and Sailors, Shoes, Hammocks, &c.   | - - - - -  | Packages   | 342     | 17,024  |
| Accountments  | - - - - -  | Do.        | 614     | 5,985   |
| Fire Engines, Hose Leather, &c.   | - - - - -  | Cases      | 65      | 3,157   |
| Glass Ware, Earthen Ware, Window Glass, &c. &c.   | - - - - -  | Do.        | 83      | 636     |
| Gunpowder and Gunpowder Barrels   | - - - - -  | Barrels    | 2,501   | 7,512   |
| Haberdashery, Hosiery, and Hats   | - - - - -  | Cases      | 9       | 549     |
| Hospital Stores, viz. Surgeons Instruments, Lint, Trusses,<br>Tin and Glass Ware, Pewter, &c. &c. | - - - - -  | Do.        | 178     | 8,863   |
| Lines and Twine, and Slow Match   | - - - - -  | Casks, &c. | 45      | 576     |
| Lead Pipe, Sheet Lead, and Plumbers Stores  | - - - - -  | Packages   | 90      | 1,912   |
| Linen   | - - - - -  | Bales      | 9       | 720     |
| Mathematical Instruments  | - - - - -  | Cases      | 24      | 2,364   |
| Musical Instruments   | - - - - -  | Do.        | 41      | 3,186   |
| Musquet Furniture and Materials for Small Arms, &c.   | - - - - -  | Do.        | 123     | 3,474   |
| Ordnance, Brass   | - - - - -  | Number     | 243     | 9,920   |
| Iron  | - - - - -  | Do.        | 82      | 3,127   |
| Oilman's Stores, Linseed Oil, Soap, Starch, Painters<br>Colours, Red Lead, &c.                    | - - - - -  | Packages   | 1,914   | 6,193   |
| Shot and Shells   | - - - - -  | -          | -       | 15,578  |
| Sadlery and Harness   | - - - - -  | Cases      | 70      | 2,863   |
| Small Arms, viz. — Musquets   | - - - - -  | Number     | 24,600  | 41,423  |
| Fusils  | - - - - -  | Do.        | 980     | 1,678   |
| Pistols   | - - - - -  | Do. Prs.   | 5,500   | 12,937  |
| Swords and Pikes  | - - - - -  | Do.        | 5,340   | 3,358   |
| Sheathing and Cartridge Paper   | - - - - -  | Cases      | 335     | 803     |
| Stationery and Books  | - - - - -  | Do.        | 697     | 19,507  |
| Turnery, Sponge, Staves, &c.  | - - - - -  | Packages   | 429     | 3,606   |
| Furniture for the Government House at St. Helena  | - - - - -  | -          | -       | 406     |
| Metals Copper   | - - - - -  | Tons       | 1,470   | 167,953 |
| Iron  | - - - - -  | Do.        | 1,419   | 18,629  |
| Lead  | - - - - -  | Do.        | 1,095   | 26,815  |
| Tin   | - - - - -  | Cwt.       | 12      | 47      |
|   |            | £.         |         | 696,556 |

Acc<sup>t</sup> Genl<sup>'s</sup> Office, East India House,  
28th February 1821.

(Errors excepted.)

Ch<sup>'</sup> Cartwright.  
Acc<sup>'</sup> Genl.

No. 6.—AN ACCOUNT of the Quantity of Woollens exported by the East India Company to China, for the Year 1820-21.

Appendix  
(M.)

|                  |         |         |         |
|------------------|---------|---------|---------|
| Broad Cloth      | - - - - | Pieces. | 12,171  |
| Long Ells        | - - - - | D°      | 125,400 |
| Camlets, &c. &c. | - - - - | D°      | 19,830  |
| Total Pieces     |         |         | 157,401 |

Acc<sup>t</sup> General's Office, East India House,  
28th February 1821.

(Errors excepted.)

Cha<sup>t</sup> Cartwright,  
Acc<sup>t</sup> Gen<sup>l</sup>.

No. 7.—AN ACCOUNT of the Quantity and Value of all Manufactures (exclusive of Woollens) exported by the East India Company and their Officers to China, for the Year 1820-21.

|                               |       | Weight, Tons. | Nil.  | £.     |
|-------------------------------|-------|---------------|-------|--------|
| Copper                        | - -   |               | Nil.  |        |
| Iron                          | - - - | D°            | 702   | 8,465  |
| Lead                          | - - - | D°            | 600   | 13,580 |
| Velvet                        | - - - | Pieces.       | 406   | 1,560  |
| Cottons                       | - - - | D°            | 4,509 | 3,365  |
| Stores, &c. for Supra-cargoes | - - - |               |       | 1,863  |
|                               |       |               |       | 28,833 |

*Mem.*—The Value of Manufactures exported by the Officers of the East India Company cannot be given until the loading of the Ships of the present Season shall have been completed.

Acc<sup>t</sup> General's Office, East India House,  
28th February 1821.

(Errors excepted.)

Cha<sup>t</sup> Cartwright,  
Acc<sup>t</sup> Gen<sup>l</sup>.

Appendix  
(M.)

No. 8.—AN ACCOUNT of the Prime Cost and Quantity of Raw Silk exported from the Port of Canton by the East India Company, for the Year 1819-20.

| Quantity.     | Prime Cost. |
|---------------|-------------|
| lbs. 111,432. | £. 98,240.  |

East India House,  
28th February 1821.

(Errors excepted.)

Cha' Cartwright,  
Acc<sup>t</sup> Gen<sup>l</sup>.

No. 9.—AN ACCOUNT of the Prime Cost and Quantity of Tea exported from the Port of Canton by the East India Company, for the Year 1819-20.

| Quantity.        | Prime Cost.   |
|------------------|---------------|
| lbs. 28,476,231. | £. 1,766,539. |

East India House,  
28th February 1821.

(Errors excepted.)

Cha' Cartwright,  
Acc<sup>t</sup> Gen<sup>l</sup>.

No. 10.—AN ACCOUNT of the Quantity of British Manufactures annually imported by the East India Company into the Port of Canton, for the Year 1819-20; specifying particularly the Quantities of Woollens and Cottons imported.

|                |         |               |         |
|----------------|---------|---------------|---------|
| Broad Cloths   | - - - - | <i>Cloths</i> | 8,814   |
| Long Ells      | - - - - | <i>Pieces</i> | 120,640 |
| Embossed Ditto | - - - - | —             | 1,800   |
| Worleys        | - - - - | —             | 4,000   |
| Camlets        | - - - - | —             | 15,000  |
| Total Woollens |         | <i>Pieces</i> | 150,254 |
| British Iron   | - - - - | <i>Tons</i>   | 548     |
| Lead           | - - - - | —             | 670     |
| Medicines      | - - - - | <i>Case</i>   | 1       |

East India House,  
28th February 1821.

(Errors excepted.)

Cha' Cartwright,  
Acc<sup>t</sup> Gen<sup>l</sup>.

No. 11.—AN ACCOUNT of the Quantities of British Manufactures exported to our Indian Possessions for the Year 1819-20; specifying particularly the Quantities and Value of Woollens and Cottons.

Appendix  
(M.)

|  | Quantity. | Amount.    |
|--|-----------|------------|
|  |           | £.         |
| Broad Cloth, } Woollens - - - - - Picces                                   | 11,652    | 196,071    |
| Long Ells, } - - - - - Do.   | 25,075    | 70,424     |
| Camlets, &c. &c. } - - - - - Do.   | 2,427     | 8,228      |
| Cotton - - - - - Do.   | Nil.      | Nil.       |
| Anchors, Grapnals, Mooring Chains - - - - - Number.                        | 25        | 392        |
| Butter and Cheese - - - - - Packages                                       | 28        | 183        |
| Beer, Ale, and Cyder - - - - - Do.   | 89        | 461        |
| Buntin - - - - - Bales   | 14        | 564        |
| Braziery, Ironmongery, Tin Ware, Cutlery, Pewter, Forge                    |           |            |
| Bellows, Time Glasses, &c. &c. - - - - - Packages                          | 1,816     | 14,918     |
| Blocks, Oars, Masts, Spars, Boat Timbers, Planks, &c. &c. - - - - -        | 117       | 565        |
| Canvass - - - - - Bales  | 91        | 4,893      |
| Cordage - - - - - Tons   | 83        | 3,459      |
| Carts, Barrows, Wheels, Ploughs, Ammunition Carriages, &c. - - - - -       | -         | 5,422      |
| Clothing for Soldiers and Sailors, Shoes, Hammocks, &c. - - - - - Packages | 342       | 17,024     |
| Accoutrements - - - - - Cases  | 614       | 5,985      |
| Fire Engines, Hose Leather, &c. - - - - - Do.                              | 65        | 3,157      |
| Glass Ware, Earthen Ware, Window Glass, &c. &c. - - - - - Do.              | 83        | 636        |
| Gunpowder and Gunpowder Barrels - - - - - Barrels                          | 2,501     | 7,512      |
| Haberdashery, Hosiery, and Hats - - - - - Cases                            | 9         | 549        |
| Hospital Stores, viz. Surgeons Instruments, Lint, Trusses,                 |           |            |
| Tin and Glass Ware, Pewter, &c. &c. - - - - - Do.                          | 178       | 8,863      |
| Lines and Twine, and Slow Match - - - - - Casks, &c.                       | 45        | 576        |
| Lead Pipe, Sheet Lead, and Plumbers Stores - - - - - Packages              | 90        | 1,912      |
| Linen - - - - - Bales  | 9         | 720        |
| Mathematical Instruments - - - - - Cases                                   | 24        | 2,364      |
| Musical Instruments - - - - - Do.  | 41        | 3,186      |
| Musquet Furniture, and Materials for Small Arms, &c. - - - - - Do.         | 123       | 3,474      |
| Ordnance, Brass - - - - - Number   | 243       | 9,920      |
| Iron - - - - - Do.   | 82        | 3,127      |
| Oilman's Stores, Linseed Oil, Soap, Starch, Painters                       |           |            |
| Colours, Red Lead, &c. - - - - - Packages                                  | 1,914     | 6,193      |
| Shot and Shells - - - - - - - - - - -                                      | -         | 15,578     |
| Sadlery and Harness - - - - - Cases  | 70        | 2,863      |
| Small Arms, viz. Musquets - - - - - Number                                 | 24,600    | 41,428     |
| Fusils - - - - - Do.   | 980       | 1,678      |
| Pistols - - - - - Do. Pairs  | 5,500     | 12,937     |
| Swords and Pikes - - - - - Do.   | 5,340     | 3,358      |
| Sheathing and Cartridge Paper - - - - - Cases                              | 385       | 863        |
| Stationery and Books - - - - - Do.   | 697       | 19,507     |
| Turnery, Sponge, Staves, &c. - - - - - Do.                                 | 429       | 3,676      |
| Furniture for the Government House at St. Helena - - - - - Do.             | -         | 496        |
| Metals, Copper - - - - - Tons  | 1,470     | 167,953    |
| Iron - - - - - Do.   | 1,419     | 18,629     |
| Lead - - - - - Do.   | 1,095     | 26,815     |
| Tin - - - - - Cwt.   | 12        | 47         |
|  |           | £. 696,556 |

Mem.—This Account comprehends only the Exports made by the East India Company.

Acc<sup>t</sup> Gen<sup>l</sup>'s Office, East India House,  
28th February 1821.

(Errors excepted.)

Ch<sup>a</sup> Cartwright,  
Acc<sup>t</sup> Gen<sup>l</sup>.

No. 12.

*Die Veneris, 16° Februarii 1821.*

Appendix  
(M.)

ORDERED, by the Lords Spiritual and Temporal in Parliament assembled, That there be laid before this House an Account of the Value and Amount of the Cargoes imported into Canton, and the Tonnage employed annually in the Country Trade between the different Ports of British India and Canton, specifying particularly the Quantities and Value of Raw Cotton and Opium, in the Year 1819-20.

(Signed) *Henry Cowper,*  
Dep. Cler. Parliamentor.

---

The above Order of the Right Honourable the Lords Spiritual and Temporal cannot be complied with, the Particulars of the Country Trade with China for the Year 1819-20 not having been received at this House.

*Jos. Thompson,*

East India House,  
the 21st February 1821.

---

No. 13.

*Die Veneris, 16° Februarii 1821.*

ORDERED, by the Lords Spiritual and Temporal in Parliament assembled, That there be laid before this House an Account of the Quantity of Tonnage annually employed by the Americans in their Trade with the Port of Canton in the Year 1819-20; also a Statement of the Value and Amount of the Bullion and Cargoes imported by them in the same Period; and also an Account of the Quantity and Value of Teas exported by the Americans in the same Period; specifying the Quantity exported by them direct for the United States, and that shipped direct for Europe.

(Signed) *Henry Cowper,*  
Dep. Cler. Parliamentor.

---

The above Order of the Right Honourable the Lords Spiritual and Temporal cannot be complied with, the Particulars of the American Trade with China for the Year 1819-20 not having been received at this House.

*Jos. Thompson.*

East India House,  
the 21st February 1821.



Appendix (N.)

No. 1.—AN ACCOUNT of all Goods of the Produce of the EAST INDIES and CHINA imported into GREAT BRITAIN, during each of the last Six Years; specifying the Quantity and Value of the principal Articles imported, and stating the Imports by the East India Company distinct and separate from the Free Trade.

| SPECIES OF MERCHANDISE IMPORTED.   | Rates of Valuation. | YEAR ENDING 5TH JANUARY 1815. |  |            |  |  |               |   |
|--|---------------------|-------------------------------|--|------------|--|--|---------------|---|
|  |                     | QUANTITIES IMPORTED.          |  |            | VALUE THEREOF, Calculated at the Rates inserted in First Column. |  |               |   |
|  |                     | By The East India Company.    | Free Trade, including The Privilege Trade. | TOTAL.     | By The East India Company.                                       | Free Trade, including The Privilege Trade. | TOTAL.        |   |
| £. s. d.   | £. s. d.            | £. s. d.                      | £. s. d.                                   | £. s. d.   | £. s. d.   |  |               |   |
| Orax   | 7 lbs.              | -                             | 60,561                                     | 60,561     | -  | 1,766 7 3                                  | 1,766 7 3     |   |
| Amphire  | 2 10 lbs.           | -                             | 366,642                                    | 366,642    | -  | 51,940 19 -                                | 51,940 19 -   |   |
| Cassia Lignea  | 1 6 lbs.            | -                             | 179,963                                    | 179,963    | -  | 13,497 4 6                                 | 13,497 4 6    |   |
| Cinnamon   | 6 6 lbs.            | 273,559                       | 3,565                                      | 277,124    | 88,906 13 6  | 1,158 12 6                                 | 90,065 6 -    |   |
| Peppercorns  | 4 - lbs.            | 250,374                       | 43,607                                     | 293,981    | 50,074 16 -  | 8,721 8 -                                  | 58,796 4 -    |   |
| Coffee   | 5 5 - cwt.          | 4,389                         | 81,442                                     | 85,831     | 23,042 5 -   | 427,570 10 -                               | 450,612 15 -  |   |
| Cotton Wool  | 10 lbs.             | 566,691                       | 2,673,332                                  | 3,040,023  | 15,278 15 10   | 111,388 16 8                               | 126,667 12 6  |   |
| Gum Lac of all sorts   | 1 6 lbs.            | 9,542                         | 425,678                                    | 435,220    | 715 13 -   | 31,925 17 -                                | 32,641 10 -   |   |
| Indigo   | 6 - lbs.            | -                             | 6,806,618                                  | 6,806,618  | -  | 2,041,985 8 -                              | 2,041,985 8 - |   |
| Wax  | 1 5 - lbs.          | 100,739                       | 5,140                                      | 105,879    | 125,923 15 -   | 6,425 - -                                  | 132,348 15 -  |   |
| Mother of Pearl Shells   | 1 2 lbs.            | -                             | 151,105                                    | 151,105    | -  | 8,814 9 2                                  | 8,814 9 2     |   |
| Nutmegs  | 15 - lbs.           | 289,040                       | 35,605                                     | 324,645    | 216,780 - -  | 26,703 15 -                                | 243,483 15 -  |   |
| Pepper   | 9 lbs.              | 998,109                       | 5,538,166                                  | 6,536,275  | 37,429 1 9   | 207,681 4 6                                | 245,110 6 3   |   |
| Piece Goods, viz. Calicoes   | 15 - pieces         | 836,880                       | 67,211                                     | 904,091    | 647,910 - -  | 50,408 5 -                                 | 698,318 5 -   |   |
| Muslins  | 1 10 - pieces       | 40,897                        | 2,009                                      | 42,906     | 61,345 10 -  | 3,013 10 -                                 | 64,359 - -    |   |
| Nanquin Cloths   | 5 6 pieces          | 182,849                       | 600,404                                    | 783,253    | 50,283 9 6   | 165,111 2 -                                | 215,394 11 6  |   |
| Prohibited   | 17 6 pieces         | 365,141                       | 83,270                                     | 448,411    | 319,498 7 6  | 72,861 5 -                                 | 392,359 12 6  |   |
| Rhubarb  | 2 - lbs.            | -                             | 22,834                                     | 22,834     | -  | 2,283 8 -                                  | 2,283 8 -     |   |
| Rice   | 1 - cwt.            | -                             | 142,814                                    | 142,814    | -  | 142,814 - -                                | 142,814 - -   |   |
| Sago   | 4 lbs.              | -                             | 41,059                                     | 41,059     | -  | 684 6 4                                    | 684 6 4       |   |
| Salt Petre   | 3 5 - cwt.          | 146,505                       | 135  | 146,640    | 476,141 5 -  | 438 15 -                                   | 476,580 - -   |   |
| Silk, Raw, of Bengal   | 1 - lbs.            | 844,961                       | 120,453                                    | 965,414    | 844,961 - -  | 120,453 - -                                | 965,414 - -   |   |
| of China   | 1 8 - lbs.          | 138,326                       | 12,303                                     | 150,629    | 193,656 8 -  | 17,224 4 -                                 | 210,880 12 -  |   |
| Sugar  | 2 2 - cwt.          | 40,241                        | 9,608                                      | 49,849     | 84,506 2 -   | 20,176 16 -                                | 104,682 18 -  |   |
| Tea  | 3 3 lbs.            | 24,303,758                    | 1,806,792                                  | 26,110,550 | 3,949,360 13 6   | 293,603 14 -                               | 4,242,964 7 6 |   |
| Turmeric   | 6 lbs.              | -                             | 535,642                                    | 535,642    | -  | 13,391 1 -                                 | 13,391 1 -    |   |
| Other Articles   | Valued at           | -                             | -  | -          | 41,849 4 5   | 219,849 2 1                                | 261,698 6 6   |   |
| Total Value of East India and China Produce imported into Great Britain, in the Year ending the 5th January 1815 |                     | £.                            | 7,227,663                                  | -          | 4,061,892  | -  | 11,289,555    | - |

| SPECIES OF MERCHANDISE IMPORTED.   | Rates of Valuation. | YEAR ENDING 5TH JANUARY 1816. |  |            |  |  |                |   |
|--|---------------------|-------------------------------|--|------------|--|--|----------------|---|
|  |                     | QUANTITIES IMPORTED.          |  |            | VALUE THEREOF, Calculated at the Rates inserted in First Column. |  |                |   |
|  |                     | By The East India Company.    | Free Trade, including The Privilege Trade. | TOTAL.     | By The East India Company.                                       | Free Trade, including The Privilege Trade. | TOTAL.         |   |
| £. s. d.   | £. s. d.            | £. s. d.                      | £. s. d.                                   | £. s. d.   | £. s. d.   |  |                |   |
| Orax   | 7 lbs.              | -                             | 253,239                                    | 253,239    | -  | 7,386 2 9                                  | 7,386 2 9      |   |
| Amphire  | 2 10 lbs.           | 16,384                        | 263,574                                    | 279,958    | 2,321 1 4  | 37,339 13 -                                | 39,660 14 4    |   |
| Cassia Lignea  | 1 6 lbs.            | -                             | 406,880                                    | 406,880    | -  | 30,516 - -                                 | 30,516 - -     |   |
| Cinnamon   | 6 6 lbs.            | 379,047                       | 2,549                                      | 381,596    | 123,190 5 6  | 828 8 6                                    | 124,018 14 -   |   |
| Peppercorns  | 4 - lbs.            | 702,195                       | 80,251                                     | 782,446    | 140,439 - -  | 16,050 4 -                                 | 156,489 4 -    |   |
| Coffee   | 5 5 - cwt.          | 6,491                         | 231,032                                    | 237,523    | 34,077 15 -  | 1,212,918 - -                              | 1,246,995 15 - |   |
| Cotton Wool  | 10 lbs.             | 1,023                         | 7,176,304                                  | 7,177,327  | 42 12 6  | 299,012 13 4                               | 299,055 5 10   |   |
| Gum Lac of all sorts   | 1 6 lbs.            | -                             | 1,206,898                                  | 1,206,898  | -  | 90,517 7 -                                 | 90,517 7 -     |   |
| Indigo   | 6 - lbs.            | -                             | 5,543,852                                  | 5,543,852  | -  | 1,663,155 12 -                             | 1,663,155 12 - |   |
| Wax  | 1 5 - lbs.          | 252,173                       | 4,815                                      | 256,988    | 315,216 5 -  | 6,018 15 -                                 | 321,235 - -    |   |
| Mother of Pearl Shells   | 1 2 lbs.            | -                             | 464,439                                    | 464,439    | -  | 27,092 5 6                                 | 27,092 5 6     |   |
| Nutmegs  | 15 - lbs.           | 624,214                       | 119,746                                    | 743,960    | 468,160 10 -   | 89,809 10 -                                | 557,970 - -    |   |
| Pepper   | 9 lbs.              | 2,086,680                     | 10,748,562                                 | 12,835,242 | 78,250 10 -  | 403,071 1 6                                | 481,321 11 6   |   |
| Piece Goods, viz. Calicoes   | 15 - pieces         | 663,253                       | 299,403                                    | 962,656    | 497,439 15 -   | 224,552 5 -                                | 721,992 - -    |   |
| Muslins  | 1 10 - pieces       | 26,061                        | 6,205                                      | 32,266     | 39,091 10 -  | 9,307 10 -                                 | 48,399 - -     |   |
| Nanquin Cloths   | 5 6 pieces          | 208,848                       | 687,949                                    | 896,797    | 57,433 4 -   | 189,185 19 6                               | 246,619 3 6    |   |
| Prohibited   | 17 6 pieces         | 214,355                       | 255,512                                    | 469,867    | 187,560 12 6   | 223,573 - -                                | 411,133 12 6   |   |
| Rhubarb  | 2 - lbs.            | -                             | 37,955                                     | 37,955     | -  | 3,795 10 -                                 | 3,795 10 -     |   |
| Rice   | 1 - cwt.            | 1,346                         | 19,945                                     | 21,291     | 1,346 - -  | 19,945 - -                                 | 21,291 - -     |   |
| Sago   | 4 lbs.              | -                             | 248,853                                    | 248,853    | -  | 4,147 11 -                                 | 4,147 11 -     |   |
| Salt Petre   | 3 5 - cwt.          | 115,794                       | 25,325                                     | 141,119    | 376,330 10 -   | 82,306 5 -                                 | 458,636 15 -   |   |
| Silk, Raw, of Bengal   | 1 - lbs.            | 630,855                       | 230,524                                    | 861,379    | 630,855 - -  | 230,524 - -                                | 861,379 - -    |   |
| of China   | 1 8 - lbs.          | 194,895                       | 21,234                                     | 216,129    | 272,853 - -  | 29,727 12 -                                | 302,580 12 -   |   |
| Sugar  | 2 2 - cwt.          | 8,322                         | 117,317                                    | 125,639    | 17,476 4 -   | 246,365 14 -                               | 263,841 18 -   |   |
| Tea  | 3 3 lbs.            | 23,923,141                    | 1,679,073                                  | 25,602,214 | 3,887,510 8 3  | 272,849 7 3                                | 4,160,359 15 6 |   |
| Turmeric   | 6 lbs.              | -                             | 1,292,211                                  | 1,292,211  | -  | 32,305 5 6                                 | 32,305 5 6     |   |
| Other Articles   | Valued at           | -                             | -  | -          | 24,535 16 11   | 317,158 8 2                                | 341,694 5 1    |   |
| Total Value of East India and China Produce imported into Great Britain, in the Year ending the 5th January 1816 |                     | £.                            | 7,154,139                                  | -          | 5,769,459  | -  | 12,923,589     | - |

Appendix (N.)—No. 1.—An Account of all Goods of the Produce of East Indies and China imported into Great Britain, during each of the last Six Years—continued.

| SPECIES OF MERCHANDIZE IMPORTED.   | Rates of Valuation. | YEAR ENDING 5TH JANUARY 1817. |   |            |  |   |               |              |
|--|---------------------|-------------------------------|---|------------|--|---|---------------|--------------|
|  |                     | QUANTITIES IMPORTED.          |   |            | VALUE THEREOF, Calculated at the Rates inserted in First Column. |   |               |              |
|  |                     | By The East India Company.    | Free Trade including The Privilege Trade. | TOTAL.     | By The East India Company.                                       | Free Trade including The Privilege Trade. | TOTAL.        |              |
|  | £. s. d.            |                               |   |            | £. s. d.   | £. s. d.                                  | £. s.         |              |
| Borax  | 7 lbs.              | -                             | 442,841                                   | 442,841    | -  | 12,916 3 11                               | 12,916 3      |              |
| Camphire   | 2 10 lbs.           | -                             | 231,296                                   | 231,296    | -  | 32,766 18 8                               | 32,766 18     |              |
| Cassia Lignea  | 1 6 lbs.            | -                             | 849,966                                   | 849,966    | -  | 63,747 9 -                                | 63,747 9      |              |
| Cinnamon   | 6 6 lbs.            | 384,931                       | 31,728                                    | 416,659    | 125,102 11 6   | 10,311 12 -                               | 135,414 3     |              |
| Cloves   | 4 - lbs.            | 288,695                       | 89,419                                    | 378,114    | 57,739 - -   | 17,883 16 -                               | 75,622 -      |              |
| Coffee   | 5 5 - cwts.         | 9,952                         | 157,168                                   | 167,120    | 52,248 - -   | 825,132 - -                               | 8,773,380 -   |              |
| Cotton Wool  | - - 10 lbs.         | 475,476                       | 6,497,314                                 | 6,972,790  | 19,811 10 -  | 270,721 8 4                               | 290,532 18    |              |
| Gum Lac of all sorts   | 1 6 lbs.            | 9,378                         | 854,844                                   | 864,222    | 703 7 -  | 64,113 6 -                                | 64,816 13     |              |
| Indigo   | 6 - lbs.            | -                             | 7,247,227                                 | 7,247,227  | -  | 2,174,168 2 -                             | 2,174,168 2   |              |
| Mace   | 1 5 - lbs.          | 29,619                        | 9,206                                     | 38,825     | 37,023 15 -  | 11,507 10 -                               | 48,531 5      |              |
| Mother of Pearl Shells   | 1 2 lbs.            | -                             | 401,897                                   | 401,897    | -  | 23,968 19 10                              | 23,968 19     |              |
| Nutmegs  | 15 - lbs.           | 362,045                       | 3,501                                     | 365,546    | 271,533 15 -   | 2,625 15 -                                | 274,159 10    |              |
| Pepper   | - - 9 lbs.          | 4,754,345                     | 7,231,310                                 | 11,985,655 | 178,287 18 9   | 271,174 2 6                               | 449,462 1     |              |
| Piece Goods, viz. Calicoes   | 15 - pieces         | 855,211                       | 101,979                                   | 957,190    | 64,408 5 -   | 76,484 5 -                                | 717,892 10    |              |
| Muslins  | 1 10 - pieces       | 17,455                        | 3,650                                     | 21,105     | 26,182 10 -  | 5,475 - -                                 | 31,657 10     |              |
| Nanquin Cloths   | 5 6 pieces          | 235,389                       | 161,064                                   | 396,453    | 64,731 19 6  | 44,292 12 -                               | 109,024 11    |              |
| Prohibited   | 17 6 pieces         | 160,902                       | 157,005                                   | 317,907    | 140,789 5 -  | 137,379 7 6                               | 278,168 12    |              |
| Rhubarb  | 2 - lbs.            | -                             | 81,493                                    | 81,493     | -  | 8,149 6 -                                 | 8,149 6       |              |
| Rice   | 1 - - cwts.         | -                             | 2,115                                     | 2,115      | -  | 2,115 - -                                 | 2,115 -       |              |
| Sago   | - - 4 lbs.          | -                             | 727,182                                   | 727,182    | -  | 12,119 14 -                               | 12,119 14     |              |
| Salt Petre   | 3 5 - cwts.         | 91,397                        | 69,268                                    | 160,665    | 297,040 5 -  | 225,121 - -                               | 522,161 5     |              |
| Silk, raw, of Bengal   | 1 - - lbs.          | 348,853                       | 415,810                                   | 764,663    | 348,853 - -  | 415,810 - -                               | 764,663 -     |              |
| of China   | 1 8 - lbs.          | 48,325                        | 40,662                                    | 88,987     | 67,055 - -   | 56,926 16 -                               | 124,581 16    |              |
| Sugar  | 2 2 - cwts.         | 6,442                         | 120,760                                   | 127,202    | 13,528 4 -   | 253,596 - -                               | 267,124 4     |              |
| Tea  | 3 3 lbs.            | 33,912,322                    | 2,322,058                                 | 36,234,380 | 5,510,752 6 6  | 377,334 8 6                               | 5,888,086 15  |              |
| Turmeric   | - - 6 lbs.          | -                             | 725,810                                   | 725,810    | -  | 18,145 5 -                                | 18,145 5      |              |
| Other Articles   | Valued at           | -                             | -   | -          | 1,921 7 9  | 289,926 2 9                               | 291,847 10    |              |
| Total Value of East India and China Produce imported into Great Britain, in the Year ending the 5th January 1817 - |                     |                               |   |            |  | £. 7,855,312 - -                          | 5,703,912 - - | 13,559,224 - |

| SPECIES OF MERCHANDIZE IMPORTED.   | Rates of Valuation. | YEAR ENDING 5TH JANUARY 1818. |   |            |  |   |               |              |
|--|---------------------|-------------------------------|---|------------|--|---|---------------|--------------|
|  |                     | QUANTITIES IMPORTED.          |   |            | VALUE THEREOF, Calculated at the Rates inserted in First Column. |   |               |              |
|  |                     | By The East India Company.    | Free Trade including The Privilege Trade. | TOTAL.     | By The East India Company.                                       | Free Trade including The Privilege Trade. | TOTAL.        |              |
|  | £. s. d.            |                               |   |            | £. s. d.   | £. s. d.                                  | £. s.         |              |
| Borax  | 7 lbs.              | -                             | 120,732                                   | 120,732    | -  | 3,521 7 -                                 | 3,521 7       |              |
| Camphire   | 2 10 lbs.           | -                             | 178,656                                   | 178,656    | -  | 25,309 12 -                               | 25,309 12     |              |
| Cassia Lignea  | 1 6 lbs.            | -                             | 489,940                                   | 489,940    | -  | 36,745 10 -                               | 36,745 10     |              |
| Cinnamon   | 6 6 lbs.            | 338,583                       | 58,266                                    | 391,849    | 108,424 9 6  | 18,926 9 -                                | 127,350 18    |              |
| Cloves   | 4 - lbs.            | 278,079                       | 3,124                                     | 281,203    | 55,615 16 -  | 624 16 -                                  | 56,240 12     |              |
| Coffee   | 5 5 - cwts.         | 62,279                        | 59,632                                    | 121,911    | 326,964 15 -   | 313,068 - -                               | 640,032 15    |              |
| Cotton Wool  | - - 10 lbs.         | 1,697,100                     | 29,445,328                                | 31,142,428 | 70,712 10 -  | 1,226,888 13 4                            | 1,297,601 3   |              |
| Gum Lac of all sorts   | 1 6 lbs.            | -                             | 1,297,736                                 | 1,297,736  | -  | 97,330 4 -                                | 97,330 4      |              |
| Indigo   | 6 - lbs.            | -                             | 5,002,089                                 | 5,002,089  | -  | 1,500,626 14 -                            | 1,500,626 14  |              |
| Mace   | 1 5 - lbs.          | 71,880                        | 10,261                                    | 82,141     | 89,850 - -   | 12,826 5 -                                | 102,676 5     |              |
| Mother of Pearl Shells   | 1 2 lbs.            | -                             | 262,787                                   | 262,787    | -  | 15,329 4 10                               | 15,329 4      |              |
| Nutmegs  | 15 - lbs.           | 327,009                       | 38,275                                    | 365,284    | 245,256 15 -   | 28,706 5 -                                | 273,963 -     |              |
| Pepper   | - - 9 lbs.          | 1,830,925                     | 2,240,808                                 | 4,071,733  | 68,659 13 9  | 84,030 6 -                                | 152,689 19    |              |
| Piece Goods, viz. Calicoes   | 15 - pieces         | 736,953                       | 19,942                                    | 756,895    | 552,714 15 -   | 14,956 10 -                               | 567,671 5     |              |
| Muslins  | 1 10 - pieces       | 9,664                         | 884                                       | 10,548     | 14,496 - -   | 1,326 - -                                 | 15,822 -      |              |
| Nanquin Cloths   | 5 6 pieces          | 226,697                       | 337,529                                   | 564,226    | 61,341 13 6  | 92,820 9 6                                | 155,162 3     |              |
| Prohibited   | 17 6 pieces         | 191,971                       | 162,372                                   | 354,343    | 167,974 12 6   | 142,075 10 -                              | 310,050 2     |              |
| Rhubarb  | 2 - lbs.            | -                             | 104,873                                   | 104,873    | -  | 10,487 6 -                                | 10,487 6      |              |
| Rice   | 1 - - cwts.         | -                             | 101,589                                   | 101,589    | -  | 101,589 - -                               | 101,589 -     |              |
| Sago   | - - 4 lbs.          | -                             | 552,402                                   | 552,402    | -  | 9,206 14 -                                | 9,206 14      |              |
| Salt Petre   | 3 5 - cwts.         | 88,349                        | 70,608                                    | 158,957    | 287,134 5 -  | 229,476 - -                               | 516,610 5     |              |
| Silk, raw, of Bengal   | 1 - - lbs.          | 405,815                       | 149,188                                   | 555,003    | 405,815 - -  | 149,188 - -                               | 555,003 -     |              |
| of China   | 1 8 - lbs.          | 65,977                        | 37,390                                    | 103,367    | 92,367 16 -  | 52,346 - -                                | 144,713 16    |              |
| Sugar  | 2 2 - cwts.         | 16,765                        | 199,128                                   | 215,893    | 35,206 10 -  | 229,168 16 -                              | 264,375 6     |              |
| Tea  | 3 3 lbs.            | 29,353,441                    | 2,113,632                                 | 31,467,073 | 4,769,934 3 3  | 343,465 4 -                               | 5,113,399 7   |              |
| Turmeric   | - - 6 lbs.          | -                             | 581,603                                   | 581,603    | -  | 14,540 1 6                                | 14,540 1      |              |
| Other Articles   | Valued at           | -                             | -   | -          | 8,333 5 6  | 343,169 2 10                              | 351,502 8     |              |
| Total Value of East India and China Produce imported into Great Britain, in the Year ending 5th January 1818 - |                     |                               |   |            |  | £. 7,361,802 - -                          | 5,097,748 - - | 12,459,550 - |

Appendix (N.)—No. 1.—An Account of all Goods of the Produce of the East Indies and China imported into Great Britain, during each of the last Six Years—*continued.*

| SPECIES OF MERCHANDISE IMPORTED.   | Rates of Valuation, | YEAR ENDING 5TH JANUARY 1819. |  |            |                            |  |                |                  |
|--|---------------------|-------------------------------|--|------------|----------------------------|--|----------------|------------------|
|  |                     | QUANTITIES IMPORTED.          |  |            | VALUE THEREOF.             |  |                |                  |
|  |                     | By The East India Company.    | Free Trade, including The Privilege Trade. | TOTAL.     | By The East India Company. | Free Trade, including the Privilege Trade. | TOTAL.         |                  |
| £. s. d.   | £. s. d.            | £. s. d.                      | £. s. d.                                   | £. s. d.   | £. s. d.                   |  |                |                  |
| Borax  | 7 lbs.              | - - -                         | 281,478                                    | 281,478    | - - -                      | 8,209 15 6                                 | 8,209 15 6     |                  |
| Camphire   | 2 10 lbs.           | - - -                         | 228,222                                    | 228,222    | - - -                      | 32,331 9 -                                 | 32,331 9 -     |                  |
| Cassia Lignea  | 1 6 lbs.            | - - -                         | 88,858                                     | 88,858     | - - -                      | 14,164 7 -                                 | 14,164 7 -     |                  |
| Cinnamon   | 6 6 lbs.            | 562,678                       | 1,640                                      | 564,318    | 182,870 7 -                | 533 - -                                    | 183,403 7 -    |                  |
| Cloves   | 4 - lbs.            | 10,344 ½                      | - - -                                      | 10,344 ½   | 2,068 19 -                 | - - -                                      | 2,068 19 -     |                  |
| Coffee   | 5 5 - cwts.         | 1,510                         | 16,753                                     | 18,263     | 7,927 10 -                 | - - -                                      | 95,880 15 -    |                  |
| Cotton Wool  | 10 - lbs.           | 7,985                         | 67,654,774                                 | 67,662,759 | 332 14 2                   | 2,818,948 18 4                             | 2,819,281 12 6 |                  |
| Gum Lac of all sorts   | 1 6 lbs.            | - - -                         | 1,647,353                                  | 1,647,353  | - - -                      | 123,551 9 6                                | 123,551 9 6    |                  |
| Indigo   | 6 - lbs.            | - - -                         | 5,498,702                                  | 5,498,702  | - - -                      | 1,649,610 12 -                             | 1,649,610 12 - |                  |
| Mace   | 1 5 - lbs.          | 8,134                         | 792  | 8,926      | 10,167 10 -                | 990 - -                                    | 11,157 10 -    |                  |
| Mother of Pearl Shells   | 1 2 lbs.            | - - -                         | 228,840                                    | 228,840    | - - -                      | 13,349 - -                                 | 13,349 - -     |                  |
| Nutmegs  | 15 - lbs.           | 58,020                        | 1,549                                      | 59,569     | 43,515 - -                 | 1,161 15 -                                 | 44,676 15 -    |                  |
| Pepper   | 9 lbs.              | 2,723,707                     | 3,188,627                                  | 5,912,334  | 102,139 - 3                | 119,573 10 3                               | 221,712 10 6   |                  |
| Piece Goods, viz. Calicoes   | 15 - pieces         | 688,951                       | 157,637                                    | 846,588    | 516,713 5 -                | 118,227 15 -                               | 634,941 - -    |                  |
| Muslins  | 1 10 - pieces       | 10,700                        | 1,702                                      | 12,402     | 16,050 - -                 | 2,553 - -                                  | 18,603 - -     |                  |
| Nanquin Cloths   | 5 6 pieces          | 210,000                       | 199,349                                    | 409,349    | 57,750 - -                 | 54,820 19 6                                | 112,570 19 6   |                  |
| Prohibited.  | 17 6 pieces         | 229,663                       | 206,308                                    | 435,971    | 200,955 2 6                | 180,519 10 -                               | 381,474 12 6   |                  |
| Rhubarb  | 2 - lbs.            | - - -                         | 103,951                                    | 103,951    | - - -                      | 10,395 2 -                                 | 10,395 2 -     |                  |
| Rice   | 1 - - cwts.         | - - -                         | 323,282                                    | 323,282    | - - -                      | 323,282 - -                                | 323,282 - -    |                  |
| Sago   | 4 lbs.              | - - -                         | 865,825                                    | 865,825    | - - -                      | 14,430 8 4                                 | 14,430 8 4     |                  |
| Salt Petre   | 3 5 - cwts.         | 62,726                        | 61,885                                     | 124,611    | 203,859 10 -               | 201,126 5 -                                | 404,985 15 -   |                  |
| Silk, Raw, of Bengal   | 1 - - lbs.          | 648,468                       | 322,662 ½                                  | 971,130 ½  | 648,468 - -                | 322,662 10 -                               | 971,130 10 -   |                  |
| of China   | 1 8 - lbs.          | 55,599                        | 91,279                                     | 146,878    | 77,838 ½ 12 -              | 127,790 12 -                               | 205,629 4 -    |                  |
| Sugar  | 2 2 - cwts.         | 19,835                        | 142,559                                    | 162,394    | 41,653 10 -                | 299,373 18 -                               | 341,027 8 -    |                  |
| Tea  | 3 3 lbs.            | 18,847,594                    | 1,218,134                                  | 20,065,728 | 3,062,734 - 6              | 197,946 15 6                               | 3,260,680 16 - |                  |
| Turmeric   | 6 lbs.              | - - -                         | 765,654                                    | 765,654    | - - -                      | 19,141 7 -                                 | 19,141 7 -     |                  |
| Other Articles   | Valued at           | - - -                         | - - -                                      | - - -      | 17,761 - -                 | 356,003 8 6                                | 373,764 8 6    |                  |
| Total Value of East India and China Produce imported into Great Britain, in the Year ending 5th January 1819 |                     |                               |  |            |                            | £. 5,192,804 - 5                           | 7,098,650 12 5 | 12,291,454 12 10 |

| SPECIES OF MERCHANDISE IMPORTED.   | Rates of Valuation, | YEAR ENDING 5TH JANUARY 1820. |  |              |                            |  |                |                |
|--|---------------------|-------------------------------|--|--------------|----------------------------|--|----------------|----------------|
|  |                     | QUANTITIES IMPORTED.          |  |              | VALUE THEREOF.             |  |                |                |
|  |                     | By The East India Company.    | Free Trade, including The Privilege Trade. | TOTAL.       | By The East India Company. | Free Trade, including the Privilege Trade. | TOTAL.         |                |
| £. s. d.   | £. s. d.            | £. s. d.                      | £. s. d.                                   | £. s. d.     | £. s. d.                   |  |                |                |
| Borax  | 7 lbs.              | - - -                         | 818,996                                    | 818,996      | - - -                      | 23,887 7 8                                 | 23,887 7 8     |                |
| Camphire   | 2 10 lbs.           | - - -                         | 106,038                                    | 106,038      | - - -                      | 15,022 1 -                                 | 15,022 1 -     |                |
| Cassia Lignea  | 1 6 lbs.            | - - -                         | 338,028                                    | 338,028      | - - -                      | 25,352 2 -                                 | 25,352 2 -     |                |
| Cinnamon   | 6 6 lbs.            | 388,500                       | 3,744 ½                                    | 392,244 ½    | 126,262 10 -               | 1,216 19 3                                 | 127,479 9 3    |                |
| Cloves   | 4 - lbs.            | - - -                         | 3,185                                      | 3,185        | - - -                      | 637 - -                                    | 637 - -        |                |
| Coffee   | 5 5 - cwts.         | - - -                         | 36,866                                     | 36,866       | - - -                      | 193,546 10 -                               | 193,546 10 -   |                |
| Cotton Wool  | 10 - lbs.           | 715,161                       | 58,141,100                                 | 58,856,261   | 29,798 7 6                 | 2,422,545 16 8                             | 2,45,344 4 2   |                |
| Gum Lac of all sorts   | 1 6 lbs.            | - - -                         | 751,538                                    | 751,538      | - - -                      | 56,365 7 -                                 | 56,365 7 -     |                |
| Indigo   | 6 - lbs.            | - - -                         | 3,689,050                                  | 3,689,050    | - - -                      | 1,106,715 - -                              | 1,106,715 - -  |                |
| Mace   | 1 5 - lbs.          | - - -                         | 18,248                                     | 18,248       | - - -                      | 22,810 - -                                 | 22,810 - -     |                |
| Mother of Pearl Shells   | 1 2 lbs.            | - - -                         | 225,869                                    | 225,869      | - - -                      | 13,175 13 10                               | 13,175 13 10   |                |
| Nutmegs  | 15 - lbs.           | 172,733                       | 21,252                                     | 193,985      | 129,549 15 -               | 15,939 - -                                 | 145,488 15 -   |                |
| Pepper   | 9 lbs.              | 2,192,808                     | 3,107,059                                  | 5,299,867    | 82,230 6 -                 | 116,514 14 3                               | 198,745 - 3    |                |
| Piece Goods, viz. Calicoes   | 15 - pieces         | 616,708                       | 7,910                                      | 624,618      | 462,531 - -                | 5,932 10 -                                 | 468,463 10 -   |                |
| Muslins  | 1 10 - pieces       | 1,214                         | 4,440                                      | 5,654        | 1,821 - -                  | 6,660 - -                                  | 8,481 - -      |                |
| Nanquin Cloths   | 5 6 pieces          | 191,700                       | 332,152                                    | 523,852      | 52,717 10 -                | 91,341 16 -                                | 144,059 6 -    |                |
| Prohibited.  | 17 6 pieces         | 243,477                       | 165,304                                    | 408,781      | 213,042 7 6                | 144,641 - -                                | 357,683 7 6    |                |
| Rhubarb  | 2 - lbs.            | - - -                         | 169,053                                    | 169,053      | - - -                      | 16,905 6 -                                 | 16,905 6 -     |                |
| Rice   | 1 - - cwts.         | - - -                         | 374,954                                    | 374,954      | - - -                      | 374,954 - -                                | 374,954 - -    |                |
| Sago   | 4 lbs.              | - - -                         | 1,265,720                                  | 1,265,720    | - - -                      | 21,095 6 8                                 | 21,095 6 8     |                |
| Salt Petre   | 3 5 - cwts.         | 85,755                        | 51,695                                     | 137,450      | 278,703 15 -               | 168,008 15 -                               | 446,712 10 -   |                |
| Silk, Raw, of Bengal   | 1 - - lbs.          | 650,859                       | 302,958                                    | 953,817      | 650,859 - -                | 302,958 - -                                | 953,817 - -    |                |
| of China   | 1 8 - lbs.          | 48,004                        | 93,321                                     | 141,325      | 67,205 12 -                | 130,649 8 -                                | 197,855 - -    |                |
| Sugar  | 2 2 - cwts.         | 21,359                        | 184,167                                    | 205,526      | 44,853 18 -                | 386,750 14 -                               | 431,604 12 -   |                |
| Tea  | 3 3 lbs.            | 22,431,254                    | 1,319,159 ½                                | 23,750,413 ½ | 3,645,278 15 6             | 214,363 8 4                                | 3,859,442 3 10 |                |
| Turmeric   | 6 lbs.              | - - -                         | 548,191                                    | 548,191      | - - -                      | 13,704 15 6                                | 13,704 15 6    |                |
| Other Articles   | Valued at           | - - -                         | - - -                                      | - - -        | 7,752 - -                  | 405,817 15 1                               | 413,569 15 1   |                |
| Total Value of East India and China Produce imported into Great Britain, in the Year ending the 5th January 1820 |                     |                               |  |              |                            | £. 5,792,405 16 6                          | 6,297,510 6 3  | 12,089,916 2 9 |

No. 2.—AN ACCOUNT of all Goods exported from Great Britain to the East Indies and China, during each stating the Exports by the East India Company

| SPECIES OF MERCHANDIZE EXPORTED.           |                                   | By<br>The East India<br>Company. |                      |
|--|-----------------------------------|----------------------------------|----------------------|
| Apothecary Ware                            |                                   | - - -                            |                      |
| Apparel                                    |                                   | - - -                            |                      |
| Beer and Ale                               | Tuns. h. g.                       | 25 - -                           |                      |
| Books, printed                             | Cwts. q. lbs.                     | 1 - 14                           |                      |
| Brass                                      | Cwts. q. lbs.                     | 288 2 19                         |                      |
| Cabinet and Upholstery Wares               |                                   | - - -                            |                      |
| Carriages                                  | Number                            | - - -                            |                      |
| Coals, &c. by Measure                      | Chalds. bus.                      | 451 -                            |                      |
| by Weight                                  | Tons. c. q. lbs.                  | - - -                            |                      |
| Cochineal                                  | Lbs.                              | 6                                |                      |
| Colours for Painters                       |                                   | - - -                            |                      |
| Copper, in Bricks and Pigs                 | Cwts. q. lbs.                     | 4,390 1 27                       |                      |
| in Sheets and Nails                        | Cwts. q. lbs.                     | 25,351 3 10                      |                      |
| Wrought                                    | Cwts. q. lbs.                     | 348 1 1                          |                      |
| Cordage                                    | Cwts. q. lbs.                     | 5,986 - 14                       |                      |
| Cotton Manufactures, viz.                  | Calicoes, &c. White or Plain      | Yards                            | 1,162                |
|  | Printed, Chequered, &c.           | Yards                            | 162,850              |
|  | Muslins, &c. White or Plain       | Yards                            | - - -                |
|  | Printed, Chequered, &c.           | Yards                            | - - -                |
|  | Fustians, Velvets, &c.            | Yards                            | 3,732                |
|  | Cotton and Linen mixed            | Yards                            | - - -                |
|  | Counterpanes and Bed Quilts       | Number                           | - - -                |
|  | Lace and Patent Net               | Yards                            | - - -                |
|  | Cotton for Stitching and Sewing   | Lbs. wt.                         | - - -                |
|  | Hosiery, viz. Stockings           | Dozen pr.                        | 212 -                |
|  | of other sorts                    |                                  | - - -                |
|  | Tapes and Small Wares             |                                  | - - -                |
| Cotton Twist and Yarn                      | Lbs. wt.                          | - - -                            |                      |
| Earthenware of all sorts                   | Pieces                            | 10,060                           |                      |
| Glass                                      |                                   | - - -                            |                      |
| Guns and Pistols                           | Number                            | 25,369                           |                      |
| Haberdashery and Millinery                 |                                   | - - -                            |                      |
| Hardwares and Cutlery                      |                                   | - - -                            |                      |
| Hats of all sorts                          |                                   | - - -                            |                      |
| Iron, in Bars                              | Dozen. no.                        | 407 -                            |                      |
| Bolt and Rod                               | Tons. c. q. lbs.                  | 6,109 1 3 5                      |                      |
| Cast and Wrought                           | Tons. c. q. lbs.                  | 235 5 2 25                       |                      |
| Lace and Thread, of Gold and Silver        | Cwts. q. lbs.                     | 13,473 3 26                      |                      |
| Lead and Shot                              | Lbs. oz.                          | 31 6                             |                      |
| Leather and Sadlery                        | Tons. c. q. lbs.                  | 605 7 3 4                        |                      |
| Linen Manufactures                         |                                   | - - -                            |                      |
| Military Stores, not otherwise described   |                                   | - - -                            |                      |
| Musical Instruments                        |                                   | - - -                            |                      |
| Ordnance of Brass and Iron                 | Tons. c. q. lbs.                  | 364 7 - 1                        |                      |
| Plate, Plated Ware, Jewellery, and Watches |                                   | - - -                            |                      |
| Provisions                                 |                                   | - - -                            |                      |
| Quicksilver                                | Lbs.                              | 1,620                            |                      |
| Silk Manufactures                          |                                   | - - -                            |                      |
| Soap and Candles                           | Cwts. q. lbs.                     | - - -                            |                      |
| Spirits, British                           | Gallons                           | - - -                            |                      |
| Foreign                                    | Gallons                           | 14,486                           |                      |
| Stationery                                 |                                   | - - -                            |                      |
| Steel, unwrought                           | Cwts. q. lbs.                     | 405 3 11                         |                      |
| Sugar, refined                             | Cwts. q. lbs.                     | - 1 -                            |                      |
| Swords                                     | Number                            | 6,128                            |                      |
| Tin, unwrought                             | Cwts. q. lbs.                     | 12,375 3 14                      |                      |
| Tin and Pewter Wares, and Tin Plates       |                                   | - - -                            |                      |
| Wines                                      | Tuns. h. g.                       | 89 2 19                          |                      |
| Woolen Manufactures, viz.                  | Cloths                            | Pieces                           | 24,379 $\frac{1}{2}$ |
|  | Coatings, Duffels, &c.            | Pieces                           | 40                   |
|  | Kerseymeres                       | Pieces                           | 160                  |
|  | Baizes                            | Pieces                           | 41                   |
|  | Stuffs, viz. Camblet, Serges, &c. | Pieces                           | 177,301              |
|  | Flannel                           | Yards                            | 84,350               |
|  | Blankets and Blanketing           | Yards                            | 13,110               |
|  | Carpets and Carpeting             | Yards                            | 959                  |
|  | Woollens mixed with Cotton, &c.   | Yards                            | - - -                |
|  | Rugs and Coverlids                | Number                           | - - -                |
|  | Hosiery, viz. Stockings           | Doz. pr.                         | - - -                |
|  | of all other sorts                |                                  | - - -                |
| Tapes and Small Wares                      |                                   | - - -                            |                      |
| All other Articles                         |                                   | - - -                            |                      |

Total Value of Exports to the East Indies and China, in the Year ending





to the East Indies and China, during each of the last Six Years—continued.

YEAR ENDING 5TH JANUARY 1816.

| QUANTITIES EXPORTED.                       |              | DECLARED VALUE THEREOF.    |    |    |  |           |    |   |
|--|--------------|----------------------------|----|----|--|-----------|----|---|
| Free Trade, including The Privilege Trade. | TOTAL.       | By The East India Company. |    |    | Free Trade, including The Privilege Trade. | TOTAL.    |    |   |
|  |              | £.                         | s. | d. | £.   | s.        | d. |   |
| -  | -            | 16,196                     | 4  | 8  | 10,946                                     | 11        | 10 |   |
| -  | -            | 67                         | 9  | 3  | 14,937                                     | 10        | 11 |   |
| 5,511                                      | 1 24         | -                          | -  | -  | 117,057                                    | 7         | 10 |   |
| 2,059                                      | 1 5          | 248                        | -  | -  | 38,429                                     | 19        | 2  |   |
| 1,007                                      | 1 23         | 911                        | 16 | 5  | 8,842                                      | 11        | 4  |   |
| -  | -            | 18                         | 15 | 8  | 5,533                                      | -         | 8  |   |
| 164  | 164          | -                          | -  | -  | 15,565                                     | 13        | -  |   |
| 203  | 51           | 3,531                      | -  | -  | 601  | -         | -  |   |
| -  | -            | -                          | -  | -  | -  | -         | -  |   |
| 22,366                                     | 41,465       | 20,053                     | 19 | -  | 23,484                                     | 1         | -  |   |
| -  | -            | 5,591                      | 11 | 7  | 19,756                                     | 17        | 1  |   |
| 1,700                                      | 1 7          | 48,971                     | 14 | 9  | 9,756                                      | -         | -  |   |
| 5,868                                      | 3 13         | 137,693                    | 12 | -  | 38,621                                     | 19        | 8  |   |
| 3,166                                      | 2 27         | 4,900                      | 1  | 11 | 23,252                                     | 2         | 8  |   |
| 6,067                                      | 2 18         | 18,069                     | 4  | 10 | 19,740                                     | 4         | 6  |   |
| 237,961                                    | 239,027      | 162                        | 18 | 7  | 27,348                                     | 7         | -  |   |
| 797,156                                    | 839,666      | 3,377                      | 4  | 2  | 66,922                                     | 19        | -  |   |
| 246,694                                    | 250,372      | 551                        | 19 | -  | 29,903                                     | 14        | 10 |   |
| 16,755                                     | 16,755       | -                          | -  | -  | 1,618                                      | 16        | -  |   |
| 4,529                                      | 6,976        | 287                        | 18 | 8  | 605  | 6         | -  |   |
| 2,680                                      | 2,680        | -                          | -  | -  | 148  | -         | -  |   |
| 33   | 33           | -                          | -  | -  | 46   | 13        | -  |   |
| 18,382                                     | 18,382       | -                          | -  | -  | 1,945                                      | 4         | -  |   |
| 850  | 850          | -                          | -  | -  | 199  | -         | -  |   |
| 4,361                                      | 8            | 568                        | 7  | 6  | 8,151                                      | 14        | -  |   |
| -  | -            | -                          | -  | -  | 426  | -         | -  |   |
| -  | -            | -                          | -  | -  | 147  | 3         | 10 |   |
| 880,574                                    | 883,636      | 53                         | 5  | 1  | 11,748                                     | 10        | -  |   |
| -  | -            | 6,427                      | 1  | 1  | 109,912                                    | 16        | 11 |   |
| 399  | 53,802       | 102,695                    | 9  | 11 | 3,354                                      | 9         | -  |   |
| -  | -            | 151                        | -  | 1  | 42,166                                     | 9         | 11 |   |
| -  | -            | 16,497                     | 13 | 2  | 18,676                                     | 11        | 9  |   |
| 3,279                                      | 4,637 5      | 4,283                      | 18 | -  | 16,963                                     | 13        | 9  |   |
| 5,077                                      | 8 1 13       | 59,368                     | 13 | 1  | 87,281                                     | 3         | 4  |   |
| 491  | 2 24         | 18,881                     | 12 | 9  | 7,048                                      | 14        | -  |   |
| 46,160                                     | 56,110 12    | 25,403                     | 12 | 2  | 62,118                                     | 9         | 6  |   |
| 2,080                                      | 2,095 12     | 136                        | 9  | 5  | 14,812                                     | 2         | -  |   |
| 596  | 2 1 26       | 31,923                     | -  | -  | 14,986                                     | -         | -  |   |
| -  | -            | 11,284                     | 19 | 10 | 34,219                                     | 2         | 3  |   |
| -  | -            | 5,457                      | -  | 1  | 19,215                                     | 14        | 6  |   |
| -  | -            | 26,005                     | 2  | 3  | 414  | 5         | -  |   |
| -  | -            | 2,259                      | 6  | 7  | 10,449                                     | 18        | 4  |   |
| -  | 1,027 1 1 25 | 24,233                     | 4  | 3  | -  | -         | -  |   |
| -  | -            | 114                        | 10 | -  | 27,558                                     | 13        | -  |   |
| -  | -            | 10,186                     | -  | 7  | 45,559                                     | 11        | 7  |   |
| 113,815                                    | 115,690      | 328                        | 2  | 6  | 19,917                                     | 17        | 6  |   |
| -  | -            | -                          | -  | -  | 25,957                                     | 9         | 3  |   |
| 241  | 821 2 23     | 2,494                      | 10 | -  | 1,437                                      | 5         | 6  |   |
| 6,981                                      | 6,981        | -                          | -  | -  | 4,120                                      | 14        | -  |   |
| 151,755                                    | 164,885      | 1,780                      | 18 | 6  | 29,222                                     | 1         | 6  |   |
| -  | -            | 28,739                     | 16 | 1  | 28,385                                     | 11        | 9  |   |
| 3,773                                      | 5,445 - 4    | 4,001                      | 7  | 9  | 6,788                                      | 7         | -  |   |
| 616  | 628 1 5      | 60                         | 4  | 5  | 3,081                                      | 5         | -  |   |
| 109  | 5,117        | 3,425                      | 8  | -  | 304  | 5         | -  |   |
| 3  | 9,443 - -    | 37,760                     | -  | -  | 22   | 16        | -  |   |
| -  | -            | 890                        | 1  | -  | 5,395                                      | 4         | 4  |   |
| 825  | 937 2 21     | 7,865                      | 5  | 7  | 57,765                                     | 14        | 5  |   |
| 1,929                                      | 27,906       | 502,978                    | 16 | 6  | 33,340                                     | 7         | 10 |   |
| 17   | 20           | 27                         | 2  | 3  | 142  | 19        | 11 |   |
| 156  | 454          | 4,991                      | 8  | -  | 2,420                                      | 14        | -  |   |
| 51   | 113          | 756                        | 2  | 8  | 591  | 6         | 4  |   |
| 996  | 195,402      | 186,668                    | 6  | 9  | 2,730                                      | 1         | -  |   |
| 36,353                                     | 100,825      | 5,006                      | 14 | 5  | 4,079                                      | 9         | 4  |   |
| 3,505                                      | 22,475       | 3,726                      | 11 | 3  | 690  | 5         | -  |   |
| 5,966                                      | 5,966        | -                          | -  | -  | 2,113                                      | 1         | -  |   |
| 138  | 138          | -                          | -  | -  | 38   | 18        | -  |   |
| -  | 20           | 50                         | -  | -  | -  | -         | -  |   |
| 231  | 231 6        | -                          | -  | -  | 423  | -         | -  |   |
| -  | -            | 658                        | 3  | 1  | 2,331                                      | -         | -  |   |
| -  | -            | 1,141                      | 18 | -  | 5,859                                      | 11        | 8  |   |
| -  | -            | 53,387                     | 8  | 11 | 207,095                                    | -         | 3  |   |
| -  | -            | -                          | -  | -  | -  | -         | -  |   |
| 5th January 1816                           | - - - £.     | 1,753,302                  | 2  | -  | 1,454,728                                  | 7         | 9  |   |
|  |              |                            |    |    |  | 3,208,030 | 9  | 9 |

## Appendix (N:)-No. 2.—An Account of all Goods exported from Great Britain

|  |                                   |   |   |   |   |   |   |   |   | By                      |   |
|--|-----------------------------------|---|---|---|---|---|---|---|---|-------------------------|---|
|  |                                   |   |   |   |   |   |   |   |   | The East India Company. |   |
| SPECIES OF MERCHANDIZE EXPORTED.           |                                   |   |   |   |   |   |   |   |   |                         |   |
| Apothecary Ware                            |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Apparel                                    |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Beer and Ale                               |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Books Printed                              |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Brass                                      |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Cabinet and Upholstery Wares               |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Carriages                                  |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Coals by Measure                           |                                   | - | - | - | - | - | - | - | - | -                       | - |
| — by Weight                                |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Cochineal                                  |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Colours for Painters                       |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Copper, in Bricks and Pigs                 |                                   | - | - | - | - | - | - | - | - | -                       | - |
| — in Sheets and Nails                      |                                   | - | - | - | - | - | - | - | - | -                       | - |
| — Wrought                                  |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Cordage                                    |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Cotton Manufactures, viz.                  | Calicoes, &c. White or Plain      | - | - | - | - | - | - | - | - | -                       | - |
|  | — Printed, Chequered, &c.         | - | - | - | - | - | - | - | - | -                       | - |
|  | Maslins, &c. White or Plain       | - | - | - | - | - | - | - | - | -                       | - |
|  | — Printed, Chequered, &c.         | - | - | - | - | - | - | - | - | -                       | - |
|  | Fustians, Velvets, &c.            | - | - | - | - | - | - | - | - | -                       | - |
|  | Cotton and Linen mixed            | - | - | - | - | - | - | - | - | -                       | - |
|  | Counterpanes and Bed Quilts       | - | - | - | - | - | - | - | - | -                       | - |
|  | Lace and Patent Net               | - | - | - | - | - | - | - | - | -                       | - |
|  | Cotton for Stitching and Sewing   | - | - | - | - | - | - | - | - | -                       | - |
|  | Hosiery, viz. Stockings           | - | - | - | - | - | - | - | - | -                       | - |
| — of other sorts                           | -                                 | - | - | - | - | - | - | - | - | -                       |   |
| Tapes and Small Wares                      |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Cotton Twist and Yarn                      |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Earthenware of all sorts                   |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Glass                                      |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Guns and Pistols                           |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Haberdashery and Millinery                 |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Hardwares and Cutlery                      |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Hats of all sorts                          |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Iron, in Bars                              |                                   | - | - | - | - | - | - | - | - | -                       | - |
| — Bolt and Rod                             |                                   | - | - | - | - | - | - | - | - | -                       | - |
| — Cast and wrought                         |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Lace and Thread of Gold and Silver         |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Lead and Shot                              |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Leather and Saddlery                       |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Linen Manufactures                         |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Military Stores, not otherwise described   |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Musical Instruments                        |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Ordnance of Brass and Iron                 |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Plate, Plated Ware, Jewellery, and Watches |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Provisions                                 |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Quicksilver                                |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Silk Manufactures                          |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Soap and Candles                           |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Spirits, British                           |                                   | - | - | - | - | - | - | - | - | -                       | - |
| — Foreign                                  |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Stationery                                 |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Steel, unwrought                           |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Sugar, refined                             |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Swords                                     |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Tin, unwrought                             |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Tin and Pewter Wares, and Tin Plates       |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Wines                                      |                                   | - | - | - | - | - | - | - | - | -                       | - |
| Woollen Manufactures, viz.                 | Cloths                            | - | - | - | - | - | - | - | - | -                       | - |
|  | Coatings, Duffels, &c.            | - | - | - | - | - | - | - | - | -                       | - |
|  | Kerseymeres                       | - | - | - | - | - | - | - | - | -                       | - |
|  | Baizes                            | - | - | - | - | - | - | - | - | -                       | - |
|  | Stuffs, viz. Camblet, Serges, &c. | - | - | - | - | - | - | - | - | -                       | - |
|  | Flannel                           | - | - | - | - | - | - | - | - | -                       | - |
|  | Blankets and Blanketing           | - | - | - | - | - | - | - | - | -                       | - |
|  | Carpets and Carpeting             | - | - | - | - | - | - | - | - | -                       | - |
|  | Woollens mixed with Cottons, &c.  | - | - | - | - | - | - | - | - | -                       | - |
|  | Rugs and Coverlids                | - | - | - | - | - | - | - | - | -                       | - |
| Hosiery, viz. Stockings                    | -                                 | - | - | - | - | - | - | - | - | -                       |   |
| — of all other sorts                       | -                                 | - | - | - | - | - | - | - | - | -                       |   |
| Tapes and Small Wares                      |                                   | - | - | - | - | - | - | - | - | -                       | - |
| All other Articles                         |                                   | - | - | - | - | - | - | - | - | -                       | - |

Total Value of Exports to the East Indies and Chira, in the Year ending



to the East Indies and China, during each of the last Six Years—continued.

YEAR ENDING 5TH JANUARY 1817.

| QUANTITIES EXPORTED.                       |           | DECLARED VALUE THEREOF.    |    |    |  |    |    |           |    |    |
|--|-----------|----------------------------|----|----|--|----|----|-----------|----|----|
| Free Trade, including The Privilege Trade. | TOTAL.    | By The East India Company. |    |    | Free Trade, including The Privilege Trade. |    |    | TOTAL.    |    |    |
|  |           | £.                         | s. | d. | £.   | s. | d. | £.        | s. | d. |
| -  | -         | 14,684                     | 6  | 2  | 14,908                                     | 1  | -  | 29,592    | 7  | 2  |
| -  | -         | 639                        | 19 | -  | 22,929                                     | 16 | 9  | 23,569    | 15 | 9  |
| 6,821                                      | 2 16      | -                          | -  | -  | 137,781                                    | 2  | 10 | 137,781   | 2  | 10 |
| 2,495                                      | 1 4       | 45                         | 9  | 6  | 47,851                                     | 8  | -  | 47,896    | 17 | 6  |
| 565  | - 26      | 1,837                      | 9  | 11 | 6,764                                      | 6  | -  | 8,601     | 15 | 11 |
| -  | -         | 46                         | 6  | -  | 8,426                                      | 16 | -  | 8,473     | 2  | -  |
| 108  | 108       | -                          | -  | -  | 12,939                                     | 18 | -  | 12,939    | 18 | -  |
| 250  | 56        | 4,533                      | 10 | -  | 480  | -  | -  | 5,013     | 10 | -  |
| 149  | 10        | -                          | -  | -  | 99   | 16 | 6  | 99        | 16 | 6  |
| 28,420                                     | 38,387    | 10,465                     | 7  | -  | 29,840                                     | 13 | -  | 40,306    | -  | -  |
| -  | -         | 2,426                      | 16 | 6  | 30,668                                     | 7  | 6  | 33,095    | 4  | -  |
| 1,811                                      | 3 10      | 64,442                     | 16 | 4  | 7,924                                      | -  | 2  | 73,366    | 16 | 6  |
| 14,229                                     | - 21      | 33,071                     | 12 | 6  | 77,656                                     | 19 | 4  | 110,728   | 11 | 10 |
| 529  | - 3       | 5,982                      | 8  | 5  | 3,318                                      | 3  | -  | 9,300     | 11 | 3  |
| 9,820                                      | 3 23      | 13,783                     | 9  | 10 | 26,327                                     | 7  | 5  | 40,110    | 17 | 3  |
| 252,560                                    | 252,560   | -                          | -  | -  | 23,439                                     | 2  | 10 | 23,439    | 2  | 10 |
| 968,903                                    | 968,903   | -                          | -  | -  | 69,858                                     | -  | 2  | 69,858    | -  | 2  |
| 462,051                                    | 462,051   | -                          | -  | -  | 47,388                                     | 8  | 5  | 47,388    | 8  | 5  |
| 12,724                                     | 12,724    | -                          | -  | -  | 1,483                                      | 13 | -  | 1,483     | 13 | -  |
| 7,694                                      | 9,020     | 92                         | 10 | 10 | 906  | 4  | 9  | 998       | 15 | 7  |
| 500  | 500       | -                          | -  | -  | 46   | -  | -  | 46        | -  | -  |
| 30   | 48        | 35                         | -  | -  | 32   | -  | -  | 67        | -  | -  |
| 14,744                                     | 14,744    | -                          | -  | -  | 2,475                                      | 18 | 4  | 2,475     | 18 | 4  |
| 1,718                                      | 1,718     | -                          | -  | -  | 417  | 2  | 4  | 417       | 2  | 4  |
| 7,018                                      | 7,086     | 185                        | 16 | -  | 12,319                                     | 10 | 6  | 12,505    | 6  | 6  |
| -  | -         | 57                         | 16 | 8  | 1,482                                      | -  | -  | 1,539     | 16 | 8  |
| -  | -         | -                          | -  | -  | 315  | -  | -  | 315       | -  | -  |
| 400  | 624       | 39                         | 18 | 10 | 150  | -  | -  | 189       | 18 | 10 |
| 2,233,956                                  | 2,236,356 | 41                         | 11 | -  | 38,327                                     | 12 | -  | 38,369    | 3  | -  |
| -  | -         | 4,845                      | 16 | 2  | 195,910                                    | 9  | 4  | 200,756   | 5  | 6  |
| 5,916                                      | 52,876    | 71,209                     | 1  | 9  | 9,387                                      | 9  | -  | 80,596    | 10 | 9  |
| -  | -         | 116                        | 16 | 9  | 53,383                                     | 8  | 1  | 53,500    | 4  | 10 |
| -  | -         | 11,833                     | -  | 1  | 23,221                                     | 9  | 4  | 35,054    | 9  | 5  |
| 3,300                                      | 3,324     | 198                        | 9  | 6  | 27,405                                     | 13 | 3  | 27,604    | 2  | 9  |
| 6,821                                      | 8,909     | 35,078                     | 11 | -  | 96,448                                     | 9  | -  | 131,527   | -  | -  |
| 525  | 710       | 1,941                      | 6  | 1  | 5,544                                      | -  | -  | 7,485     | 6  | 1  |
| 46,495                                     | 62,240    | 35,523                     | 16 | 10 | 69,905                                     | 10 | 6  | 105,429   | 7  | 4  |
| 1,531                                      | 1,551     | 150                        | 3  | 1  | 10,442                                     | 10 | 6  | 10,592    | 13 | 7  |
| 2,412                                      | 3,973     | 27,105                     | 16 | 7  | 45,395                                     | 4  | -  | 72,501    | -  | 7  |
| -  | -         | 4,732                      | -  | -  | 45,172                                     | 7  | 6  | 49,904    | 7  | 6  |
| -  | -         | 7,765                      | 16 | 1  | 16,148                                     | 1  | 9  | 23,913    | 17 | 10 |
| -  | -         | 23,765                     | 1  | 1  | 911  | -  | -  | 24,676    | 1  | 1  |
| -  | -         | 1,040                      | 12 | 5  | 13,192                                     | 11 | -  | 14,233    | 3  | 5  |
| 108  | 1,869     | 28,593                     | 16 | 1  | 480  | -  | -  | 29,073    | 16 | 1  |
| -  | -         | -                          | -  | -  | 43,020                                     | 1  | 8  | 43,020    | 1  | 8  |
| -  | -         | 8,896                      | 8  | 1  | 41,640                                     | 10 | 5  | 50,536    | 18 | 6  |
| 283,708                                    | 287,258   | 621                        | 5  | -  | 49,648                                     | 15 | -  | 50,270    | -  | -  |
| -  | -         | 9                          | -  | -  | 25,920                                     | 12 | 10 | 25,929    | 12 | 10 |
| 133  | 464       | 1,756                      | 12 | -  | 881  | 12 | -  | 2,638     | 4  | -  |
| 3,860                                      | 4,400     | 405                        | 1  | 11 | 2,863                                      | 16 | 6  | 3,268     | 18 | 5  |
| 109,206                                    | 133,042   | 3,811                      | 8  | -  | 20,610                                     | 12 | -  | 24,422    | -  | -  |
| -  | -         | 21,362                     | 16 | 11 | 42,376                                     | 16 | 2  | 63,739    | 13 | 1  |
| 3,178                                      | 5,591     | 5,731                      | 4  | 2  | 5,413                                      | 12 | -  | 11,144    | 16 | 2  |
| 406  | 418       | 55                         | 15 | 5  | 1,557                                      | 11 | 3  | 1,613     | 6  | 8  |
| 297  | 3,617     | 2,316                      | 6  | 2  | 335  | -  | -  | 2,651     | 6  | 2  |
| 30   | 7,733     | 25,196                     | 18 | 1  | 90   | -  | -  | 25,286    | 18 | 1  |
| -  | -         | 940                        | 10 | 5  | 18,381                                     | 17 | 6  | 19,322    | 7  | 11 |
| 971  | 1,059     | 6,100                      | 5  | 5  | 68,030                                     | 14 | 7  | 74,131    | -  | -  |
| 1,483                                      | 19,343    | 382,448                    | 16 | 10 | 23,555                                     | 5  | 6  | 406,004   | 2  | 4  |
| 166  | 170       | 32                         | 14 | 6  | 903  | -  | -  | 935       | 14 | 6  |
| 132  | 216       | 1,128                      | 16 | 7  | 1,484                                      | -  | -  | 2,612     | 16 | 7  |
| 274  | 310       | 206                        | 13 | 4  | 1,097                                      | 8  | -  | 1,304     | 1  | 4  |
| 944  | 187,673   | 568,733                    | 4  | 1  | 3,188                                      | 11 | 4  | 571,971   | 15 | 3  |
| 45,559                                     | 223,573   | 21,921                     | 10 | 4  | 5,968                                      | 15 | -  | 27,890    | 5  | 4  |
| 8,674                                      | 23,824    | 2,794                      | 7  | 7  | 1,161                                      | 10 | -  | 3,955     | 17 | 7  |
| 9,879                                      | 9,879     | -                          | -  | -  | 2,312                                      | 2  | -  | 2,312     | 2  | -  |
| 2,682                                      | 2,682     | -                          | -  | -  | 622  | 9  | 4  | 622       | 9  | 4  |
| -  | -         | -                          | -  | -  | -  | -  | -  | -         | -  | -  |
| 545  | 545       | -                          | -  | -  | 905  | 5  | -  | 905       | 5  | -  |
| -  | -         | 2,133                      | 13 | 8  | 1,657                                      | 10 | -  | 3,791     | 3  | 8  |
| -  | -         | 136                        | 3  | 4  | 4,859                                      | 6  | -  | 4,995     | 9  | 4  |
| -  | -         | 76,078                     | 3  | 1  | 260,494                                    | 9  | 1  | 336,481   | 12 | 2  |
| 5th January 1817                           | £         | 1,539,130                  | 2  | 11 | 1,868,396                                  | 14 | 3  | 3,407,526 | 17 | 2  |

Appendix (N.)—No. 2.—An account of all Goods exported from Great Britain

| SPECIES OF MERCHANDIZE EXPORTED.          |                                    | By<br>The East India<br>Company. |
|---|------------------------------------|----------------------------------|
| Apothecary Ware                           |                                    |                                  |
| Apparel                                   |                                    |                                  |
| Beer and Ale                              | Tuns. h. g.                        |                                  |
| Books, printed                            | Cwts. q. lbs.                      | 14 - -                           |
| Brass                                     | Cwts. q. lbs.                      | 17 - -                           |
| Cabinet and Upholstery Wares              |                                    |                                  |
| Carriages                                 | Number                             |                                  |
| Coals, &c. by Measure                     | Chal. bus.                         | 573 43                           |
| — by Weight                               | Tons. c. q. lbs.                   |                                  |
| Cochineal                                 | Lbs.                               | 2                                |
| Colours for Painters                      |                                    |                                  |
| Copper in Bricks and Pigs                 | Cwts. q. lbs.                      | 13,060 - -                       |
| — in Sheets and Nails                     | Cwts. q. lbs.                      | 14,932 1 24                      |
| — Wrought                                 | Cwts. q. lbs.                      | 225 - -                          |
| Cordage                                   | Cwts. q. lbs.                      | 1,267 3 16                       |
| Cotton Manufactures, viz.                 | Calicoes, &c. white or plain       | Yards                            |
|   | — printed, chequered, &c.          | Yards                            |
|   | Muslins, &c. white or plain        | Yards                            |
|   | — printed, chequered, &c.          | Yards                            |
|   | Fustians, Velvets, &c.             | Yards                            |
|   | Cotton and Linen mixed             | Yards                            |
|   | Counterpanes and Bed Quilts        | Number                           |
|   | Lace and Patent Net                | Yards                            |
|   | Cotton for stitching and sewing    | Lbs. wt.                         |
|   | Hosiery, viz. Sockings             | Doz. pr.                         |
| — of other sorts                          |                                    |                                  |
| Tapes and small Wares                     |                                    |                                  |
| Cotton Twist and Yarn                     | Lbs. wt.                           |                                  |
| Earthenware of all sorts                  | Pieces                             | 2,000                            |
| Glass                                     |                                    |                                  |
| Guns and Pistols                          | Number                             | 45,740                           |
| Haberdashery and Millinery                |                                    |                                  |
| Hardwares and Cutlery                     |                                    |                                  |
| Hats of all sorts                         | Doz. No.                           | 1,971 -                          |
| Iron, in Bars                             | Tons. c. q. lbs.                   | 1,827 16 3 4                     |
| — Bolt and Rod                            | Tons. c. q. lbs.                   | 172 15 - -                       |
| — Cast and Wrought                        | Cwts. q. lbs.                      | 6,920 - 19                       |
| Lace and Thread of Gold and Silver        | Lbs. oz.                           | 17 -                             |
| Lead and Shot                             | Tons. c. q. lbs.                   | 1,472 14 - 2                     |
| Leather and Sadlery                       |                                    |                                  |
| Linen Manufactures                        |                                    |                                  |
| Military Stores, not otherwise described  |                                    |                                  |
| Musical Instruments                       |                                    |                                  |
| Ordnance of Brass and Iron                | Tons. c. q. lbs.                   | 2,021 15 3 11                    |
| Plate, Plated Ware, Jewellery and Watches |                                    |                                  |
| Provisions                                |                                    |                                  |
| Quicksilver                               | Lbs.                               | 2,500                            |
| Silk Manufactures                         |                                    |                                  |
| Soap and Candles                          | Cwts. q. lbs.                      | 121 - -                          |
| Spirits, British                          | Gallons                            |                                  |
| — Foreign                                 | Gallons                            | 16,201                           |
| Stationery                                |                                    |                                  |
| Steel, unwrought                          | Cwts. q. lbs.                      | 21 - -                           |
| Sugar, refined                            | Cwts. q. lbs.                      | 11 3 23                          |
| Swords                                    | Number                             | 15,126                           |
| Tin, unwrought                            | Cwts. q. lbs.                      | 9,300 - -                        |
| Tin and Pewter Wares, and Tin Plates      |                                    |                                  |
| Wines                                     | Tuns. h. g.                        | 51 1 8                           |
| Woollen Manufactures, viz.                | Cloths                             | Pieces                           |
|   | Coatings, Duffels, &c.             | Pieces                           |
|   | Kerseymeres                        | Pieces                           |
|   | Baizes                             | Pieces                           |
|   | Stuffs, viz. Camblets, Serges, &c. | Pieces                           |
|   | Flannel                            | Yards                            |
|   | Blankets and Blanketing            | Yards                            |
|   | Carpets and Carpeting              | Yards                            |
|   | Woollens mixed with Cotton, &c.    | Yards                            |
|   | Rugs and Coverlids                 | Number                           |
| Hosiery, viz. Stockings                   | Doz. pr.                           |                                  |
| — of all other sorts                      |                                    |                                  |
| Tapes and Small Wares                     |                                    |                                  |
| All other Articles                        |                                    |                                  |

Total Value of Exports to the East Indies and China, in the Year ending

to the East Indies and China, during each of the last Six Years—continued.

YEAR ENDING 5TH JANUARY 1818.

| QUANTITIES EXPORTED.                      |               | DECLARED VALUE THEREOF.    |    |    |  |    |    |         |    |    |
|---|---------------|----------------------------|----|----|--|----|----|---------|----|----|
| Free Trade including The Privilege Trade. | TOTAL.        | By The East India Company. |    |    | Free Trade, including The Privilege Trade. |    |    | TOTAL.  |    |    |
|   |               | £.                         | s. | d. | £.   | s. | d. | £.      | s. | d. |
| - - -                                     | - - -         | 14,473                     | 2  | 2  | 18,571                                     | 10 | 10 | 33,044  | 13 | -  |
| - - -                                     | - - -         | 1,460                      | 11 | 4  | 25,884                                     | 4  | 6  | 27,344  | 15 | 10 |
| 4,780 - 6                                 | 4,780 - 6     | -                          | -  | -  | 111,187                                    | 14 | 6  | 111,187 | 14 | 6  |
| 1,710 - 25                                | 1,724 - 25    | 299                        | 8  | 6  | 46,357                                     | 1  | 6  | 46,656  | 10 | -  |
| 1,192 2 24                                | 1,209 2 24    | 176                        | 1  | -  | 11,735                                     | 11 | 4  | 11,911  | 12 | 4  |
| - - -                                     | - - -         | -                          | -  | -  | 14,626                                     | 14 | 6  | 14,626  | 14 | 6  |
| 134                                       | 134           | -                          | -  | -  | 18,430                                     | 15 | -  | 18,430  | 15 | -  |
| 670 3                                     | 1,243 46      | 2,291                      | -  | -  | 1,198                                      | 19 | -  | 3,489   | 19 | -  |
| 330 - -                                   | 330 - -       | -                          | -  | -  | 191  | 15 | -  | 191     | 15 | -  |
| 33,158                                    | 33,160        | 2                          | 2  | -  | 34,815                                     | 18 | -  | 34,818  | -  | -  |
| - - -                                     | - - -         | 1,560                      | 9  | 5  | 37,730                                     | 3  | 9  | 39,290  | 13 | 2  |
| 1,473 - 11                                | 14,533 - 11   | 62,596                     | 6  | 4  | 7,166                                      | -  | -  | 69,762  | 6  | 4  |
| 20,299 3 4                                | 35,232 1 -    | 81,687                     | 9  | 8  | 115,543                                    | 19 | 1  | 197,231 | 8  | 9  |
| 2,597 - 25                                | 2,822 - 25    | 1,588                      | 4  | 4  | 13,063                                     | 12 | -  | 14,651  | 16 | 4  |
| 14,003 1 27                               | 15,273 1 15   | 3,482                      | 7  | 3  | 34,066                                     | 7  | 9  | 37,548  | 15 | -  |
| 938,680                                   | 938,680       | -                          | -  | -  | 68,024                                     | 19 | 11 | 68,024  | 19 | 11 |
| 2,782,670                                 | 2,782,670     | -                          | -  | -  | 192,733                                    | -  | 1  | 192,733 | -  | 1  |
| 1,529,344                                 | 1,529,344     | -                          | -  | -  | 127,145                                    | -  | 1  | 127,145 | -  | 1  |
| 5,712                                     | 5,712         | -                          | -  | -  | 959  | 4  | -  | 959     | 4  | -  |
| 59,725                                    | 60,323        | 34                         | 17 | 8  | 4,603                                      | -  | 10 | 4,637   | 18 | 6  |
| - - -                                     | - - -         | -                          | -  | -  | -  | -  | -  | -       | -  | -  |
| 559                                       | 559           | -                          | -  | -  | 1,066                                      | 8  | 6  | 1,066   | 8  | 6  |
| 80,674                                    | 80,674        | -                          | -  | -  | 4,248                                      | 4  | -  | 4,248   | 4  | -  |
| 4,208                                     | 4,208         | -                          | -  | -  | 1,403                                      | 16 | 3  | 1,403   | 16 | 3  |
| 11,309 6                                  | 11,309 6      | -                          | -  | -  | 17,702                                     | 1  | 6  | 17,702  | 1  | 6  |
| - - -                                     | - - -         | -                          | -  | -  | 4,288                                      | 15 | 6  | 4,288   | 15 | 6  |
| - - -                                     | - - -         | -                          | -  | -  | 604  | 7  | -  | 604     | 7  | -  |
| 2,701                                     | 2,701         | -                          | -  | -  | 504  | 16 | 9  | 504     | 16 | 9  |
| 4,094,163                                 | 4,096,163     | 30                         | 10 | -  | 77,261                                     | 1  | -  | 77,291  | 11 | -  |
| - - -                                     | - - -         | 3,502                      | 4  | 6  | 300,089                                    | 19 | 3  | 303,592 | 3  | 9  |
| 5,769                                     | 51,509        | 68,677                     | 14 | 5  | 12,447                                     | 9  | -  | 81,125  | 3  | 5  |
| - - -                                     | - - -         | 50                         | 11 | 10 | 80,911                                     | 11 | 8  | 80,962  | 3  | 6  |
| - - -                                     | - - -         | 7,769                      | 4  | 8  | 55,316                                     | -  | 11 | 63,085  | 5  | 7  |
| 5,031 8                                   | 7,002 8       | 4,781                      | 15 | 8  | 39,514                                     | 19 | -  | 44,296  | 14 | 8  |
| 7,308 - 2 27                              | 9,135 17 2 3  | 33,426                     | 3  | 9  | 81,938                                     | 12 | 4  | 115,364 | 16 | 1  |
| 602 2 1 -                                 | 774 17 1 -    | 2,422                      | 5  | 5  | 6,522                                      | 10 | -  | 8,944   | 15 | 5  |
| 90,340 1 9                                | 97,260 2 -    | 20,286                     | 5  | 8  | 122,197                                    | 12 | 7  | 142,483 | 18 | 3  |
| 1,867 3                                   | 1,884 3       | 152                        | 4  | 10 | 12,338                                     | 16 | 6  | 12,991  | 1  | 4  |
| 4,315 7 1 3                               | 5,788 1 1 5   | 26,517                     | 17 | 3  | 85,885                                     | 17 | 6  | 112,403 | 14 | 9  |
| - - -                                     | - - -         | 20,001                     | 10 | 4  | 59,341                                     | 17 | -  | 79,343  | 7  | 4  |
| - - -                                     | - - -         | 7,329                      | 18 | 9  | 25,670                                     | 11 | 1  | 33,000  | 9  | 10 |
| - - -                                     | - - -         | 36,538                     | 12 | 7  | 1,293                                      | -  | -  | 37,831  | 12 | 7  |
| - - -                                     | - - -         | 2,632                      | 10 | -  | 18,144                                     | -  | -  | 20,776  | 10 | -  |
| 10 18 - -                                 | 2,032 13 3 11 | 42,984                     | 4  | 1  | 168  | -  | -  | 43,152  | 4  | 1  |
| - - -                                     | - - -         | -                          | -  | -  | 76,451                                     | 11 | 6  | 76,451  | 11 | 6  |
| - - -                                     | - - -         | 18,646                     | 14 | 6  | 33,407                                     | 16 | 2  | 52,054  | 10 | 8  |
| - - -                                     | - - -         | 437                        | 10 | -  | 67,181                                     | 10 | -  | 67,619  | -  | -  |
| 383,897                                   | 386,397       | -                          | -  | -  | 47,446                                     | 1  | 5  | 47,446  | 1  | 5  |
| - - -                                     | - - -         | -                          | -  | -  | 2,668                                      | 3  | -  | 2,935   | 2  | -  |
| 558 1 22                                  | 679 1 22      | -                          | -  | -  | 2,815                                      | 19 | -  | 2,815   | 19 | -  |
| 3,430                                     | 3,430         | 2,218                      | 6  | -  | 20,499                                     | 14 | -  | 22,718  | -  | -  |
| 108,551                                   | 124,752       | 27,845                     | 17 | 4  | 48,564                                     | 10 | -  | 76,410  | 7  | 4  |
| - - -                                     | - - -         | 54                         | -  | -  | 4,524                                      | -  | -  | 4,578   | -  | -  |
| 2,480 - -                                 | 2,501 - -     | 41                         | 4  | 3  | 1,563                                      | 12 | 9  | 1,604   | 17 | -  |
| 427 2 12                                  | 439 2 7       | 12,702                     | 4  | 3  | 779  | 5  | -  | 13,481  | 9  | 3  |
| 405                                       | 15,531        | 30,225                     | -  | -  | -  | -  | -  | 30,225  | -  | -  |
| - - -                                     | - - -         | 3,917                      | 11 | 5  | 34,397                                     | 4  | 2  | 38,314  | 15 | 7  |
| - - -                                     | - - -         | 3,589                      | 14 | 4  | 51,597                                     | 5  | 8  | 55,187  | -  | -  |
| 737 - 25                                  | 788 1 33      | 301,846                    | 2  | 5  | 61,191                                     | 17 | 1  | 363,037 | 19 | 6  |
| 4,863                                     | 21,670        | 31                         | 12 | 6  | 121  | 8  | -  | 153     | -  | 6  |
| 63  | 70            | 493                        | 3  | 7  | 4,725                                      | 7  | -  | 5,218   | 10 | 7  |
| 561                                       | 601           | 422,030                    | 12 | 11 | 1,718                                      | -  | -  | 1,718   | -  | -  |
| 328                                       | 328           | -                          | -  | -  | 6,254                                      | 8  | 6  | 428,285 | 1  | 5  |
| 1,902                                     | 146,572       | -                          | -  | -  | 10,808                                     | 1  | 6  | 10,808  | 1  | 6  |
| 99,304                                    | 99,304        | -                          | -  | -  | 3,853                                      | 2  | -  | 3,853   | 2  | -  |
| 31,646                                    | 31,646        | -                          | -  | -  | 2,067                                      | 19 | -  | 2,067   | 19 | -  |
| 8,117                                     | 8,117         | -                          | -  | -  | 531  | 7  | 6  | 531     | 7  | 6  |
| 2,397                                     | 2,397         | -                          | -  | -  | 26   | -  | -  | 26      | -  | -  |
| 40  | 40            | -                          | -  | -  | 1,483                                      | 5  | -  | 1,483   | 5  | -  |
| 1,052 6                                   | 1,052 6       | -                          | -  | -  | 3,147                                      | 2  | -  | 3,147   | 2  | -  |
| - - -                                     | - - -         | -                          | -  | -  | 7,078                                      | 14 | -  | 7,396   | 18 | 6  |
| - - -                                     | - - -         | 318                        | 4  | 6  | 319,725                                    | 7  | 1  | 361,798 | 13 | 1  |
| - - -                                     | - - -         | 42,073                     | 6  | -  | -  | -  | -  | -       | -  | -  |

5th January 1818

£.

1,313,493 16 5

2,708,024 10 4

4,021,518 6 9

Appendix (N.)—No. 2.—An Account of all Goods exported from Great Britain

| SPECIES OF MERCHANDIZE EXPORTED.           |                                   | By<br>The East India<br>Company. |         |
|--|-----------------------------------|----------------------------------|---------|
| Apothecary Ware                            |                                   |                                  |         |
| Apparel                                    |                                   |                                  |         |
| Beer and Ale                               | Tuns. h. g.                       | 2 43                             |         |
| Books, printed                             | Cwts. q. lbs.                     |                                  |         |
| Brass                                      | Cwts. q. lbs.                     | 26                               |         |
| Cabinet and Upholstery Wares               |                                   |                                  |         |
| Carriages                                  | Number                            |                                  |         |
| Coals, &c. by measure                      | Chals. bus.                       | 298 60                           |         |
| — by weight                                | Tons. c. q. lbs.                  |                                  |         |
| Cochineal                                  | Lbs.                              |                                  |         |
| Colours for Painters                       |                                   |                                  |         |
| Copper, in Bricks and Pigs                 | Cwts. q. lbs.                     | 15,002 3 7                       |         |
| — in Sheets and Nails                      | Cwts. q. lbs.                     | 5,001 2                          |         |
| — Wrought                                  | Cwts. q. lbs.                     | 1,810                            |         |
| Cordage                                    | Cwts. q. lbs.                     | 1,530 24                         |         |
| Cotton Manufactures, viz.                  | Calicoes, &c. White or Plain      | Yards                            |         |
|  | — Printed, Chequered, &c.         | Yards                            |         |
|  | Muslins, &c. White or Plain       | Yards                            |         |
|  | — Printed, Chequered, &c.         | Yards                            |         |
|  | Fustians, Velvets, &c.            | Yards                            |         |
|  | Cotton and Linen mixed            | Yards                            |         |
|  | Counterpanes and Bed Quilts       | Number                           |         |
|  | Lace and Patent Net               | Yards                            |         |
|  | Cotton for Stitching and Sewing   | Lbs. wt.                         |         |
|  | Hosiery, viz. Stockings           | Doz. pr.                         |         |
| — of other Sorts                           |                                   |                                  |         |
| Tapes and Small Wares                      |                                   |                                  |         |
| Cotton Twist and Yarn                      | Lbs. wt.                          | 44                               |         |
| Earthenware of all Sorts                   | Pieces                            | 25,800                           |         |
| Glass                                      |                                   |                                  |         |
| Guns and Pistols                           | Number                            | 41,900                           |         |
| Haberdashery and Millinery                 |                                   |                                  |         |
| Hardwares and Cutlery                      |                                   |                                  |         |
| Hats of all Sorts                          | Doz. No.                          | 376                              |         |
| Iron, in Bars                              | Tons. c. q. lbs.                  | 1,228 3 1 10                     |         |
| — Bolt and Rod                             | Tons. c. q. lbs.                  | 56 11                            |         |
| — Cast and Wrought                         | Cwts. q. lbs.                     | 4,371 5                          |         |
| Lace and Thread of Gold and Silver         | Lbs. oz.                          | 8                                |         |
| Lead and Shot                              | Tons. c. q. lbs.                  | 1,254 19 2 5                     |         |
| Leather and Saddlery                       |                                   |                                  |         |
| Linen Manufactures                         |                                   |                                  |         |
| Military Stores, not otherwise described   |                                   |                                  |         |
| Musical Instruments                        |                                   |                                  |         |
| Ordnance of Brass and Iron                 | Tons. c. q. lbs.                  | 1,098 5 2 15                     |         |
| Plate, Plated Ware, Jewellery and Watches. |                                   |                                  |         |
| Provisions                                 |                                   |                                  |         |
| Quicksilver                                | Lbs.                              | 2,200                            |         |
| Silk Manufactures                          |                                   |                                  |         |
| Soap and Candles                           | Cwts. q. lbs.                     | 333 18                           |         |
| Spirits, British                           | Gallons                           | 460                              |         |
| — Foreign                                  | Gallons                           | 27,562                           |         |
| Stationery                                 |                                   |                                  |         |
| Steel, unwrought                           | Cwts. q. lbs.                     | 119 1 12                         |         |
| Sugar, refined                             | Cwts. q. lbs.                     |                                  |         |
| Swords                                     | Number                            | 7,036                            |         |
| Tin, unwrought                             | Cwts. q. lbs.                     | 10 1 8                           |         |
| Tin and Pewter Wares, and Tin Plates       |                                   |                                  |         |
| Wines                                      | Tuns. h. g.                       | 18 57                            |         |
| Woollen Manufactures, viz.                 | Cloths                            | Pieces                           | 16,409  |
|  | Coatings, Duffels, &c.            | Pieces                           | 12      |
|  | Kerseymeres                       | Pieces                           | 14      |
|  | Baizes                            | Pieces                           | 26      |
|  | Stuffs, viz. Camblet, Serges, &c. | Pieces                           | 178,458 |
|  | Flannel                           | Yards                            |         |
|  | Blankets and Blanketing           | Yards                            | 2,200   |
|  | Carpets and Carpeting             | Yards                            |         |
|  | Woolens, mixed Cotton, &c.        | Yards                            |         |
|  | Rugs and Coverlids                | Number                           |         |
|  | Hosiery, viz. Stockings           | Doz. pr.                         |         |
|  | — of all other Sorts              |                                  |         |
| Tapes and Small Wares                      |                                   |                                  |         |
| All other Articles                         |                                   |                                  |         |

Total Value of Exports to the East Indies and China in the Year ending



Appendix (N.)—No. 2.—An Account of all Goods exported from Great Britain

| SPECIES OF MERCHANDIZE EXPORTED.           |                                   | By               |            |
|--|-----------------------------------|------------------|------------|
|  |                                   | The East India   | Company.   |
| Apothecary Ware                            | -                                 | -                | -          |
| Apparel                                    | -                                 | -                | -          |
| Beer and Ale                               | -                                 | Tuns. h. g.      | 5 3 49     |
| Books, printed                             | -                                 | Cwts. q. lbs.    | 1 1 -      |
| Brass                                      | -                                 | Cwts. q. lbs.    | 49 3 -     |
| Cabinet and Upholstery Wares               | -                                 | -                | -          |
| Carriages                                  | -                                 | Number           | -          |
| Coals, &c. by Measure                      | -                                 | Chal. bus.       | 186 33     |
| — by Weight                                | -                                 | Tons. c. q. lbs. | -          |
| Cochineal                                  | -                                 | Lbs.             | -          |
| Colours for Painters                       | -                                 | -                | -          |
| Copper, in Bricks and Pigs                 | -                                 | Cwts. q. lbs.    | 31,460 - - |
| — in Sheets and Nails                      | -                                 | Cwts. q. lbs.    | 181 - -    |
| — Wrought                                  | -                                 | Cwts. q. lbs.    | 3,053 - -  |
| Cordage                                    | -                                 | Cwts. q. lbs.    | 512 1 21   |
| Cotton Manufactures, viz.                  | Calicoes, &c. White or Plain      | Yards            | 1,890      |
|  | — Printed, Chequered, &c.         | Yards            | -          |
|  | Muslins, &c. White or Plain       | Yards            | -          |
|  | — Printed, Chequered, &c.         | Yards            | -          |
|  | Fustians, Velvets, &c.            | Yards            | -          |
|  | Cotton and Linen mixed            | Yards            | -          |
|  | Counterpanes and Bed Quilts       | Number           | -          |
|  | Lace and Patent Net               | Yards            | -          |
|  | Cotton for Stitching and Sewing   | Lbs. wt.         | -          |
|  | Hosiery, viz. Stockings           | Doz. pr.         | -          |
|  | — of other Sorts                  | -                | -          |
|  | Tapes and small Wares             | -                | -          |
| Cotton Twist and Yarn                      | Lbs. wt.                          | 224              |            |
| Earthenware of all Sorts                   | Pieces                            | 24,300           |            |
| Glass                                      | -                                 | -                |            |
| Guns and Pistols                           | Number                            | 11,640           |            |
| Haberdashery and Millinery                 | -                                 | -                |            |
| Hardwares and Cutlery                      | -                                 | -                |            |
| Hats of all Sorts                          | Doz. No.                          | 2,288 -          |            |
| Iron in Bars                               | Tons. c. q. lbs.                  | 1,553 18 - 33    |            |
| — Bolt and Rod                             | Tons. c. q. lbs.                  | 60 - - -         |            |
| — Cast and Wrought                         | Cwts. q. lbs.                     | 12,203 1 27      |            |
| Lace and Thread of Gold and Silver         | Lbs. oz.                          | 17 -             |            |
| Lead and Shot                              | Tons. c. q. lbs.                  | 1,834 5 1 15     |            |
| Leather and Saddlery                       | -                                 | -                |            |
| Linen Manufactures                         | -                                 | -                |            |
| Military Stores, not otherwise described   | -                                 | -                |            |
| Musical Instruments                        | -                                 | -                |            |
| Ordnance of Brass and Iron                 | Tons. c. q. lbs.                  | 2,480 - - -      |            |
| Plate, Plated Ware, Jewellery, and Watches | -                                 | -                |            |
| Provisions                                 | -                                 | -                |            |
| Quicksilver                                | Lbs.                              | 3,000            |            |
| Silk Manufactures                          | -                                 | -                |            |
| Soap and Candles                           | Cwts. q. lbs.                     | 802 2 12         |            |
| Spirits, Fritish                           | Gallons                           | -                |            |
| — Foreign                                  | Gallons                           | 19,900           |            |
| Stationery                                 | -                                 | -                |            |
| Steel, unwrought                           | Cwts. q. lbs.                     | 1,268 2 -        |            |
| Sugar, refined                             | Cwts. q. lbs.                     | -                |            |
| Swords                                     | Number                            | 310              |            |
| Tin, unwrought                             | Cwts. q. lbs.                     | 10 - 6           |            |
| Tin and Pewter Wares and Tin Plates        | -                                 | -                |            |
| Wines                                      | Tuns. h. g.                       | 19 2 50          |            |
| Woolen Manufactures, viz.                  | Cloths                            | Pieces           | 19,930     |
|  | Coatings, Duffels, &c.            | Pieces           | -          |
|  | Kerseymeres                       | Pieces           | 85         |
|  | Baizes                            | Pieces           | 110        |
|  | Stuffs, viz. Camblet, Serges, &c. | Pieces           | 169,501    |
|  | Flannel                           | Yards            | 5,000      |
|  | Blankets and Blanketing           | Yards            | 5,750      |
|  | Carpets and Carpeting             | Yards            | -          |
|  | Woolens mixed with Cotton, &c.    | Yards            | -          |
|  | Rugs and Coverlids                | Number           | -          |
|  | Hosiery, viz. Stockings           | Dozen pair       | -          |
|  | — of all other Sorts              | -                | -          |
| Tapes and Small Wares                      | -                                 | -                |            |
| All other Articles                         | -                                 | -                |            |

Total Value of Exports to the East Indies and China, in the Year ending



## Appendix (O.)

No. 1.—AN ACCOUNT of all Goods of the Produce of the East Indies and China imported  
Value of the principal Articles imported, and stating the Imports by

| SPECIES OF MERCHANDIZE IMPORTED, | Rates<br>of<br>Valuation. | By                         |
|----------------------------------|---------------------------|----------------------------|
|                                  |                           | The East India<br>Company. |
| Berax                            | £. s. d.<br>- - 7 lbs.    | - - -                      |
| Camphire                         | - 2 10 lbs.               | - - -                      |
| Cassia Lignea                    | - 1 6 lbs.                | - - -                      |
| Cinnamon                         | - 6 6 lbs.                | 331,242                    |
| Cloves                           | - 4 - lbs.                | - - -                      |
| Coffee                           | 5 5 - cwt.                | 1,335                      |
| Cotton Wool                      | - - 10 lbs.               | 4,232,823                  |
| Gum Lac of all sorts             | - 1 6 lbs.                | - - -                      |
| Indigo                           | - 6 - lbs.                | 119,979                    |
| Mace                             | 1 5 - lbs.                | 3                          |
| Mother of Pearl Shells           | - 1 2 lbs.                | - - -                      |
| Nutmegs                          | - 15 - lbs.               | 67,298                     |
| Pepper                           | - - 9 lbs.                | 103,627                    |
| Piece Goods, viz. Calicoes       | - 15 - pieces             | 408,239                    |
| ----- Muslins                    | 1 10 - pieces             | 568                        |
| ----- Nanquin Cloths             | - 5 6 pieces              | 203,700                    |
| ----- Prohibited                 | - 17 6 pieces             | 241,010                    |
| Rhubarb                          | - 2 - lbs.                | - - -                      |
| Rice                             | 1 - - cwt.                | - - -                      |
| Sago                             | - - 4 lbs.                | - - -                      |
| Saltpetre                        | 3 5 - cwt.                | 66,813                     |
| Silk, raw, of Bengal             | 1 - - lbs.                | 807,545                    |
| ----- of China                   | 1 8 - lbs.                | 107,426                    |
| Sugar                            | 2 2 - cwt.                | 19,298                     |
| Tea                              | - 3 3 lbs.                | 28,476,231                 |
| Turmeric                         | - - 6 lbs.                | - - -                      |
| Other Articles                   | - Valued at -             | - - -                      |

Total Value of East India and China Produce Imported into Great Britain, in the Year ending





Appendix (O.) No. 2.—AN ACCOUNT of all Goods exported from Great Britain to the East Indies and China, principal Articles exported; and stating the Exports by the

| SPECIES OF MERCHANDISE EXPORTED.          |                                   |  |  |                  |                  |         | By<br>The East India<br>Company. |
|---|-----------------------------------|--|--|------------------|------------------|---------|----------------------------------|
| Apothecary Ware                           |                                   |  |  |                  |                  |         |                                  |
| Apparel                                   |                                   |  |  |                  |                  |         |                                  |
| Beer and Ale                              |                                   |  |  |                  | Tuns. h. g.      | 17      | 3                                |
| Books, printed                            |                                   |  |  |                  | Cwts. q. lbs.    | 35      |                                  |
| Brass                                     |                                   |  |  |                  | Cwts. q. lbs.    | 135     |                                  |
| Cabinet and Upholstery Wares              |                                   |  |  |                  |                  |         |                                  |
| Carriages                                 |                                   |  |  |                  | Number           |         |                                  |
| Coals, &c. by Measure                     |                                   |  |  |                  | Chal. Bus.       | 879     | 54                               |
| — by Weight                               |                                   |  |  |                  | Tons. c. q. lbs. |         |                                  |
| Cochineal                                 |                                   |  |  |                  | Lbs.             |         |                                  |
| Colours for Painters                      |                                   |  |  |                  |                  |         |                                  |
| Copper, in Bricks and Pigs                |                                   |  |  |                  | Cwts. q. lbs.    | 40,198  | 3 14                             |
| — in Sheets and Nails                     |                                   |  |  |                  | Cwts. q. lbs.    | 11,953  | 1 14                             |
| — Wrought                                 |                                   |  |  |                  | Cwts. q. lbs.    | 1,428   |                                  |
| Cordage                                   |                                   |  |  |                  | Cwts. q. lbs.    | 2,071   | 2 2                              |
| Cotton Manufactures, viz.                 | Calicoes, &c. White or Plain      |  |  |                  | Yards            | 140,156 |                                  |
|   | — Printed, Chequered, &c.         |  |  |                  | Yards            | 30,918  |                                  |
|   | Muslins, &c. White or Plain       |  |  |                  | Yards            |         |                                  |
|   | — Printed, Chequered, &c.         |  |  |                  | Yards            |         |                                  |
|   | Fustians, Velvets, &c.            |  |  |                  | Yards            | 11,277  |                                  |
|   | Cotton and Linen mixed            |  |  |                  | Yards            |         |                                  |
|   | Counterpanes and Bed Quilts       |  |  |                  | Number           |         |                                  |
|   | Lace and Patent Net               |  |  |                  | Yards            |         |                                  |
|   | Cotton for Stitching and Sewing   |  |  |                  | Lbs. wt.         |         |                                  |
|   | Hosiery, viz. Stockings           |  |  |                  | Doz. pr.         | 96      |                                  |
|   | — of other Sorts                  |  |  |                  |                  |         |                                  |
|   | Tapes and small Wares             |  |  |                  |                  |         |                                  |
|   | Cotton Twist and Yarn             |  |  |                  | Lbs. wt.         | 224     |                                  |
|   | Earthenware, of all Sorts         |  |  |                  | Pieces           | 17,000  |                                  |
| Glass                                     |                                   |  |  |                  |                  |         |                                  |
| Guns and Pistols                          |                                   |  |  | Number           | 37,920           |         |                                  |
| Haberdashery and Millinery                |                                   |  |  |                  |                  |         |                                  |
| Hardwares and Cutlery                     |                                   |  |  |                  |                  |         |                                  |
| Hats of all Sorts                         |                                   |  |  | Doz. No.         | 3,104            |         |                                  |
| Iron, in Bars                             |                                   |  |  | Tons. c. q. lbs. | 3,069            | 1 10    |                                  |
| — Bolt and Rod                            |                                   |  |  | Tons. c. q. lbs. | 149              |         |                                  |
| — Cast and Wrought                        |                                   |  |  | Cwts. q. lbs.    | 8,501            | 1       |                                  |
| Lace and Thread of Gold and Silver        |                                   |  |  | Lbs. oz.         | 66               | 8       |                                  |
| Lead and Shot                             |                                   |  |  | Tons. c. q. lbs. | 1,179            | 12      |                                  |
| Leather and Saddlery                      |                                   |  |  |                  |                  |         |                                  |
| Linen Manufactures                        |                                   |  |  |                  |                  |         |                                  |
| Military Stores, not otherwise described  |                                   |  |  |                  |                  |         |                                  |
| Musical Instruments                       |                                   |  |  |                  |                  |         |                                  |
| Ordnance of Brass and Iron                |                                   |  |  | Tons. c. q. lbs. | 597              |         |                                  |
| Plate, Plate Ware, Jewellery, and Watches |                                   |  |  |                  |                  |         |                                  |
| Provisions                                |                                   |  |  |                  |                  |         |                                  |
| Quicksilver                               |                                   |  |  | Lbs.             | 3,500            |         |                                  |
| Silk Manufactures                         |                                   |  |  |                  |                  |         |                                  |
| Soap and Candles                          |                                   |  |  | Cwts. q. lbs.    | 403              | 24      |                                  |
| Spirits, British                          |                                   |  |  | Gallons          | 20               |         |                                  |
| — Foreign                                 |                                   |  |  | Gallons          | 23               |         |                                  |
| Stationery                                |                                   |  |  |                  |                  |         |                                  |
| Steel, unwrought                          |                                   |  |  | Cwts. q. lbs.    | 799              | 3 23    |                                  |
| Sugar, refined                            |                                   |  |  | Cwts. q. lbs.    | 95               | 1 6     |                                  |
| Swords                                    |                                   |  |  | Number           | 10,800           |         |                                  |
| Tin, unwrought                            |                                   |  |  | Cwts. q. lbs.    | 11               |         |                                  |
| Tin and Pewter Wares, and Tin Plates      |                                   |  |  |                  |                  |         |                                  |
| Wines                                     |                                   |  |  | Tuns. h. g.      | 10               | 11      |                                  |
| Woolen Manufactures, viz.                 | Cloths                            |  |  | Pieces           | 26,698           |         |                                  |
|   | Coatings, Duffels, &c.            |  |  | Pieces           | 31               |         |                                  |
|   | Kerseymeres                       |  |  | Pieces           | 30               |         |                                  |
|   | Baizes                            |  |  | Pieces           |                  |         |                                  |
|   | Stuffs, viz. Camblet, Serges, &c. |  |  | Pieces           | 178,691          |         |                                  |
|   | Flannel                           |  |  | Yards            | 20,000           |         |                                  |
|   | Blankets and Blanketing           |  |  | Yards            | 10,390           |         |                                  |
|   | Carpets and Carpeting             |  |  | Yards            |                  |         |                                  |
|   | Woollens mixed with Cotton, &c.   |  |  | Yards            |                  |         |                                  |
|   | Rugs and Coverlids                |  |  | Number           |                  |         |                                  |
|   | Hosiery, viz. Stockings           |  |  | Doz. pr.         |                  |         |                                  |
| — of all other Sorts                      |                                   |  |  |                  |                  |         |                                  |
| Tapes and Small Wares                     |                                   |  |  |                  |                  |         |                                  |
| All other Articles                        |                                   |  |  |                  |                  |         |                                  |

Total Value of Exports to the East Indies and China, in the Year ending

for the Year ending the 5th of January 1821; specifying the Quantity and declared Value of the East India Company distinct and separate from the Free Trade.

YEAR ENDING 5TH JANUARY 1821.

| QUANTITIES EXPORTED.                       |               | DECLARED VALUE THEREOF.    |    |    |  |           |     |
|--|---------------|----------------------------|----|----|--|-----------|-----|
| Free Trade, including The Privilege Trade. | TOTAL.        | By The East India Company. |    |    | Free Trade, including The Privilege Trade. | TOTAL.    |     |
|  |               | £.                         | s. | d. | £.   | s.        | d.  |
| -  | -             | 23,652                     | -  | 10 | 8,856                                      | 18        | -   |
| -  | -             | 13,439                     | 6  | 2  | 12,027                                     | 11        | 6   |
| 3,355 3 3                                  | 3,353 2 3     | 364                        | 10 | -  | 70,651                                     | 18        | -   |
| 2,739 - 3                                  | 2,774 - 3     | 573                        | 11 | 7  | 39,156                                     | 11        | 1   |
| 602 - 24                                   | 737 - 24      | 1,386                      | 8  | 11 | 5,008                                      | -         | -   |
| -  | -             | 230                        | -  | -  | 5,486                                      | 13        | 6   |
| 106  | 106           | -                          | -  | -  | 11,777                                     | -         | -   |
| 134 14                                     | 1,013 68      | 1,757                      | -  | -  | 141  | 8         | -   |
| 148 3 -                                    | 148 3 -       | -                          | -  | -  | 75   | 15        | -   |
| 11,253                                     | 11,253        | -                          | -  | -  | 11,815                                     | 13        | -   |
| -  | -             | 1,350                      | 12 | 8  | 6,184                                      | 8         | -   |
| 2,374 - 6                                  | 42,572 3 20   | 222,583                    | 2  | 6  | 14,242                                     | 4         | 6   |
| 11,655 3 27                                | 23,609 1 13   | 68,226                     | 10 | 1  | 66,809                                     | 18        | -   |
| 4,887 1 20                                 | 6,315 1 20    | 8,030                      | 4  | 2  | 27,465                                     | 6         | 3   |
| 4,798 1 16                                 | 6,869 3 18    | 5,513                      | 10 | 2  | 12,204                                     | 5         | -   |
| 3,837,792                                  | 3,977,948     | 3,669                      | 7  | 1  | 173,158                                    | 17        | 6   |
| 7,512,767                                  | 7,543,685     | 1,334                      | 17 | 2  | 468,291                                    | 18        | 2   |
| 2,746,083                                  | 2,746,083     | -                          | -  | -  | 166,296                                    | 14        | 4   |
| 13,461                                     | 13,461        | -                          | -  | -  | 921  | 11        | 6   |
| 33,822                                     | 45,099        | 1,325                      | -  | 5  | 2,131                                      | -         | -   |
| -  | -             | -                          | -  | -  | -  | -         | -   |
| 362  | 362           | -                          | -  | -  | 333  | -         | -   |
| 48,381                                     | 48,381        | -                          | -  | -  | 1,557                                      | -         | -   |
| 70,834                                     | 70,834        | -                          | -  | -  | 17,709                                     | 17        | -   |
| 14,352 6                                   | 14,448 6      | 200                        | -  | -  | 12,365                                     | 8         | 6   |
| -  | -             | -                          | -  | -  | 12   | 15        | -   |
| -  | -             | -                          | -  | -  | 1,174                                      | -         | -   |
| -  | 224           | 24                         | 5  | 4  | -  | -         | -   |
| 613,071                                    | 630,071       | 219                        | 4  | -  | 8,712                                      | 8         | -   |
| -  | -             | 3,046                      | 12 | 2  | 95,644                                     | 7         | 3   |
| 2,993                                      | 40,913        | 59,672                     | 3  | 3  | 8,759                                      | -         | -   |
| -  | -             | 956                        | 19 | 8  | 22,388                                     | 5         | 8   |
| -  | -             | 12,661                     | 17 | 1  | 29,684                                     | 8         | -   |
| 1,227 5                                    | 4,331 5       | 8,955                      | 11 | 4  | 6,135                                      | 10        | -   |
| 5,112 4 3 9                                | 8,181 5 3 19  | 44,203                     | 11 | -  | 65,507                                     | 15        | -   |
| 504 12 2 1                                 | 653 12 2 1    | 1,671                      | 5  | -  | 5,328                                      | 7         | -   |
| 26,225 - 3                                 | 34,726 1 3    | 15,732                     | 18 | 1  | 28,294                                     | 3         | -   |
| 1,514 8                                    | 1,581 -       | 413                        | 12 | 8  | 9,475                                      | -         | -   |
| 432 7 - 25                                 | 1,611 19 - 25 | 25,613                     | 3  | 10 | 9,970                                      | 4         | -   |
| -  | -             | 12,514                     | 6  | 7  | 32,647                                     | 15        | -   |
| -  | -             | 5,273                      | -  | 11 | 18,233                                     | 6         | 1   |
| -  | -             | 28,618                     | 2  | -  | 1,801                                      | 10        | -   |
| -  | -             | 2,981                      | 16 | 5  | 9,072                                      | 8         | 6   |
| -  | -             | 7,373                      | 9  | 3  | 131  | -         | -   |
| 13 - - -                                   | 616 - - -     | 763                        | 16 | -  | 63,254                                     | 18        | 6   |
| -  | -             | 25,781                     | 4  | 6  | 20,867                                     | 18        | 8   |
| -  | -             | 612                        | 10 | -  | 44,130                                     | 16        | -   |
| 252,176                                    | 255,676       | 228                        | -  | -  | 17,160                                     | 13        | -   |
| -  | -             | 1,581                      | -  | -  | 3,123                                      | -         | -   |
| 708 2 12                                   | 1,111 3 8     | 12                         | -  | -  | 1,713                                      | 16        | -   |
| 2,720                                      | 2,740         | 6                          | -  | 9  | 69,029                                     | 17        | 9   |
| 278,510                                    | 278,533       | 23,530                     | 11 | 6  | 16,197                                     | 18        | 6   |
| -  | -             | 879                        | 7  | 11 | 13,373                                     | 5         | 7   |
| 13,083 1 3                                 | 13,883 - 26   | 231                        | 18 | 9  | 1,240                                      | 13        | 10  |
| 436 1 24                                   | 531 3 2       | 6,118                      | 8  | 6  | 506  | -         | -   |
| 120  | 10,920        | 46                         | 18 | 10 | 5  | -         | -   |
| 1 2 -                                      | 12 2 -        | 1,278                      | 12 | 5  | 4,838                                      | 16        | -   |
| -  | -             | 703                        | 1  | 1  | 42,243                                     | 1         | 1   |
| 603 1 56                                   | 613 2 4       | 445,949                    | 15 | 1  | 166,366                                    | -         | 1   |
| 15,918 1/2                                 | 42,616 1/2    | 224                        | 10 | -  | 78   | -         | -   |
| 12   | 43            | 221                        | -  | -  | 3,041                                      | -         | -   |
| 444  | 474           | -                          | -  | -  | 1,718                                      | -         | -   |
| 196  | 196           | 582,450                    | 11 | 5  | 153,339                                    | -         | -   |
| 32,902                                     | 211,593       | 1,454                      | -  | -  | 8,166                                      | 3         | 6   |
| 88,352                                     | 108,352       | 1,016                      | 9  | 2  | 997  | -         | -   |
| 7,860                                      | 18,250        | -                          | -  | -  | 980  | -         | -   |
| 5,386                                      | 5,386         | -                          | -  | -  | 395  | 15        | -   |
| 1,655                                      | 1,655         | -                          | -  | -  | 12   | -         | -   |
| 27   | 27            | -                          | -  | -  | 165  | -         | -   |
| 173 -                                      | 173 -         | -                          | -  | -  | 534  | -         | -   |
| -  | -             | 146                        | 11 | 3  | 1,803                                      | -         | -   |
| -  | -             | 43,976                     | 18 | 8  | 185,683                                    | 7         | 6   |
| -  | -             | -                          | -  | -  | -  | -         | -   |
| 5th January 1821                           | £.            | 1,720,783                  | 6  | 2  | 2,308,405                                  | -         | 4   |
|  |               |                            |    |    |  | 4,029,188 | 6 6 |

## Appendix (P.)

AN ACCOUNT of the Quantities and Value of British Manufactures, &c. exported from Great Britain to all Parts of India, by the Free Traders, during the last Year, ending the 5th of January 1821, specifying separately the Quantities of Woollens and Cottons; also, of the Registered Tonnage of Shipping that cleared outwards from Great Britain to India with Cargoes by Free Traders, during the same period.

| SPECIES OF MERCHANDIZE EXPORTED.   | Year ending 5th January 1821.   |                         |              |
|------------------------------------|---------------------------------|-------------------------|--------------|
|                                    | Quantities exported.            | Declared Value thereof. |              |
|                                    |                                 | £ s. d.                 |              |
| Apóthecary Wares                   | - - -                           | 8,856 18 -              |              |
| Apparel                            | - - -                           | 12,027 11 6             |              |
| Beer and Ale                       | Tuns. h. g. 3,335 3 3           | 70,651 18 -             |              |
| Books, printed                     | Cwts. q. lbs. 2,739 - 3         | 39,156 11 1             |              |
| Brass                              | Cwts. q. lbs. 602 - 24          | 5,008 - -               |              |
| Cabinet and Upholstery Wares       | - - -                           | 5,486 13 6              |              |
| Carriages                          | Number 106                      | 11,777 - -              |              |
| Coals, &c. by Measure              | Chalds. bush. 134 14            | 141 8 -                 |              |
| — by Weight                        | Tons. c. q. lbs. 148 3 - -      | 75 15 -                 |              |
| Cochineal                          | Lbs. 11,253                     | 11,815 13 -             |              |
| Colours for Painters               | - - -                           | 6,184 8 -               |              |
| Copper, in Bricks and Pigs         | Cwts. q. lbs. 2,374 - 6         | 14,242 4 6              |              |
| — in Sheets and Nails              | Cwts. q. lbs. 11,655 3 27       | 66,809 18 -             |              |
| — Wrought                          | Cwts. q. lbs. 4,887 1 20        | 27,465 6 3              |              |
| Cordage                            | Cwts. q. lbs. 4,798 1 16        | 12,204 5 -              |              |
| Cotton Manufactures, viz.          | Calicoes, &c. White or Plain    | Yards - 3,837,792       | 173,158 17 6 |
|                                    | — Printed, Chequered, &c.       | Yards - 7,512,767       | 468,291 18 2 |
|                                    | Muslins, &c. White or Plain     | Yards - 2,746,083       | 166,296 14 4 |
|                                    | — Printed, Chequered, &c.       | Yards - 13,461          | 921 11 6     |
|                                    | Fustians, Velvets, &c.          | Yards - 33,822          | 2,131 - -    |
|                                    | Cotton and Linen mixed          | Yards - —               | —            |
|                                    | Counterpanes and Bed Quilts     | Number 362              | 333 - -      |
|                                    | Lace and Patent Net             | Yards - 48,381          | 1,557 - -    |
|                                    | Cotton for stitching and sewing | Lbs. wt. - 70,834       | 17,709 17 -  |
|                                    | Hosiery, viz. Stockings         | Doz. pr. 14,352 6       | 12,365 8 6   |
| — of other Sorts                   | - - -                           | 412 15 -                |              |
| Tapes and Small Wares              | - - -                           | 1,174 - -               |              |
| Cotton Twist and Yarn              | Lbs. wt. - —                    | —                       |              |
| Earthenwares of all Sorts          | Pieces - 613,071                | 8,712 8 -               |              |
| Glass                              | - - -                           | 95,644 7 3              |              |
| Guns and Pistols                   | Number 2,993                    | 8,759 - -               |              |
| Haberdashery and Millinery         | - - -                           | 22,388 5 8              |              |
| Hardwares and Cutlery              | - - -                           | 29,684 8 -              |              |
| Hats of all Sorts                  | Dozen No. 1,227 5               | 6,135 10 -              |              |
| Iron in Bars                       | Tons. c. q. lbs. 5,112 4 3 9    | 65,507 15 -             |              |
| — Bolt and Rod                     | Tons. c. q. lbs. 504 12 2 1     | 5,328 7 -               |              |
| — Cast and Wrought                 | Cwts. q. lbs. 26,225 - 3        | 28,294 3 -              |              |
| Lace and Thread of Gold and Silver | Lbs. oz. - 1,514 8              | 9,475 - -               |              |
| Lead and Shot                      | Tons. c. q. lbs. 432 7 - 25     | 9,970 4 -               |              |
| Leather and Saddlery               | - - -                           | 32,647 15 -             |              |
| Linen Manufactures                 | - - -                           | 18,233 6 1              |              |

An Account of British Manufactures, &c. exported from Great Britain to India by the Free Traders—continued.

| SPECIES OF MERCHANDIZE EXPORTED.  | Year ending 5th January 1821.                             |                         |             |
|---|---|-------------------------|-------------|
|   | Quantities exported.                                      | Declared Value thereof. |             |
| Military Stores, not otherwise described - - - - -  | - - -   | £. s. d.<br>1,801 10 -  |             |
| Musical Instruments - - - - -   | - - -   | 9,072 8 6               |             |
| Ordnance of Brass and Iron - - - - - <i>Tons. cwt. q. lbs.</i>                                | 13 - - -  | 131 - -                 |             |
| Plate, Plated Ware, Jewellery, and Watches - - - - -  | - - -   | 63,254 18 6             |             |
| Provisions - - - - -  | - - -   | 20,867 18 8             |             |
| Quicksilver - - - - - <i>Lbs.</i>   | 252,176   | 44,130 16 -             |             |
| Silk Manufactures - - - - -   | - - -   | 17,160 13 -             |             |
| Soap and Candles - - - - - <i>Cwt. q. lbs.</i>  | 708 2 12  | 3,123 - -               |             |
| Spirits, British - - - - - <i>Gallons</i>   | 2,720   | 1,713 16 -              |             |
| — Foreign { - - - - - <i>Gallons</i>  | 278,510   | 69,029 17 9             |             |
| Stationery - - - - -  | - - -   | 16,197 18 6             |             |
| Steel, unwrought - - - - - <i>Cwt. q. lbs.</i>  | 13,083 1 3  | 13,373 5 7              |             |
| Sugar, refined - - - - - <i>Cwt. q. lbs.</i>  | 436 1 24  | 1,240 13 10             |             |
| Swords - - - - - <i>Number</i>  | 120   | 506 - -                 |             |
| Tin, unwrought - - - - - <i>Cwt. q. lbs.</i>  | 1 2 -   | 5 - -                   |             |
| Tin and Pewter Wares, and Tin Plates - - - - -  | - - -   | 4,838 16 -              |             |
| Wines - - - - - <i>Tuns. h. g.</i>  | 603 1 56  | 42,243 1 1              |             |
| Woolen Manufactures, viz.   | Cloths - - - - - <i>Pieces</i>                            | 15,918 ½                | 166,366 - 1 |
|   | Coatings, Duffels, &c. - - - - - <i>Pieces</i>            | 12                      | 78 - -      |
|   | Kerseymeré - - - - - <i>Pieces</i>                        | 444                     | 3,041 - -   |
|   | Baizes - - - - - <i>Pieces</i>                            | 196                     | 1,118 - -   |
|   | Stuffs, viz. Camblet, Serges, &c. - - - - - <i>Pieces</i> | 32,902                  | 153,339 - - |
|   | Flannel - - - - - <i>Yards</i>                            | 88,352                  | 8,166 3 6   |
|   | Blankets and Blanketing - - - - - <i>Yards</i>            | 7,860                   | 997 - -     |
|   | Carpets and Carpeting - - - - - <i>Yards</i>              | 5,386                   | 980 - -     |
|   | Woollens, mixed with Cotton, &c. - - - - - <i>Yards</i>   | 1,655                   | 395 15 -    |
|   | Rugs and Coverlids - - - - - <i>Number</i>                | 27                      | 12 - -      |
| Hosiery, viz. Stockings - - - - - <i>Doz. pair</i>  | 173 -   | 165 - -                 |             |
| — of all other Sorts - - - - -  | - - -   | 534 - -                 |             |
| Tapes and Small Wares - - - - -   | - - -   | 1,803 - -               |             |
| All other Articles - - - - -  | - - -   | 185,683 7 6             |             |
| Total Value of Merchandize exported from Great Britain to India by the Free Traders - - - - - | £.  | 2,308,405 - 4           |             |

The registered Tonnage of Shipping that cleared Outwards from Great Britain to India with Cargoes } 33,969  
by Free Traders, amounted in the Year ending 5th January 1821 to

Custom House, London,  
23d March 1821.

William Irving,  
Inspector General of the Imports and Exports  
of Great Britain.

## Appendix (Q.) - - - - -

## GENERAL STATEMENT of the COMMERCE - - -

|                       | NUMBER OF SHIPS. |              |              |              |
|-----------------------|------------------|--------------|--------------|--------------|
|                       | 1818.            |              | 1819.        |              |
|                       | Arrived.         | Sailed.      | Arrived.     | Sailed.      |
| Archangel             | 322              | 331          | 306          | 250          |
| Onega                 | 11               | 11           | 28           | 28           |
| Kola                  |                  |              |              |              |
| Mesen                 |                  |              |              |              |
| St. Petersburg        |                  |              |              |              |
| Cronstadt             | 1,157            | 1,161        | 1,061        | 1,060        |
| Narra                 | 56               | 56           | 75           | 75           |
| Reval                 | 72               | 91           | 89           | 74           |
| Hapsal                | 34               | 33           | 18           | 25           |
| Riga                  | 1,385            | 1,402        | 1,298        | 1,298        |
| Arensburg             | 25               | 25           | 24           | 24           |
| Pernat                | 58               | 57           | 70           | 70           |
| Liebau                | 285              | 282          | 205          | 204          |
| Windlar               | 43               | 43           | 49           | 49           |
| Odessa                | 596              | 580          | 677          | 662          |
| Ovidiopol             |                  |              |              |              |
| Cherson               |                  |              |              |              |
| Nikolsk               |                  |              |              |              |
| Feodosia              | 209              | 222          | 229          | 227          |
| Eupatoria             | 158              | 159          | 148          | 145          |
| Kertschin             |                  |              |              |              |
| Jemkol                |                  |              |              |              |
| Bugask                |                  |              |              |              |
| Bulaklaw              |                  |              |              |              |
| Taganrok              | 530              | 531          | 393          | 390          |
| Merjupal              |                  |              |              |              |
| Astrachan             | 37               | 53           | 42           | 46           |
| Baku                  | 144              | 136          | 91           | 159          |
| Derbent               |                  |              |              |              |
| Kookin                |                  |              |              |              |
| Kowno                 |                  |              |              |              |
| Jurbourg              |                  |              |              |              |
| Garshdor              |                  |              |              |              |
| Grodno                |                  |              |              |              |
| Talanskoi             |                  |              |              |              |
| Brést                 |                  |              |              |              |
| Preborow              |                  |              |              |              |
| Zechanswetsch         |                  |              |              |              |
| Gomorisk              |                  |              |              |              |
| Gorotshsenskoï        |                  |              |              |              |
| Nur                   |                  |              |              |              |
| Radsunlow             |                  |              |              |              |
| Gusiatius             |                  |              |              |              |
| Ustolug               |                  |              |              |              |
| Wolobschiski          |                  |              |              |              |
| Drushkopól            |                  |              |              |              |
| Isakawetzki           |                  |              |              |              |
| Dubaóar               |                  |              |              |              |
| Mohilew               |                  |              |              |              |
| Majah                 |                  |              |              |              |
| Prenburg              |                  |              |              |              |
| Orskaia               |                  |              |              |              |
| Hatskaia              |                  |              |              |              |
| Curatsk               |                  |              |              |              |
| Kalmikoï              |                  |              |              |              |
| Gourief               |                  |              |              |              |
| Troitsk               |                  |              |              |              |
| Verko Curalsk         |                  |              |              |              |
| Zwemogolosskaia       |                  |              |              |              |
| Petropaulopskaia      |                  |              |              |              |
| Preenogorosskoï       |                  |              |              |              |
| Nekolasskaia          |                  |              |              |              |
| Omsk                  |                  |              |              |              |
| Semipatuara           |                  |              |              |              |
| Oust Cammenaogorskaia |                  |              |              |              |
| Corrako               |                  |              |              |              |
| Buchtermenska         |                  |              |              |              |
| Kezlar                |                  |              |              |              |
| Kiabkta               |                  |              |              |              |
| Ischuraegantucki      |                  |              |              |              |
| Tiflis                |                  |              |              |              |
| <b>TOTAL</b>          | <b>5,122</b>     | <b>5,173</b> | <b>4,809</b> | <b>4,786</b> |

Appendix (Q.)

of RUSSIA in 1818 and 1819.

| VALUE OF GOODS. |        |             | VALUE OF GOODS. |             |           | DUTIES COLLECTED. |        |            |        |            |        |
|-----------------|--------|-------------|-----------------|-------------|-----------|-------------------|--------|------------|--------|------------|--------|
| 1818.           |        |             | 1819.           |             |           | 1818.             |        |            | 1819.  |            |        |
| Imported.       |        | Exported.   | Imported.       |             | Exported. | 1818.             |        | 1819.      |        | 1819.      |        |
| Rs.             |        | Rs.         | Rs.             |             | Rs.       | Rs.               |        | Rs.        |        | Rs.        |        |
| 1,146,193       | 15     | 14,797,933  | 16 1/2          | 442,403     | 82 1/2    | 9,031,088         | 40 1/2 | 932,400    | 15     | 536,837    | 99 1/2 |
| -               | -      | 77,833      | 55 1/4          | -           | -         | 198,888           | 78     | 11,135     | 75     | 25,493     | 96 1/2 |
| -               | -      | -           | -               | -           | -         | -                 | -      | -          | -      | 454        | 84 1/2 |
| -               | -      | -           | -               | -           | -         | -                 | -      | 41         | 18     | 57         | 77     |
| 122,478,099     | -      | 100,310,258 | -               | 110,607,315 | 23        | 84,098,642        | 67     | 23,033,211 | 29 1/4 | 20,258,540 | 51 1/2 |
| -               | -      | 363,008     | 74              | -           | -         | 226,247           | 99     | 18,999     | 35     | 12,068     | 80 1/4 |
| 86,235          | 42     | 326,924     | 14              | 208,235     | 45        | 358,577           | 56     | 76,853     | 50 1/2 | 122,747    | 32     |
| 2,382,953       | 6      | 967,398     | 44 1/4          | 1,416,348   | 38 1/2    | 524,539           | 26     | 680,295    | 97     | 458,122    | 78 1/2 |
| 40,140          | -      | 294,230     | -               | 45,000      | -         | 188,022           | -      | 26,511     | 13 1/2 | 22,270     | 16 1/2 |
| 14,680,784      | 95     | 55,290,867  | 45              | 10,532,660  | 14        | 42,728,375        | 90     | 5,506,434  | 94 1/2 | 4,976,051  | 61 1/2 |
| 21,400          | 60     | 313,472     | -               | 30,930      | -         | 282,560           | -      | 33,447     | 13     | 20,909     | 21     |
| 182,930         | -      | 2,050,541   | 94 1/4          | 203,599     | -         | 2,668,303         | 2 1/4  | 244,233    | 23 1/2 | 262,486    | 23 1/2 |
| 1,895,803       | 30 1/2 | 4,394,591   | 42              | 891,004     | 49 1/4    | 3,053,097         | 15     | 1,037,582  | 9      | 405,758    | 93 1/2 |
| 46,092          | 10     | 820,889     | 8               | 58,682      | -         | 588,674           | 45     | 37,701     | 78     | 37,244     | 35     |
| 4,617,160       | 50 1/2 | 20,540,475  | 77              | 5,284,233   | 18 1/2    | 14,016,809        | 20     | 1,192,002  | 75 1/4 | 1,345,103  | 3 1/2  |
| 132,873         | -      | 17,140      | -               | 87,715      | 40        | 26,011            | 50     | 274        | 50     | 457        | 85 1/2 |
| -               | -      | -           | -               | -           | -         | 2,801,058         | 47 1/2 | 5,167      | 2 1/2  | 3,317      | 38 1/2 |
| -               | -      | -           | -               | -           | -         | 765,055           | 55     | 2,918      | 72     | 1,905      | 70 1/2 |
| 1,167,153       | 70     | 1,623,253   | 22 1/2          | 2,577,224   | 14 1/2    | 95,007            | 50     | 220,162    | 89     | 612,528    | 83 1/2 |
| 163,175         | -      | 2,575,156   | 49              | 175,227     | -         | 2,178,972         | 60     | 116,450    | 14 1/2 | 133,555    | 19 1/2 |
| -               | -      | 33,161      | 25              | 2,896       | -         | 51,076            | -      | 1,359      | 76     | 970        | 19 1/2 |
| -               | -      | 11,130      | -               | -           | -         | 18,173            | 60     | 522        | 71     | 866        | 27 1/2 |
| -               | -      | 1,030       | -               | -           | -         | 240               | -      | 67         | 16     | 15         | 55 1/2 |
| -               | -      | 6,737       | -               | -           | -         | 1,210             | -      | 1,836      | 48     | 3,595      | 38     |
| 3,138,947       | 55     | 12,710,848  | 72              | 7,683,822   | 73 1/4    | 6,664,540         | 10     | 1,204,553  | 47 1/2 | 1,700,079  | 7 1/2  |
| -               | -      | 1,169,533   | 63 1/2          | -           | -         | 1,728,897         | -      | 34,776     | 82     | 33,041     | 11 1/4 |
| 5,132,274       | 32 1/2 | 1,880,286   | 10              | 3,153,359   | 97 1/2    | 1,087,423         | 57 1/2 | 291,826    | 12     | 247,982    | 81     |
| 1,394,692       | 25     | 215,237     | 70              | 388,510     | 47 1/2    | 215,015           | -      | 104,615    | 73     | 152,194    | 55 1/2 |
| -               | -      | -           | -               | -           | -         | -                 | -      | 494        | -      | 315        | 36     |
| -               | -      | -           | -               | -           | -         | -                 | -      | 26         | -      | 3          | 60     |
| 1,167,421       | 32     | 4,285       | -               | 191,380     | 39        | 223,580           | 80     | 402,191    | 41 1/4 | 394,758    | 76 1/2 |
| 76,114          | 75     | 4,397,695   | 44              | 570,200     | 70        | 9,448,418         | 98     | 152,055    | 2 1/2  | 469,146    | 24 1/4 |
| 5,696           | -      | 194,611     | -               | 13,925      | -         | 214,705           | -      | 3,592      | 88     | 5,454      | 86 1/4 |
| 5,775           | 40     | 102,975     | 10              | 2,471       | 37        | 87,000            | 30     | 5,130      | 3      | 3,935      | 47     |
| 71,756          | 75     | 216,595     | -               | 1,234,330   | 88        | 146,789           | 25     | 62,308     | 11     | 389,891    | 69 1/2 |
| 2,923,799       | 88 1/2 | 3,416,186   | 30              | 1,765,156   | 20        | 3,509,080         | 25     | 1,064,306  | 39 1/2 | 398,737    | 35 1/4 |
| -               | -      | 3,644,680   | 15              | 3,000       | -         | 3,571,572         | 52     | 182,916    | 88     | 169,049    | 8      |
| 5,860           | -      | 572,876     | 80              | 8,070       | -         | 980,382           | 50     | 21,691     | 35     | 31,974     | 72 1/2 |
| 662             | -      | 123,211     | 25              | 620         | -         | 106,925           | -      | 3,056      | 13 1/2 | 2,991      | 90     |
| -               | -      | 379,472     | -               | -           | -         | 360,051           | -      | 13,410     | 11 1/2 | 30,848     | 4 3/4  |
| 7,424           | -      | 233,581     | -               | 5,626       | -         | 280,401           | -      | 4,153      | 56     | 4,891      | 33     |
| 4,631,202       | 7 1/4  | 6,569,099   | 95              | 6,111,096   | 85        | 4,710,707         | 80     | 597,468    | - 1/4  | 928,116    | 40     |
| 43,001          | 76 1/4 | 106,879     | 60              | 175,798     | 26        | 65,908            | -      | 16,925     | 66     | 22,713     | 42 1/2 |
| 33,731          | -      | 113,787     | 40              | 188,148     | 20        | 1,335,200         | 14     | 83,426     | 89 1/2 | 70,135     | 79 1/2 |
| 72,846          | 55     | 188,105     | 70              | 75,859      | 50        | 130,691           | 50     | 18,408     | 75     | 18,310     | 87 1/2 |
| 60,847          | 70     | 70,999      | -               | 83,367      | 50        | 22,950            | -      | 12,705     | 9      | 9,486      | 53 1/2 |
| 235,708         | 65     | 203,043     | 90              | 210,652     | 80        | 168,777           | 15     | 35,538     | 40 1/2 | 33,986     | 73 1/2 |
| 2,421,813       | 94     | 1,232,096   | 75              | 1,093,900   | 68        | 1,027,460         | 80     | 437,979    | 23 1/2 | 120,166    | 14 1/2 |
| 675,358         | 25     | 1,832,764   | -               | 749,391     | 50        | 1,382,818         | -      | 264,330    | 34 1/2 | 223,263    | 48 1/2 |
| 10,194          | -      | 53,385      | 50              | 33,395      | 80        | 5,383             | 50     | 817        | 67 1/2 | 207        | 13 1/2 |
| 2,537,081       | 50     | 1,289,967   | 83              | 1,829,828   | -         | 1,095,630         | 5      | 161,923    | 55 1/2 | 201,893    | 55 1/2 |
| 47,498          | 80     | 34,122      | -               | 13,796      | -         | 7,550             | -      | 1,330      | 73 1/2 | 541        | 48 1/4 |
| 1,043           | -      | 1,020       | -               | 200         | -         | -                 | -      | 27         | 42     | 146        | 88     |
| 4,745           | -      | 9,032       | -               | 12,920      | -         | 8,154             | -      | 341        | 43     | 184        | 47 1/2 |
| 107,391         | 90     | 79,708      | 51              | 71,927      | 50        | 65,462            | 50     | 2,010      | 44     | 973        | 60     |
| 371,794         | 80     | 263,410     | 63              | 192,279     | 90        | 122,176           | 60     | 5,583      | 43 1/2 | 2,946      | 35 1/2 |
| 4,127,158       | 10     | 2,705,233   | 25              | 611,825     | 50        | 1,588,062         | 50     | 503,543    | 32 1/2 | 322,895    | 2      |
| 2,085           | -      | 1,645       | 30              | 4,125       | 60        | 7,746             | 50     | 542        | 3 1/4  | 389        | 44 1/2 |
| 3,500           | -      | 1,122       | 10              | 57,743      | 50        | 4,567             | 50     | 392        | 9      | 18,140     | 42 1/2 |
| 1,034,326       | 65     | 407,604     | 95              | 538,951     | 90        | 450,241           | 50     | 62,977     | 4 1/2  | 36,346     | 69 1/2 |
| 34,857          | 60     | 73,273      | -               | 9,106       | 50        | 57,026            | 50     | 1,511      | 25 1/2 | 1,779      | 16 1/2 |
| 30,033          | 75     | 21,907      | 35              | 42,648      | -         | 29,356            | 50     | 497        | 5 1/2  | 609        | 62     |
| 769             | 50     | 18,395      | 15              | 33,530      | 80        | 57,044            | 37     | 297        | 3 1/2  | 1,354      | 11 1/2 |
| 522,186         | 70     | 245,243     | 51              | 452,598     | 30        | 419,236           | 85     | 57,038     | 36     | 25,029     | - 1/4  |
| 13,259          | 60     | 2,935       | -               | 66,310      | 50        | 38,158            | 35     | 730        | 31 1/2 | 1,314      | 90 1/4 |
| 25,602          | 30     | 20,417      | 50              | 42,157      | 80        | 28,952            | 50     | 452        | 54 1/2 | 2,208      | 77     |
| 27,329          | 85     | 19,597      | 95              | 37,505      | 60        | 14,914            | 2 1/2  | 925        | 18 1/2 | 3,614      | 50 1/2 |
| 1,283,588       | 35     | 247,687     | 29              | 659,439     | 75        | 117,712           | 50     | 58,871     | 64     | 33,262     | 98 1/2 |
| 3,169,116       | 18 1/2 | 3,169,116   | 18 1/2          | 4,142,485   | 72        | 4,142,485         | 72     | 2,969,266  | 50 1/2 | 4,369,336  | 92 1/2 |
| -               | -      | -           | -               | -           | -         | -                 | -      | 54         | 15 1/2 | 20         | 26 1/2 |
| 398,398         | 40     | 22,684      | 75              | 471,261     | 10        | 28,954            | 50     | 82,301     | 44     | 67,416     | 40 1/2 |
| 184,910,632     | 82 1/2 | 256,075,059 | 82 1/2          | 167,599,003 | 10        | 210,559,343       | 75     | 42,108,733 | 85 1/2 | 39,793,340 | -      |

Appendix (R.)  

---

## EXTRACT of a Letter from JOHN GLADSTONE, Esq.

Appendix  
(R.)  

---

“ THE trade from the North Pacific carried on by the Americans in furs, which ultimately finds a market in China, is usually conducted in Shares, the owners having one-half, the captain, officers, and crew, the other half: in some instances this interest *in shares* terminates in China; in others, the return cargo from China is brought on for the divided account, and the profit of the whole voyage ultimately so divided. The American trade to the South Pacific for oil is also invariably carried on in shares, as it is from London, and in much the same proportions; but *this system is not known* in the direct trade from America to India, or China, nor in any other but those named. At Boston and Salem it is not unusual for ships and cargoes in the direct trade to be owned by several persons, in small shares; and in some instances the captain and supercargo have such small shares in *ship and cargo*, the whole under the management of our ship's husband; but the officers or crew are not admitted as parties in this system; they have their wages as in all common cases.”



---

Appendix (S.)

ACCOUNTS OF IMPORTATION

FROM

THE EAST INDIES AND THE UNITED STATES OF AMERICA,

INTO

THE PORTS OF MARSEILLES AND LEGHORN.

---

Appendix (S.)

ACCOUNTS of Importation from the East Indies and the United States of America, into the Ports of Marseilles and Leghorn.

NOTE of Indigo imported into Marseilles, during the Years specified, and distinguishing the Quantity in each Half Year.

| FROM             | 1816.                                   |                                     | 1817.                                 |   | 1818.  |                                     | 1819.                          |   | 1820.                          |
|------------------|---|-------------------------------------|---------------------------------------|---|--|-------------------------------------|--------------------------------|---|--------------------------------|
|                  | From 1st January to 30th June.          | From 1st July to 31st December.     | From 1st January to 30th June.        | From 1st July to 31st December.   | From 1st January to 30th June.                     | From 1st July to 31st December.     | From 1st January to 30th June. | From 1st July to 31st December.             | From 1st January to 30th June. |
| America          | 40 Cases -                              | { 39 Serons -<br>72 Cases - }       | - - -                                 | - - -   | { 37 Serons -<br>2 Cases - }                       | 3 Cases -                           | 9 Serons -                     | { 58 Cases -<br>2 Serons -<br>6 Barrels - } | 12 Cases.<br>6 Serons.         |
| Barbary          | - - -                                   | 1 Bale -                            | - - -                                 | 150 Cases -   | - - -  | - - -                               | - - -                          | - - -                                       | - - -                          |
| Batavia          | - - -                                   | - - -                               | - - -                                 | 4,277 lbs. -  | - - -  | - - -                               | - - -                          | - - -                                       | - - -                          |
| Bourbon, Isle of | - - -                                   | 93 Cases -                          | 80 Cases -                            | - - -   | - - -  | - - -                               | 1 Case -                       | - - -                                       | - - -                          |
| Cuba             | 57 Serons -                             | - - -                               | - - -                                 | - - -   | - - -  | - - -                               | - - -                          | - - -                                       | - - -                          |
| Curaçoa          | - - -                                   | - - -                               | - - -                                 | - - -   | - - -  | - - -                               | 6 D° -                         | - - -                                       | 5 D° -                         |
| East Indies      | - - -                                   | - - -                               | - - -                                 | - - -   | - - -  | - - -                               | 16 D° -                        | - - -                                       | 2 Cases.<br>5 D° -             |
| England          | - - -                                   | 4 D° -                              | - - -                                 | - - -   | - - -  | - - -                               | - - -                          | 12 Serons -                                 | - - -                          |
| Gibraltar        | - - -                                   | - - -                               | - - -                                 | 38 Bales -  | - - -  | - - -                               | - - -                          | - - -                                       | - - -                          |
| Isle of France   | - - -                                   | - - -                               | - - -                                 | - - -   | 9 D° -   | - - -                               | - - -                          | - - -                                       | - - -                          |
| Italy            | { 5 D° -<br>3 Bales - }                 | 3 Serons -                          | 6 Bales -                             | 36 Cases -  | - - -  | { 3 Bales -<br>1 Case - }           | - - -                          | - - -                                       | - - -                          |
| Levant           | - - -                                   | - - -                               | - - -                                 | - - -   | - - -  | - - -                               | 1 D° -                         | - - -                                       | 4 D° -                         |
| Majorca          | - - -                                   | 5 D° -                              | - - -                                 | - - -   | - - -  | - - -                               | - - -                          | - - -                                       | - - -                          |
| Malta            | - - -                                   | - - -                               | - - -                                 | 3 Serons -  | - - -  | - - -                               | 10 D° -                        | - - -                                       | 1 D° -                         |
| Manilla          | - - -                                   | - - -                               | - - -                                 | - - -   | 40 D° -  | - - -                               | - - -                          | - - -                                       | - - -                          |
| Martinico        | { 8 Serons -<br>1 Case -<br>2 Bales - } | 1 Case -                            | 24 Cases -                            | 4 D° -  | 3 Bales -  | - - -                               | - - -                          | - - -                                       | - - -                          |
| Portugal         | - - -                                   | - - -                               | - - -                                 | - - -   | - - -  | - - -                               | - - -                          | - - -                                       | - - -                          |
| Spain            | 62 Serons -                             | 36 Serons -                         | { 175 Serons -<br>11 Bales - }        | 127 D° -<br>33 Bags -   | { 2 Barrels -<br>250 Serons -<br>31 Cases - }      | 239 Serons -                        | - - -                          | 15 D° -                                     | { 48 Serons.<br>12 Cases.      |
|                  | 40 Cases.<br>132 Serons.<br>5 Bales.    | 83 Serons.<br>170 Cases.<br>1 Bale. | 80 Cases.<br>17 Bales.<br>199 Serons. | 186 Cases.<br>4,277 Pounds W <sup>t</sup><br>38 Bales.<br>134 Serons.<br>33 Bags. | 287 Serons.<br>82 Cases.<br>3 Bales.<br>2 Barrels. | 4 Cases.<br>3 Bales.<br>239 Serons. | 9 Serons.<br>34 Cases.         | 58 Cases.<br>29 Serons.<br>6 Barrels.       | 36 Cases.<br>59 Serons.        |

Since the last date of Importation, of this Report, Forty Cases of Bengal Indigo have been imported from Leghorn, and sold.

Marseilles, 30th September 1820.

Turnbull, Brothers & Co.

Accounts of Importation from the East Indies and the United States of America, into the Ports of Marseilles and Leghorn—*continued*.  
 Note of Cotton imported into Marseilles, during the Years specified, and distinguishing the Quantity in each Half Year.

| FROM             | 1816.                          |  | 1817.                          |  | 1818.                                      |  | 1819.                          |   | 1820.                          |
|------------------|--------------------------------|--|--------------------------------|--|--|--|--------------------------------|---|--------------------------------|
|                  | From 1st January to 30th June. | From 1st July to 31st December.                          | From 1st January to 30th June. | From 1st July to 31st December.              | From 1st January to 30th June.             | From 1st July to 31st December.          | From 1st January to 30th June. | From 1st July to 31st December.                       | From 1st January to 30th June. |
| America, North   | 1,119 Bales                    | 15 Bales   | 594 Bales                      | 4,168 Bales                                  | 573 Bales                                  | 2,126 Bales                              | 6,516 Bales<br>529 Serons      | 1,818 Bales   | 4,945 Bales                    |
| — South          | 100 D°                         | 100 D°   | 252 D°                         | 334 D°                                       | - - -                                      | - - -                                    | 84 Bales                       | 473 D°<br>10 —  | 486 D°                         |
| Barbary          | - - -                          | - - -  | 2 D°                           | - - -  | 9 Cases                                    | - - -                                    | - - -                          | - - -   | 15 D°                          |
| Bourbon, Isle of | - - -                          | 87 D°  | 107 D°                         | 38 D°<br>346 Quintals                        | - - -                                      | - - -                                    | 25 D°                          | 235 Bales   | 53 D°                          |
| Cuba             | - - -                          | - - -  | - - -                          | 80 Bales                                     | 238 Bales<br>100 Quintals                  | - - -                                    | - - -                          | - - -   | - - -                          |
| Dominica, St.    | - - -                          | 93 D°  | 8 D°                           | 10 D°  | - - -                                      | 110 D°                                   | 122 D°                         | 21 D°   | - - -                          |
| East Indies      | - - -                          | - - -  | - - -                          | - - -  | - - -                                      | 1,621 D°                                 | 1,303 D°                       | 2 Packages  | - - -                          |
| France, Isle of  | - - -                          | - - -  | - - -                          | - - -  | 58 Bales                                   | - - -                                    | - - -                          | - - -   | 10 D°                          |
| Gibraltar        | - - -                          | - - -  | - - -                          | 3 D°   | - - -                                      | - - -                                    | - - -                          | - - -   | - - -                          |
| Guadaloupe       | - - -                          | 19 D°  | - - -                          | - - -  | 22 D°                                      | 20 D°                                    | 5 D°                           | 29 Bales  | - - -                          |
| Italy            | 3,730 D°                       | 1,781 D°   | 303 D°                         | 354 D°<br>16 Serons                          | 246 D°                                     | 244 D°                                   | 174 D°                         | 443 D°  | 865 D°                         |
| Levant           | 8,423 D°                       | 5,958 D°   | 9,422 D°                       | 9,545 Bales                                  | 9,170 D°                                   | 9,968 D°                                 | 12,744 —                       | 3,275 D°  | 6,200 D°                       |
| Majorca          | - - -                          | 12 D°  | - - -                          | 4 D°   | - - -                                      | - - -                                    | - - -                          | - - -   | - - -                          |
| Malta            | 769 D°<br>5 Hhds.              | 12 Cases<br>22 Quintals                                  | 144 D°                         | 58 D°  | - - -                                      | - - -                                    | 133 —                          | - - -   | 27 D°                          |
| Martinico        | 82 Bales                       | 96 Bales<br>100 Serons                                   | 29 D°                          | 16 D°  | 5 D°                                       | 35 D°                                    | 1 D°                           | 1 D°<br>2 Sacks<br>36 Serons                          | 36 D°                          |
| Portugal         | - - -                          | 148 Bales  | 51 D°                          | - - -  | 60 D°                                      | 88 Sacks<br>32 Bales                     | - - -                          | - - -   | - - -                          |
| Sardinia         | - - -                          | 119 D°   | - - -                          | 110 D°                                       | - - -                                      | - - -                                    | - - -                          | - - -   | - - -                          |
| Senegal          | - - -                          | - - -  | - - -                          | - - -  | - - -                                      | - - -                                    | - - -                          | 2 Bales<br>4 Sacks                                    | 2 D°                           |
| Sicily           | 10 D°                          | 67 D°  | 110 D°                         | 61 D°  | 473 D°                                     | 167 D°                                   | 642 D°                         | 158 Bales   | 558 D°                         |
| Spain            | - - -                          | 617 D°   | - - -                          | 165 D°                                       | 210 D°                                     | 275 D°                                   | - - -                          | 221 D°  | 216 D°                         |
| St. Thomas       | - - -                          | - - -  | - - -                          | - - -  | - - -                                      | - - -                                    | - - -                          | 19 D°   | 9 D°                           |
| Trieste          | - - -                          | - - -  | - - -                          | 321 D°                                       | - - -                                      | 20 D°                                    | - - -                          | - - -   | - - -                          |
|                  | 14,233 Bales.<br>5 Hhds.       | 9,112 Bales.<br>12 Cases.<br>22 Quintals.<br>100 Serons. | 11,022 Bales.                  | 15,267 Bales.<br>346 Quintals.<br>16 Serons. | 11,055 Bales.<br>100 Quintals.<br>9 Cases. | 14,583 Bales.<br>35 Serons.<br>88 Sacks. | 21,749 Bales.<br>529 Serons.   | 6,695 Bales.<br>16 Sacks.<br>2 Packages<br>36 Serons. | 13,422 Bales.                  |

Marseilles, 30th September 1820.

Turnbull, Brothers & Co.

TO THE TRADE WITH EAST INDIES AND CHINA.

Appendix (S.)—Accounts of Importation from the East-Indies and the United States

| COTTON. |           |               | SUGAR. |        |       |          |               | COFFEE. |       |          |               |
|---------|-----------|---------------|--------|--------|-------|----------|---------------|---------|-------|----------|---------------|
| 1816.   |           |               | 1816.  |        |       |          |               | 1816.   |       |          |               |
| Bales.  | Quintals. | From whence.  | Sacks. | Cases. | Hhds. | Barrels. | From whence.  | Sacks.  | Hhds. | Barrels. | From whence.  |
| 87      | —         | Bourbon.      | 654    | 660    | 89    | 9        | Philadelphia. | 1,741   | 307   | 507      | Philadelphia. |
| 202     | —         | Philadelphia. | —      | 18     | —     | —        | Boston.       | —       | 88    | —        | Boston.       |
| 289     | —         |               | —      | —      | 45    | 9        | Salem.        | 13      | —     | —        | Salem.        |
|         |           |               | 100    | 9      | 43    | —        | Norfolk.      | 73      | 76    | —        | Norfolk.      |
|         |           |               | —      | —      | 175   | 118      | Alexandria.   | 2,561   | —     | —        | Bourbon.      |
|         |           |               | 2,970  | —      | 8     | —        | Bourbon.      | 4,388   | 471   | 507      |               |
|         |           |               | 3,724  | 687    | 360   | 136      |               |         |       |          |               |
| 1817.   |           |               | 1817.  |        |       |          |               | 1817.   |       |          |               |
| 150     | —         | Salem.        | 2,207  | 214    | 23    | 27       | Boston.       | 103     | —     | —        | Philadelphia. |
| 13      | —         | Rhode Island. | —      | 39     | —     | —        | Norfolk.      | 200     | —     | —        | Boston.       |
| 1,530   | —         | Boston.       | —      | 100    | 108   | —        | Philadelphia. | 43      | —     | —        | Rhode Island. |
| 297     | 346       | Bourbon.      | 2,100  | —      | —     | —        | Salem.        | 8,900   | —     | —        | Bourbon.      |
| 1,990   | 346       |               | 2,811  | 56     | —     | —        | Rhode Island. | 9,246   | —     | —        |               |
|         |           |               | 7,118  | 408    | 226   | 27       | Bourbon.      |         |       |          |               |
| 1818.   |           |               | 1818.  |        |       |          |               | 1818.   |       |          |               |
| 1,375   | —         | Salem.        | 783    | —      | —     | —        | Marblehead.   | 498     | —     | 20       | Philadelphia. |
| 64      | —         | Baltimore.    | 158    | —      | —     | —        | Philadelphia. | 925     | 37    | —        | New York.     |
| 158     | —         | Boston.       | 3,972  | 26     | 200   | 44       | Salem.        | 1,451   | —     | 15       | Baltimore.    |
| 26      | —         | Philadelphia. | 384    | 1,183  | —     | —        | Baltimore.    | 6       | 28    | —        | Bristol.      |
| 200     | —         | New York.     | —      | 105    | —     | —        | Boston.       | 79      | 9     | —        | Boston.       |
| 58      | —         | Bourbon.      | 370    | 174    | —     | —        | New York.     | —       | 3     | —        | Salem.        |
| 1,626   | —         | Calcutta.     | 100    | 650    | —     | —        | Charlestown.  | —       | —     | —        | Mocha.        |
|         |           |               | —      | 270    | —     | —        | Manilla.      | 907     | —     | —        | Bourbon.      |
|         |           |               | 5,000  | —      | —     | —        | Bourbon.      | 944     | —     | —        |               |
|         |           |               | 2,331  | —      | 1     | —        | Canton.       | 4,810   | 72    | 35       |               |
|         |           |               | 500    | 1,000  | —     | —        | Calcutta.     |         |       |          |               |
|         |           |               | 355    | —      | —     | —        |               |         |       |          |               |
|         |           |               | 13,953 | 3,408  | 201   | 44       |               |         |       |          |               |
| 1819.   |           |               | 1819.  |        |       |          |               | 1819.   |       |          |               |
| 579     | —         | Providence.   | 200    | 100    | —     | —        | Petersburg.   | 900     | —     | 80       | Boston.       |
| 146     | —         | Petersburg.   | 4,508  | 144    | —     | 40       | Boston.       | 1,498   | —     | 156      | Baltimore.    |
| 214     | —         | Baltimore.    | —      | 275    | —     | —        | Baltimore.    | 19      | —     | 179      | Philadelphia. |
| 1,794   | —         | Salem.        | 3,376  | —      | —     | —        | Salem.        | 117     | —     | —        | Salem.        |
| 1,820   | —         | Boston.       | 1,164  | 172    | —     | —        | Philadelphia. | 5,745   | 2     | —        | Bourbon.      |
| 797     | —         | Charlestown.  | 3,165  | —      | 6     | —        | Bourbon.      | 233     | —     | —        | Bombay.       |
| 850     | —         | New Port.     | 888    | 110    | —     | —        | Bombay.       |         |       |          |               |
| 710     | —         | New York.     |        |        |       |          |               |         |       |          |               |
| 25      | —         | Bourbon.      |        |        |       |          |               |         |       |          |               |
| 1,303   | —         | Bombay.       |        |        |       |          |               |         |       |          |               |
| 7,805   | —         |               | 18,301 | 801    | 6     | 40       |               | 8,512   | 2     | 415      |               |

N. B.—The above is a Note of all the Importations from the East Indies and the United States of America, into the American Flag, with the exception of those from the Isle of Bourbon, and from the British Settlements in

of America, into the Ports of Marseilles and Leghorn—continued.

| INDIGO.    |         |           |               | PEPPER. |           |               | NANKINS. |           |         |               | TEA.    |              |
|------------|---------|-----------|---------------|---------|-----------|---------------|----------|-----------|---------|---------------|---------|--------------|
| 1816.      |         |           |               | 1816.   |           |               | 1817.    |           |         |               | 1817.   |              |
| Cases.     | Pounds. | Serons.   | From whence.  | Sacks.  | Quintals. | From whence.  | Bales.   | Cases.    | Pack.   | From whence.  | Chests. | From whence. |
| 111        | —       | —         | Philadelphia. | 230     | —         | Philadelphia. | 70       | —         | —       | Philadelphia. | 12      | Boston.      |
| 93         | —       | —         | Bourbon.      | 467     | —         | Salem.        | 1,000    | —         | —       | Bourbon.      | 21      | Bourbon.     |
| 204        | —       | —         |               | 1,917   | 7,000     | Sumatra.      | 1,000    | —         | —       | Canton.       |         |              |
|            |         |           |               |         |           | Bourbon.      | 2,070    | —         | —       |               | 33      |              |
|            |         |           |               | 2,614   | 7,000     |               |          |           |         |               |         |              |
| 1817.      |         |           |               | 1817.   |           |               | 1818.    |           |         |               | 1818.   |              |
| 80         | 4,277   | —         | Bourbon.      | 540     | —         | Salem.        | 32       | —         | —       | New York.     |         |              |
|            |         |           |               | 232     | —         | Boston.       | 10       | —         | —       | Salem.        |         |              |
|            |         |           |               | —       | 3,500     | Sumatra.      |          |           |         |               | 420     | Baltimore.   |
| 2          | —       | —         | Salem.        | 255     | 710       | Bourbon.      | 42       | —         | —       |               | 200     | Boston.      |
| 3          | —       | —         | New York.     | 1,027   | 4,210     |               |          |           |         |               | 239     | New York.    |
| 40         | —       | —         | Manilla.      |         |           |               |          |           |         |               |         |              |
| 9          | —       | —         | Bourbon.      |         |           |               |          |           |         |               |         |              |
| 54         | —       | —         |               |         |           |               |          |           |         |               |         |              |
| 1819.      |         |           |               | 1818.   |           |               | 1819.    |           |         |               | 1819.   |              |
| 58         | —       | —         | Boston.       | —       | 1,660     | Salem.        | 309      | 28        | 300     | Salem.        | 859     |              |
| 6          | —       | —         | Philadelphia. | 200     | —         | Philadelphia. | 510      | —         | 460     | Philadelphia. |         |              |
| —          | —       | 9         | Salem.        | —       | 7,000     | Sumatra.      | 819      | 88        | 760     |               |         |              |
| 1          | —       | —         | Bourbon.      | 200     | 8,660     |               |          |           |         |               |         |              |
| 6          | —       | —         | Bombay.       |         |           |               |          |           |         |               |         |              |
| 71         | —       | 9         |               |         |           |               |          |           |         |               |         |              |
| SALTPETRE. |         |           |               | 1819.   |           |               | RATTANS. |           |         |               | 1819.   |              |
| 1817.      |         |           |               | 1819.   |           |               | 1816.    |           |         |               | 1819.   |              |
| Sacks.     | Cases.  | Quintals. | From whence.  | Bales.  | Cases.    | From whence.  | Bundles. | Quintals. | Number. | From whence.  |         |              |
| 356        | 30      | 825       | Bourbon.      | 3,180   | —         | Boston.       | 400      | —         | —       | Bourbon.      | 266     |              |
|            |         |           |               | 509     | —         | Philadelphia. |          |           |         |               |         |              |
|            |         |           |               | 677     | —         | Salem.        |          |           |         |               |         |              |
|            |         |           |               | —       | 4,300     | Sumatra.      |          |           |         |               |         |              |
|            |         |           |               | 20      | —         | Bourbon.      |          |           |         |               |         |              |
|            |         |           |               | 1,074   | —         | Bombay.       |          |           |         |               |         |              |
|            |         |           |               | 5,460   | 4,300     |               |          |           |         |               |         |              |
| 1818.      |         |           |               | SILK.   |           |               | 1817.    |           |         |               | 1819.   |              |
| 300        | —       | —         | Calcutta.     | 1818.   |           |               | —        | 40        | 1,500   | Boston.       |         |              |
|            |         |           |               |         |           |               | 66       | —         | —       | Bourbon.      |         |              |
|            |         |           |               |         |           |               | 66       | 40        | 1,500   |               |         |              |
| 1819.      |         |           |               | 1819.   |           |               | 1819.    |           |         |               | 1819.   |              |
| 1,112      | 76      | —         | Boston.       | Bales.  | Cases.    | From whence.  | 160      | —         | —       | Salem.        |         |              |
| 225        | —       | —         | Salem.        | 5       | 18        | Boston.       | 300      | —         | —       | Bourbon.      |         |              |
| 2,000      | 34      | —         | Philadelphia. | 3       | —         | Calcutta.     |          |           |         |               |         |              |
| 3,337      | 110     | —         |               | 8       | 18        |               | 460      | —         | —       |               |         |              |

Port of Marseilles, of the articles specified, from the 1st January 1816 to the present date; they have all been made under the India, which have been made under the French flag.

Turnbull, Brothers & Co.

Appendix (S.)—Accounts of Importation from the East Indies and the United States of America, into the Ports of Marseilles and Leghorn—*continued.*

Note of East India Produce imported into Leghorn, in the following Years.

|                               | SUGAR.  | COFFEE<br>of all sorts.  | CLOVES.   | CINNAMON.  | CASSIA-LIGNEA.  | PEPPER.         | GINGER.      | INDIGO<br>of all sorts.    | E. I. P.<br>GOODS. | NANKINS.                 |
|-------------------------------|---|--|---|------------|---|-----------------|--------------|----------------------------|--------------------|--------------------------|
| 1817 -                        | 12,146 Bags.<br>1,084 Chests Calcutta.<br>102 Tierces.                    | 7,100 Bags.<br>1,070 Barrels.<br>497 Casks.<br>290 m. lbs.<br>314 Bales Moka.                          | 54 Bales.   | 168 Bales. | 9,000 Bundles.<br>370 Chests.<br>200 Matts.<br>33 m. lbs. | 3 Million lbs.  | 3,680 Bags.  | 204 Chests.<br>100 Serons. | 3,180 Bales.       | 312,000 P <sup>s</sup> . |
|                               |   |  |   |            |   |                 |              |                            |                    |                          |
| 1818 -                        | 6,350 Bags.<br>1,780 Chests   | 2,045 Bags.<br>630 Casks.<br>234 Tierces.<br>40 m. lbs. } D <sup>o</sup> .                             | 92 Bales.<br>20 Casks.                            | 134 Bales. | 137 Chests.<br>2,300 Bundles.                             | 1½ Million lbs. | 1,730 Bags.  | 191 Chests.<br>96 Serons.  | 2,033 Bales.       | 124,000 P <sup>s</sup> . |
| 1819 - -                      | 20,589 Bags.<br>424 Chests.<br>381 Tierces.<br>347 Chests Sugar<br>Candy. | 5,359 Bags.<br>1,664 Casks.<br>500 m. lbs. } D <sup>o</sup> .<br>1,554 Bales Moka.<br>3,700 Bags Java. | 538 Bags of<br>Sumatra.<br>90 Bales.<br>25 Casks. | 208 Bales. | 10,464 Bundles.<br>119 Chests.                            | 3 Million lbs.  | 2,857 Bags.  | 266 Chests,<br>121 Serons. | 3,643 Bales.       | 423,300 P <sup>s</sup> . |
| 1820 - -<br>up to 1st Sept.   | 16,550 Bags.<br>300 Chests.<br>100 D <sup>o</sup> Sugar<br>Candy.         | 930 Bags.<br>196 Casks.<br>518 Barrels.<br>250 m. lbs. Sumatra.  | 48 Bales.   | 78 Bales.  | 530 Bundles.<br>136 Chests.                               | 1,900 m. lbs.   | 1,150 Bags.  | 240 Chests.<br>48 Serons.  | 1,910 Bales.       | 210,000 P <sup>s</sup> . |
| Stock on hand<br>on 1st Sept. | 980 Bags.   | 530,000 lbs.   | None.   | None.      | 20,000 lbs.   | 600,000 lbs.    | 120,000 lbs. | 103 Chests.                | 480 Bales.         | 150,000 P <sup>s</sup> . |

## Appendix (T.)

EXTRACT of a Letter, on the subject of Sincapore, to the Marquess of Lansdowne, dated Bencoolen, 15th April 1820.

Appendix  
(T.)

“ THE rapid rise of this important station, Sincapore, during the year that it has been in our possession, is perhaps without its parallel. When I hoisted the British flag, the population scarcely amounted to 200 souls; in three months the number was not less than 3,000; and it now exceeds 10,000, principally Chinese. No less than 173 sail of vessels of different descriptions, principally native, arrived and sailed in the course of the first two months; and it already has become a commercial port of importance. I consider myself extremely fortunate in the situation, and in not having had to complain of any one of the almost invariable difficulties attending the establishment of new settlements: The establishment has more than equalled my anticipations; and its effects have been more marked and sudden than I could have contemplated, though not more so than I wished.

“ If our object in the Eastern seas and in China, is commerce, and commerce alone, I am not aware of any plan so easy of adoption, or so unobjectionable, as that of making our station *free ports*. In a political point of view, it will have the effect of preventing and deterring other European nations from settling on the neighbouring coasts; for our continental possessions will enable us to do that, without considering it as a loss, which no other nation could do, except at a dead loss, in consequence of the greater distance of their power; this is particularly applicable to the French, Russians, and Americans. We can not only afford to maintain our Eastern stations without levying duties at them, but by doing so, we improve the general trade and consequent prosperity of our continental possessions. No other nation could afford to maintain such stations, without levying duties.

“ In a few years, if the system on which I have commenced is followed up, the whole of the Eastern Archipelago will be clothed from Great Britain; and I see no reason why Ava, Siam, Cochin China, and even a large portion of China, may not follow the example.”

## Appendix (U.)

COPIES of all Representations made to His Majesty's Privy Council, or the Committee for Trade, in the years 1819 and 1820, relative to the Trade with Countries within the limits of the East India Company's Charter; and also Copies or Extracts of all Correspondence between the Privy Council, or the said Committee, and the Commissioners for the Affairs of India, on the subject of such Representations.

Appendix  
(U.)

## No. 1.

To the Right honourable the Lords of the Committee of Privy Council  
for Trade and Plantations.

The humble Memorial of the Committee of the Society of Ship-  
Owners.

Sheweth,

THAT the British ship-owners have been, ever since the late peace, and are at the present time, greatly distressed by the want of sufficient employment for their vessels, in those channels of trade which remain open to them.

That much relief would be afforded them, if the restrictions imposed by the laws regulating the East India trade, were so far relaxed as to enable British ships in the private trade to enter into competition with foreigners, in those branches of commerce with India and China which are now carried on by means of foreign ships.

That a most valuable trade might be carried on from this country, with the north-west coast of America, in British manufactures, to be exchanged for furs for the

Appendix  
(U.)

China market, provided that British vessels were permitted to take in return cargoes at China, for other markets than those of this country; which trade is at present almost wholly in the hands of the Americans.

That your petitioners are also led to believe that, if the like facilities were afforded with regard to the return cargoes from China, a valuable commercial intercourse might be established with other parts of America, and also with Cochin China, and with Borneo, Celebes, and other parts of the Indian Archipelago, to the great advantage of British shipping.

That, in corroboration of what is thus set forth, your petitioners beg leave to represent to your lordships, that since the peace, the trade with China alone, carried on by American vessels, has so rapidly increased as to have employed, in the season of 1817-18, no less than 18,000 tons of shipping, navigated by 1,500 seamen.

That the British ship-owners cannot but feel it to be an extreme hardship, that their vessels should be without employ, whilst their foreign rivals find a most extensive and lucrative employment, of which British vessels might have the greater part, much to the advantage of the manufacturing and trading interests, and to the nation at large, were it not for the prohibitions and restrictions to which your petitioners have referred, and from which (as your petitioners believe) the Honourable East India company derive no benefit whatever, as they carry on no trade with the north-west coast of America, or with the Indian Archipelago; and as the export of teas from this country to the continent of Europe, has rapidly diminished, and may now be said to be at an end, the total quantity exported in the year 1818 having been only 38,000 lbs. weight.

That the distress of the British ship-owners, arising from the want of profitable employment for their ships, is rendered the more mortifying, by their witnessing so rapid an increase in foreign shipping, and seeing that several foreign ships have actually cleared out for China and the East Indies, from British ports; *viz.*

|         |   |   | Ships. |  | Tons. |  | Men. |
|---------|---|---|--------|--|-------|--|------|
| In 1817 | - | - | 8      |  | 2,938 |  | 175  |
| 1818    | - | - | 7      |  | 2,545 |  | 156  |

and it is well known, that a very large proportion of their crews consists of British seamen, whom the want of employment in British merchant vessels had induced to emigrate; so that the superabundance which existed at the close of the war, is now succeeded by a want of prime seamen.

That under these circumstances your petitioners encourage the hope, that if His Majesty's government should see fit to call the attention of the honourable directors to the subject, they would feel that the present state of things is very different from that which existed before the peace had set free the shipping of the whole world; and that a foreign trade of great magnitude (and which is daily increasing) has grown up, in which, if British ships were allowed to participate, the most important benefits would arise to the owners, as well as to the nation at large; whilst on the other hand, if they are to remain excluded, the whole of this branch of trade will centre in foreigners, with consequences to the shipping and general interests of this country of the very opposite kind; and that the honourable directors will not see cause to object to admit the British private trader to participate therein (under every requisite regulation for the protection of the peculiar interests of the Company) to the limited extent herein suggested.

Your petitioners therefore humbly solicit, that your lordships will be pleased to take this important subject into consideration.

And your petitioners will ever pray.

(Signed) *John Wm. Buckle,*

Chairman of the Committee of Ship-Owners.

N<sup>o</sup> 33, New Broad Street,  
17th August 1819.

---

No. 2.

To the Lords of the Committee of His Majesty's most honourable Privy Council  
for Trade and Plantations.

The humble Memorial of the undersigned Merchants of London,  
Sheweth,

THAT your memorialists, impressed with a deep sense of the advantages, both national and individual, that would infallibly result from opening those channels of trade which are now shut to British enterprise, beg leave to submit their views to your



your lordships' consideration; convinced as your memorialists are, that it is neither the object of parliament, nor the policy of His Majesty government, to exclude British ships and capital from any trade that is at the same time open and profitable to foreign rivals.

That your memorialists have nevertheless had the mortification of observing, since the return of peace, a wide commercial field wholly occupied by foreigners, in which, from the port of Canton in China being open to them, but shut to private British ships, the Americans alone have carried on a most lucrative and gradually increasing trade, which has arrived at such an extent, that in the last year (or the season of 1817-18) no less than 18,000 tons of their shipping, navigated by 1,500 seamen, were employed to convey the produce of that empire to the markets of their own country and of foreign Europe.

That from the easy and amicable intercourse which has subsisted throughout this period, between the Americans and Chinese, and the known desire of the latter for its continuance and extension, your memorialists trust, it has been sufficiently proved, that the fears formerly entertained, of disputes arising out of a freer intercourse with the Chinese, to the probable annihilation of all trade with that singular people, are wholly groundless.

That your memorialists also conceive it to be manifest, that no detriment can arise to the honourable East India Company, from allowing British ships to convey cargoes from Canton to foreign markets, in like manner as is now practised by the Americans and others (who have the additional advantage of employing vessels of any size;) since it is obvious, that the demand for foreign markets will and must be supplied by other nations, in proportion as British merchants are excluded from a participation in these adventures.

That if proof of this self-evident proposition were necessary, it might be adduced in the almost entire cessation of the export of teas from England to the Continent; which is now wholly supplied through the channels above-mentioned. Your memorialists therefore trust, that your lordships will be convinced, that the further exclusion of private British ships from the port of Canton, can only operate as a sacrifice of British interests, without benefiting, in the slightest degree, those of the honourable East India company.

That your memorialists beg further to submit to your lordships, that by opening the port of Canton to British enterprize, as above suggested, the trade of this country will be advantageously extended to various parts of the great continent of America (not subject to the United States,) as well as to coasts and islands in Asia, which it never now approaches. They are also persuaded, that a wide field will thus be opened to the consumption of British produce, tending in a great degree to the relief of that distress which pervades at the present moment our manufacturing districts, and giving employ to a large additional body of seamen, who will otherwise be driven to seek the service, and ultimately to become the denizens or subjects of other states.

Your memorialists therefore humbly solicit, that this important subject may be brought under your lordships early consideration.

And your memorialists will ever pray.

(Signed by)

*Wilson and Blanchard.*

*Joseph Marryat and Son.*

And sundry other houses.

London, 1st November 1819.

---

No. 3.

To the Right honourable the Lords of His Majesty's most honourable Privy Council for Trade.

The humble Memorial of the undersigned East India Agents,

Sheweth,

THAT your memorialists being apprized of a memorial, from sundry merchants of London, having been presented to your lordships, bearing date the 1st November instant, and having for its object to obtain, upon the grounds therein set forth, a participation in those advantages in the trade from Canton to foreign Europe, now exclusively enjoyed by foreigners, under the operation of the honourable East India company's charter, find it an imperative duty to their commercial constituents in India, and more especially to those engaged in East India shipping, to petition on

Appendix  
(U)

their behalf, that, in the event of your lordships conceding the indulgence solicited by the British merchants of London, a similar privilege may be conceded to the merchants of British India, so that they may be permitted to navigate their ships, built in India, from Canton to foreign Europe.

Your memorialists trust your lordships will see, that the granting similar indulgence to these two classes of British interest, is equally free from objection, on the ground of its tending to injure the interests of the honourable the East India company; and they respectfully submit, that as respects contingency of danger from tumult or quarrel between the Chinese and the crews of ships, the long continued commercial intercourse that has subsisted between the natives of British India and the Chinese, without any occurrence of the sort, affords the most satisfactory evidence that it will in future be conducted with equally uninterrupted harmony and good understanding.

All which is respectfully submitted.

(Signed)

*Bazett, Farquhar, Crawford, and Co.*

*Parton, Cockerell, Trail, and Co.*

*Palmer, Wilson, and Co.*

*Smith, Ingles, and Co.*

*William and Thomas Raikes.*

*Fletcher, Alexander, and Co.*

*Rickards, Muckintosh, Law, and Co.*

*Baring, Brothers, and Co.*

*Fairlie, Bonham, and Co.*

London, 26th November 1819.

---

No. 4.

To the Right honourable the Lords of His Majesty's most honourable Privy Council for the Affairs of Trade.

The humble Memorial of the Merchants and others engaged in the Trade between Liverpool and the East Indies,

Sheweth,

THAT by the 53d of his late Majesty, cap. 104, the trade to the East Indies and other countries beyond the Cape of Good Hope, was opened to the individual enterprize of this country, subject to certain limitations and restrictions, and in particular to the following:

The reservation to the East India company, of the exclusive trade with China, and in tea.

That the vessels employed should not be under 350 tons burthen, and that they should not proceed to any place on the continent of Asia, between the Indus and Malacca, except the principal settlement of the Company, without the special and discretionary licence of the directors, regulated by the Board of Control, and not to any places other than on the said continent, between the said limits, without the discretionary licence of the said Board, (the regulations of the said Act being, by the 20th section, subject to any further provisions of the legislature, so that the restrictions as to residence were not prejudiced.)

That previously to the opening of this trade, during a period when British industry carried on a flourishing and increasing commerce with other parts of the globe, the trade to India comparatively languished; but since individual enterprize was partially set at liberty, the private trade, in opposition to every difficulty incidental to new undertakings, has become so great, that the shipping employed in it during the six years which have elapsed, has been equal to three times the amount of the tonnage of the East India company.

That still more important accessions to the eastern commerce of our country might be attained, by the removal of restrictions, which, though deemed necessary when the opening of the trade was contemplated, have by experience been proved to be injurious to the private trader, without being productive of advantage to the East India company, or of benefit to the revenue.

That other nations, particularly America, being unfettered by these restrictions, possess decided advantages over this country in the East India trade, (independent of the important commerce they enjoy with the Chinese;) but if the restrictions of tonnage and licence were removed, the British merchant would then be enabled to maintain

maintain successful competition in the trade to the eastern coast of Africa, the Red Sea, and Persian Gulf, the Eastern Archipelago, and other countries eastward of Malacca, at present nearly engrossed by foreigners.

This commerce has long been carried on by the Americans, with perfect safety, and on terms of good understanding with the natives; and they are now actively engaged in extending it, meeting with no competition but that of other foreigners, to whom the general state of peace has laid it open; the East India company taking no interest therein.

That the free trade to the peninsula of India, has already spread our manufactures over the countries of the east, paving the way for their general reception; and that now when Great Britain can supply goods cheaper than at any former period, and a superabundant population demands employment in our manufactories, it is particularly desirable that every channel for the products of industry should freely be opened.

That your memorialists are warranted in indulging the expectation, that such advantages would be the result of a less restricted commerce, when they contemplate the origin and progress of the trade to the Brazils, which, from a very small beginning, and after great individual sacrifice, has, in a short period, so considerably increased, that the export of British manufactures to that country, is now nearly as great as the export to the whole of the United States of America.

That in praying for the removal of these restrictions on our eastern commerce, your memorialists seek no more than the legislature, under the 20th section of the 53d of his late majesty, has power to grant, without infringing on the rights or interests of the East India company.

Your memorialists would further beg leave to call your lordships attention to a subject of no less importance to the interests of the private merchants of Great Britain, the trade with China enjoyed by foreigners.

Your memorialists are far from desiring that the public faith, pledged to the East India company, should in any manner be infringed; yet they trust that by the interposition of your lordships, a satisfactory arrangement may be effected with that honourable Company, for giving to the merchants of this country the advantage of a participation in that part of the Chinese trade (not engaged in by the Company) which is open to foreigners, and from which the British merchant is alone excluded by the regulations of his own country.

That your memorialists have repeatedly had to witness the exportation from this kingdom to China, of bullion, and of British manufactured goods, particularly manufactured cottons, in American vessels; and to learn the return of those vessels with the products of China to the continent of Europe.

That as the East India company do not in any manner participate in this trade, your memorialists confidently hope, that some relaxation of the existing compact may be admitted, which, as it now stands, gives a decided protection to the foreigner, at the expense of the British merchant.

That your memorialists have reason to know, that a great and increasing demand for British manufactured goods has sprung up in China; that this demand has been supplied partly by direct exportations from this country in American bottoms, partly by exportations through the United States (the goods being first put up and prepared in England for the Chinese market,) and partly by goods carried by the Russians overland; thus giving every ground to expect that a lucrative and important trade in British manufactures, would be established with that populous and extensive country, were British enterprise permitted to avail itself of its own powers.

Your memorialists therefore humbly pray, that your lordships will be pleased to cause to be brought before parliament, a bill for removing the present restrictions as to tonnage and licences in the East India trade, on such conditions and under such regulations as to your lordships shall seem meet: And further, that your lordships will be pleased to arrange with the honourable East India company, that a bill, with the consent of that honourable body, may be brought into parliament, for such relaxation in the present laws, as may enable this country to supply China with our manufactures, by direct exportation; and to share in the trade between China and the continent of Europe, under such restrictions as your lordships shall deem necessary.

And your memorialists will ever pray, &c.

(Signed) *Robert Gladstone,*  
Chairman of the Liverpool East India Association.

## No. 5.

To the Right honourable the Lords of His Majesty's most honourable Privy Council for the affairs of Trade.

The Memorial of the undersigned Merchants in London,  
Humbly sheweth,

THAT as the law at present stands, British ships are not allowed to sail from the Brazils, or from any other port in South America, to any port or place in the East Indies within the limits of the charter of the East India company, unless such ships have proceeded from Great Britain, be of the burthen of 350 tons or upwards, and be possessed of a licence from the East India company.

That in like manner British ships cannot return to South America, excepting in a voyage home to Great Britain, and of the burthen and furnished with the licence already mentioned.

That in consequence of such restriction, the trade between South America and the East Indies will be carried on by the ships of foreign nations, whereby the benefit arising from carrying the produce of South America to India, and bringing back the produce and manufactures of India, for the supply of South America, will in a great degree fall into the hands of the subjects of the United States of America, and of other foreign powers, to the prejudice and loss of His Majesty's subjects.

That ships of 350 tons are too large for carrying on this trade to advantage; and that the necessity of waiting for a licence from the East India Company will in most cases entirely defeat the purposes of the voyage.

May it therefore please your lordships to take the necessary measures for permitting British vessels, without any limitation in regard to tonnage, to trade between the ports of South America and the East Indies, in the same manner as the trade is at present permitted between Gibraltar and Malta and the East Indies, and without any licence being required.

(Signed)

*George & James Brown.*

*Finlay Hodgson & Co.*

*William & James Burnie.*

*G. I. & G. Ranking.*

and eight others.

## No. 6.

To the Right honourable the Lords of His Majesty's most honourable Privy Council for Trade and Plantation.

The Memorial of the undersigned Merchants and Manufacturers of the city of Glasgow,  
Sheweth,

THAT at a period when the commerce and manufactures of the United Kingdom are labouring under so many difficulties, your memorialists have anxiously endeavoured to obtain some relief from these difficulties, by finding out new sources of commerce, increased employment for shipping, and new markets for the consumption of British manufactures.

That it appears to your memorialists, that a branch of trade which is now carried on by our great commercial competitors, the citizens of the United States of America, might be made highly valuable to this country, without affecting the privileges conferred on the East India company, by the Act 53 Geo. 3, cap. 155.

Your memorialists hope it is not necessary to assure your lordships, that it can never be intended to suggest any advantage, however great it may appear to be to the general mercantile and manufacturing interest of the country, which is to be purchased by a breach of the engagements already made to any class of persons whatever.

But it does appear to your memorialists, that, without interfering in any way with the commerce of the East India company, a most extensive and advantageous employment of capital may be obtained, by permitting private British merchants to carry on a trade from the United Kingdom to China, in British ships, and to return with cargoes of the produce of China to any part of the continent of Europe, South America, or the western ports of North America, in the same manner as is at present enjoyed by the Americans, and other foreign nations.

That

That your Memorialists cannot see, without the deepest regret, a branch of trade of so much importance, from which His Majesty's subjects are entirely excluded, pass into the hands of the citizens of the United States, in consequence of the restrictions which at present exist. If your memorialists are correctly informed, the trade carried on by the Americans with China, exceeds in the tonnage of the ships, and in the value of the commodities, that which is carried on by the honourable East India company to the same quarter; and British merchants have the mortification of seeing American ships fitted out in the ports of Great Britain, carrying on a direct trade to China, while many of their own ships are unemployed.

That taking into consideration the vast population of the Chinese empire, of the Eastern islands, and the adjacent coasts of Asia, and the intercourse that might take place between them and the western coast of South and North America; it is impossible to contemplate, without the most lively hopes, the new field which might thus be opened to British enterprise, in a number of markets from which British commerce has been hitherto excluded, and in which a great many British ships and seamen would find that employment of which they are now so much in want.

That to enable His Majesty's subjects to enter into fair competition with the Americans and other foreign nations, it will be necessary that no restrictions should be placed upon the tonnage of British ships to be employed in this trade.

It will readily appear to your lordships, that the desire of your memorialists amounts to this;—to permit British merchants to carry on with British ships, a trade which foreign merchants do now carry on extensively with foreign ships, and in which the East India company are never likely to engage.

Under the persuasion that this great benefit may be obtained with the consent of the East India company, and made available to the most important interests of the United Kingdom, without prejudice to those of the Company;—this memorial is with all possible respect humbly submitted to your lordships' consideration.

*Campbell, Rivers, and Co.*

*D. and J. Connell.*

*Geo. and Rob. Dennistoun, and Co.*

*R. Dalgleish, Falconer, and Co.*

And sixty-seven others.

---

No. 7.

To the Right honourable the Lords of the Committee of Privy Council for Trade and Plantations.

The humble Memorial of the principal Merchants, Manufacturers, and Traders of the towns of Manchester and Salford,

Sheweth,

THAT great distress prevails in these towns and neighbourhood, from a want of sufficient employ for the labouring poor.

That the opening of any new source of commerce is at the present period particularly desirable, both in a national point of view, and more especially in affording employ to the weavers and others engaged in the manufactures of this country.

That your petitioners are credibly informed, and verily believe, that one important branch of trade is exclusively enjoyed by the Americans and other rivals of the British commerce, which, if pursued by British merchants, would not only be highly beneficial to the shipping interest, but would be attended with proportionate advantage to the manufactures of Great Britain.

That the trade to which your petitioners advert, is that which is principally carried on by the vessels of the United States to the north-west coast of America, where furs are procured for the China market, from whence valuable cargoes are returned, which meet a ready sale throughout the continent of Europe, the Canadas and other parts of the globe.

That your petitioners understand and believe, that the East India company do not attend to or enjoy any part of this momentous commerce, although by their charter the private merchants of Great Britain are prevented from engaging therein.

That whilst this trade is confined to the citizens of the United States, or other rivals of British commerce, very few, if any, British manufactures are bartered for the furs so much in request in China; but that an extensive consumption of our manufactures would be the certain consequence of this branch of commerce being laid open to British enterprise.

Appendix  
(U.)

That in connection with the trade to the north-west coast of America, and from thence to China, there is a great field for the employ of British shipping, and for the consumption of British manufactures, in the numerous islands of the Indian sea, and the coasts adjacent.

That your petitioners also know, from experience, that cotton goods manufactured in these towns have met a ready sale in China; and that there is every probability the demand would be very extensive, if the business was carried on upon the most economical footing.

Your petitioners therefore humbly pray, that your lordships will take the premises into your serious consideration, and make such arrangements with the honourable the directors of the East India Company, as may allow the private merchants of Great Britain the same facilities as are enjoyed by the merchants of the United States, as far as may be practicable without detriment to the true interest of the East India company.

And your petitioners will ever pray.

(Signed by)

*Edward Clayton*, Boroughreeve.

*John Moore, jun.* } Constables.

*Jonathan Andrew,* }

And sundry other houses.

To the Right honourable the Earl of Liverpool, &c. &c. &c.

The humble Memorial of the undersigned Merchants, Manufacturers, and Traders of Manchester and Salford,

Sheweth,

THAT a great number of labourers, engaged in the cotton manufacture, are suffering much privation and distress; whilst many of their employers have been ruined, and others have sustained and are sustaining heavy losses, in consequence of the inadequate demand for their manufactures.

That the vast national expenditure abroad during the war, produced a foreign demand for our manufactures, which cannot now be supported unless new markets are opened to our merchants.

That the disbanding of the army and navy has greatly increased the number of manufacturing labourers, and at the same time cut off an extensive demand for the articles in which they were clothed.

That the excessive duties imposed by the government of the United States, upon British cotton goods, have already operated as a prohibition of many of the coarser articles, and greatly narrowed the demand for the finer.

That it is of the greatest national importance to find other markets for our manufactures, or other employment for our numerous and increasing population.

That the open trade with the British possessions in India, has offered a valuable market for the sale of cotton goods manufactured in this country.

That a most extensive and beneficial trade with China, which is prohibited only to British merchants under the British flag, is carried on by foreign merchants, and particularly by Americans, who enjoy also the privilege of trading with the British possessions in India.

That some of your memorialists know, by experience, that cotton goods, and various other articles of British manufacture, are admitted into China; and a further extensive demand for our manufactures, would be a certain consequence of placing British merchants upon the same footing as the merchants of other countries in their commerce with China.

Your memorialists therefore humbly crave your lordships interposition with the honourable directors of the East India company, to procure such an arrangement, as will open to British merchants that intercourse with China which is enjoyed by foreigners, and a direct trade thereto, on such a basis as may not be prejudicial to the interests of the Company.

(Signed)

*Thomas Sharp*, Boroughreeve

*John Orford,* } Constables

*Richard Smith,* }

*J. E. Scholes*, Boroughreeve

*Thomas Marriott,* } Constables

*Samuel Matthews,* }

and ninety-nine others.

} of Manchester.

} of Salford.

To the Right honourable the Lords of His Majesty's most honourable Privy Council for the Affairs of Trade.

The humble Memorial of the Chamber of Commerce and Manufactures of the city of Edinburgh,

Sheweth,

THAT in the present depressed state of commerce, every channel through which the manufactures of this country could find their way to a profitable market, ought to be opened; that it has been proved, by the short experience which our merchants have had of the trade to the East Indies, that British goods are well adapted to that market; and that with due encouragement their consumption would soon become very extensive in these populous countries.

That by the fifty-third of his late Majesty, cap. 104, the trade to the East Indies, and to other countries beyond the Cape of Good Hope, was opened to the merchants of this country, with the reservation to the East India company of the monopoly of tea, and also of the exclusive trade to China; that other restrictions were also added as to the size of the vessels, which are not allowed to be under the size of 350 tons, nor to touch at any port on the continent of Asia, between the Indus and Malacca, except the settlements of the Company, without the special and discretionary licence of the directors, regulated by the Board of Control; and not to any place other than on the said continent, between the said limits, without the same discretionary licence.

That these restrictions necessarily obstruct the extension of this advantageous trade in this country; the limitations of the size of the vessels, and the necessity of a licence, giving great advantages to foreigners who embark in this commerce, and who now, in point of fact, trade to a great extent to the eastern coast of Africa, the Red Sea, and the Persian Gulf, the Eastern Archipelago, and to other countries eastward of Malacca, and are at present actively engaged in extending it.

That your memorialists do not mean in the least degree to infringe the chartered rights of the East India company; but the trade in question is not carried on by the vessels of the Company; they have not the least participation in it; it is wholly in the hands of foreigners; and the sole object of your petitioners is to be placed on an equal footing with them, and to enjoy their fair participation in an important branch of trade, from which they are at present excluded, without the least advantage to the East India company.

That your memorialists beg leave also to bring under your consideration, the trade in tea, from which they are wholly excluded, and which is in consequence engrossed by foreigners; that they do not contemplate the least infringement of the charter of the Company, but only crave to be allowed a free competition in this trade with foreigners, who import tea as part of their return cargo to Europe; that this relaxation of the Company's privileges cannot be in the slightest degree injurious to their trade or revenues, seeing that your memorialists are only praying for a participation in a trade in which the Company has no share, and which is at present wholly engrossed by foreigners; the effect of the Company's charter being in fact to grant to the foreign a monopoly to the exclusion of the British merchant.

That these restrictions, while they are of no benefit to the Company, are the more injurious to your memorialists, as they have reason to know that a great and an increasing demand has arisen in the markets of China for British manufactures; that this demand is partly supplied by direct exportations from this country in American vessels, partly by exportations through the United States, and partly by the tedious and expensive route to India through the Russian territories; that if a more direct communication could be established with these rich and populous countries, it seems certain that a most valuable and increasing market would be opened for the sale of British goods.

May it therefore please your lordships to take this memorial into your serious consideration, and to adopt such steps as in the wisdom of your lordships may seem necessary, to procure a relaxation of the restrictions on the trade to China and the East Indies.

And your memorialists will ever pray.

Signed in the name and on behalf of the Chamber of Commerce and Manufactures of the city of Edinburgh, and the seal of the corporation affixed thereto, this 12th day of June 1820, *Alex. Henderson*, Chairman.

Appendix  
(U.)

No. 9.

COPY of a Letter from the Committee of Trade, dated 23d of August 1819, to the India Board, inclosing a copy of the Memorial marked No. 1.

Sir,

Office of Committee of Privy Council for Trade,  
Whitehall, 23d August 1819.

THE Lords of the Committee of Privy Council for Trade having had under consideration a memorial of the committee of the society of ship-owners, praying, for the reasons therein set forth, that the restrictions imposed by law, regulating the East India trade, may be so far relaxed as to enable British ships in the private trade to enter into competition with foreigners, &c. &c. I have it in command to transmit to you a copy of the said memorial, and to request that you will express to the Commissioners for the affairs of India, the hope which the lords of the committee entertain, that the commissioners may be able to induce the court of directors to give a favourable consideration to the object of the memorialists, with whom their lordships concur in thinking that it might lead to considerable advantages to the general trade of this country, if, upon examination, it should not appear to be open to more objections than are apparent upon the first view of it.

I am, &amp;c.

T. P. Courtenay, Esq. }  
&c. &c. &c. }(Signed) *Chetwynd.*

No. 10.

COPY of a Letter from the Committee of Trade, dated 2d December 1819, to the India Board, inclosing copies of the Memorials numbered 2 and 7.

Sir,

Office of Committee of Privy Council for Trade,  
Whitehall, 2d December 1819.

REFERRING you to Lord Chetwynd's letter of the 23d August last, transmitting by direction of the Lords of the Committee of Privy Council for Trade, copy of a memorial from the society of British ship-owners, praying to be allowed to trade under certain limitations, with China; I am directed by their lordships to transmit to you, for the consideration of the Commissioners for the affairs of India, copies of two further memorials on the same subject, which have been since addressed to this Board; and I am at the same time to signify to you, their lordships wish, to be informed whether the Board of Control have had any communication with the court of directors in consequence of Lord Chetwynd's letter, and if not, I am directed to express the earnest hope of this committee, that the attention of the court of directors may be called to the subject of these applications as early as possible. They refer to an object which is of deep interest to the parties concerned; and my lords conceive that a favourable consideration of them by the court of directors, under the auspices of the Board of Control, might prove highly advantageous to the general interests of British commerce,

I am, Sir,

your most obedient humble servant,

T. P. Courtenay, Esq. }  
&c. &c. &c. }(Signed) *Thomas Lack.*

No. 11.

LETTER from the India Board, dated 12th June 1820, inclosing the correspondence between that Board and the Court of Directors of the East India company, in consequence of the two preceding letters.

My Lord,

India Board, June 12th, 1820.

IN reference to your lordship's letter of the 23d of August last, and to Mr. Lack's of the 2d of December, inclosing memorials from certain ship-owners, merchants, and manufacturers, relative to the trade with China, I am directed by the Commissioners for the affairs of India, to request that you will lay before the Lords of the Committee of Council for Trade, and Foreign Plantations, the inclosed copy of a letter addressed by Mr. Canning, on the 17th ult<sup>o</sup> to the chairman and deputy chairman of the East India company, and copy of the answer received from those gentlemen.

I have the honour to be,

my Lord, &amp;c. &amp;c. &amp;c.

Viscount Chetwynd, }  
&c. &c. &c. }(Signed) *Thos. Per. Courtenay.*



(First Inclosure referred to in No. 11.)

Appendix  
(U.)

Gentlemen,

India Board, May 17th, 1820.

IN the letter which I had the honour of addressing to your predecessors, on the 14th of January last, I referred to the urgent representations which had been made to His Majesty's government, relating to the trade with India and in the Eastern seas; and particularly setting forth the advantages supposed to be derivable to the mercantile and manufacturing classes of the community, from some relaxation of the Company's monopoly of the China trade.

These representations are now pressed upon the attention, not only of the government, but of parliament; and it has become necessary for His Majesty's ministers to decide upon such points connected with this subject, as it is open to them or to parliament to regulate anew, without the consent of the East India company. I am very solicitous, however, that any determination, even upon points of this description, should be taken after communication with the court of directors, and, if possible, with their concurrence.

His Majesty's ministers could on no account propose to parliament, any measure not consistent with the faith pledged to the Company in 1813; but I cannot help earnestly recommending to you, to consider whether among the privileges and restrictions which under the arrangement of 1813 cannot be modified without the Company's consent, there may not be some, the modification of which might be allowed, without impairing or endangering the Company's interests.

A reservation was distinctly made in the 20th section of the Act of 1813, of a power to revise and improve the arrangements of the open trade with India, as from time to time might appear to be expedient; and when under this reservation the Circuitous Trade Act was passed, it was announced in parliament, and recorded in this office, to be the desire of the government to place British merchants upon as favourable a footing at least as that of foreign traders, in respect to the intercourse with India.

Experience could alone lead to a correct judgment, whether the general interests of the British empire would be best promoted by provisions calculated to render the United Kingdom the emporium of commerce with our settlements in India, or by regulations which should open a direct trade between those settlements and foreign Europe.

After the experience of five years of peace, His Majesty's ministers are of opinion, that in the present state of commercial concerns in this country, it is advisable to permit British vessels to return from ports and places within the limits of the Company's charter, to any country in foreign Europe, without touching at a British port; and they intend to propose to parliament a Bill for this object.

Under such a permission, British subjects will be at liberty to bring to foreign Europe, the commodities of India and those of China, with the exception of tea.

This permission, as I have said, is in the discretion of parliament to grant, without any violation of the compact with the Company; but it is not to be denied that tea would be a most desirable article of traffic, to those who are likely to engage in the new trade.

I am very desirous, therefore, that the Company should consider whether they may not allow of such a modification of their monopoly of the tea trade, as without endangering their footing in China, or their finances at home, may give relief and satisfaction to the merchants, and create a favourable impression of the liberal motives by which the Company is actuated.

The principal objects on the part as well of the Company as of the public, in the China monopoly, were, that the indiscriminate resort of British subjects to China should be prevented, and that the supply of the United Kingdom with tea should be preserved to the Company exclusively; but it appears to me that, consistently with both these objects, the Company may give to the mercantile public what will be considered as a valuable boon.

This would be effected by a permission to British subjects to take in tea at any port in the Eastern Archipelago, and to bring it to any foreign port; whether the tea should be collected through the ordinary channel of the country trade, or whether a depôt should be formed by the Company, at Prince of Wales's Island, for example, or any other place, may be matter for consideration. In either case the resort of British subjects to Canton, would continue to be as effectually prevented as at present. Whether this permission would lead to an extensive trade in tea, it is difficult now to calculate, but it would undoubtedly be a most acceptable concession to the public;

Appendix  
(U.)

and I flatter myself, that any immediate and inconsiderable disadvantage which might result from it, to any branch of trade by which the Company now profits, would be more than compensated to them, if (as in the case of the Mediterranean trade) permission were given to the Company to carry on a similar traffic. It would thus open to the Company itself new channels of commerce.

Whether the Company shall be prevailed upon or not, to relax in their monopoly of the tea trade, to the degree which I have suggested, it may perhaps be desirable that they should allot a portion of their China tonnage to individuals, in the way pointed out in the Act of 1793 as to the trade with India; but I cannot help doubting whether this arrangement would be satisfactory to the parties interested, unless the private merchant shall be allowed to send a supercargo to take charge of his own adventures.

The former concession, I am confident, would be considered by the public, as well as by the government, as a highly favourable indication of the Company's disposition to meet (so far as is in their power) the exigencies of the present times, and to afford to the enterprize and capital of the United kingdom, in competition with foreign nations, every latitude which is not incompatible with the security of those peculiar interests, which parliament has so solemnly and so recently guaranteed to the East India company.

I have the honour to be, Gentlemen,  
Your most obedient and faithful servant,  
(Signed) *George Canning.*

The Chairman and Deputy Chairman  
of the East India company.

---

(Second Inclosure referred to in No. 11.)

Sir,

East India House, the 7th June 1820.

WE have the honour to acknowledge the receipt of your letter of the 17th instant, adverting to your communication under date the 14th January last, in which you refer to the urgent representations which had been made to His Majesty's government, relating to the trade with India and the Eastern Islands, and particularly setting forth the advantages supposed to be derivable to the mercantile and manufacturing classes of the community, from some relaxation of the Company's monopoly of the China trade; and stating, that it has become necessary for His Majesty's ministers to decide upon such points connected with the subject, as is open to parliament to regulate anew without the consent of the Company; at the same time you are solicitous that any determination, even upon points of this description, should be taken after communications with the Court of Directors, and, if possible, with their concurrence.

The court have had these letters under consideration, as also Mr. Courtenay's letters of the 3d October and 6th December 1819, the former enclosing a letter from Viscount Chetwynd, with a memorial from the committee of ship-owners; the latter, with a letter from his lordship, enclosing two memorials, one from the principal merchants, manufacturers, and traders of the towns of Manchester and Salford, the other from the merchants of London; severally setting forth the advantages which would result to them from being enabled to compete with foreigners in the China market, as also in the trade to the north-west coast of America, and to the islands in the Indian sea, &c.

The propositions contained in your letter to the court, of the 17th instant, appear to the court to be,

1st. That permission be given for a direct trade from our settlements in India to foreign Europe.

2d. That the Company should consent to the article of tea forming part of the return cargoes from India.

3d. That the Company should form a depôt for the purchase of tea either at Prince of Wales Island or some place in the Eastern Archipelago.

4th. That a reservation of China tonnage should be made for the public, upon the principle adopted in 1793 with respect to the India tonnage.

5th. That to render the foregoing privileges available to the utmost extent, supra-cargoes should be allowed to proceed to China, in the ship in which their adventure is embarked, for the purpose of superintending its sale, &c. &c.

The

The objects of the parties, alluded to in the memorials transmitted through Viscount Chetwynd to Mr. Courtenay, appear to be, a free trade with China, the Eastern Islands, and with the north-west coast of America.

You, Sir, have been pleased to inform the court, that His Majesty's ministers intend to propose to parliament a bill to permit British vessels to return from ports and places within the limits of the Company's charter to any country in foreign Europe, without touching at a British port.

This determination having been adopted by His Majesty's ministers, the court would have felt themselves precluded from offering any observations upon the expediency or in expediency of the measure, had you not expressed a solicitude that the determination which may be come to, should be, if possible, with their concurrence; we have, therefore, the honour to submit the following observations to your consideration.

The court have at all times considered the welfare of the East India company to be inseparable from that of the country; and when they have felt themselves called upon to act in opposition to the declared opinion and wishes of any branch of His Majesty's subjects, they have acted from a conscientious belief, founded on long experience, that the measures proposed have been calculated to injure rather than to promote the interests of the parties themselves, or the prosperity of the country.

The present period of distress may be said to demand every exertion on the part of His Majesty's ministers, to open new sources of commerce for the employment of the commercial capital of the country; and we desire to assure you, Sir, in the name of the court, that, if they could persuade themselves that the relief sought for, is to be found in the adoption of the measures proposed by you, for the extension of the India trade, and for a participation in the tea trade, they would, in the spirit above-mentioned, lend their aid in supporting the views of His Majesty's ministers; the court, however, are decidedly of opinion, not only that a considerable part of the embarrassments under which the parties now petitioning labour, has been produced by speculations in the India trade; but that the adoption of the measures detailed in your letter, would inevitably tend to aggravate rather than to relieve such distress. At the same time the court are not surprised, that an attack on the remaining privileges of the Company should be attempted; for, in the letter of the chairman and deputy chairman to the president of the board of commissioners, on the 13th January 1809, when the negociation was carrying on respecting the late Charter Act, it was predicted, "that the disappointment which the private adventurers could not fail to experience, would by them be charged to the influence of the remaining privileges of the Company, and they would not rest until the whole were extinguished."

It would appear that prior to 1793, and from that period to the present time, the privileges enjoyed by the East India company, have been a constant ground of complaint and jealousy on the part of those interested in the India trade; that these parties have from time to time earnestly endeavoured to wrest from the Company their commercial privileges; and that in proportion as their wishes have been met, so have they been led to indulge more extended and unreasonable views.

In 1793, when the renewal of the Company's privileges was under discussion, the participation by the public in the India trade, was urged as the means whereby the commercial and manufacturing interests of the country would be materially promoted. At that time the court represented the fallacy of such an expectation; they pointed out that British produce to a very large extent, had been exported to India by the commanders and officers of the Company's ships, but that no sale could be found for such goods, although the parties were enabled to export them free of all charges for freight, and the Company were obliged to remit the Indian duties to save the parties from utter ruin.

Notwithstanding these recorded facts, the public were permitted to enter into that trade. It was provided in the Act of the 33d Geo. 3, cap. 52, that the Company should set apart a certain quantity of tonnage for the use of the private traders: the Company stated their conviction, that no great extension of the export of British manufactures could be effected by such a measure: 3,000 tons were, however, placed at the command of the public, at a fixed rate of freight, much lower than the Company incurred. This quantity was never occupied by British exports.

In 1802 a further extension was granted to the private trader, by permitting India-built shipping to bring home the return produce from India. The court had offered to extend the tonnage for the use of the public, to 6,400 tons, instead of 3,000, or in fact to any quantity that might be wished; this, however, was rejected, and the point was ceded. At the same time the court stated, that no legislative provision

whatever, would be the means of bringing to the river Thames, in time of peace, the same quantity in bulk and value of the produce of India, as had been brought in time of war.

This system continued until the period approached when a renewal of the Company's exclusive privileges was again about to be brought under the consideration of parliament.

The public deemed this to be a good opportunity for effecting their favourite object, viz. an open and free trade with India; and they were led to believe that the measure, if carried, would yield to them and to the country the means of great commercial wealth, and would be of the utmost advantage to the manufacturing classes.

It is scarcely necessary for us to repeat the arguments which were urged, to show the hopelessness of such expectations: in opposition, however, to the highest and most competent authorities, in the face of experience, and in contradiction to the policy which had been observed with respect to our Indian trade, it was thought fit to recommend to parliament to permit an open trade to and from India, with such ports in this country as might be deemed fit for the reception of Indian produce, consistently with safety to His Majesty's revenue.

The experiment has been tried. The predictions of the court have been verified. Ships have swarmed into the trade, and a ruinous competition in the markets, both at home and abroad, has been the consequence.

It can scarcely be contended, that Great Britain has derived any solid benefit from an increased exportation of its manufactures, in consequence of the provisions of the Act of 1813. The system upon which the trade has been carried on, has been such as inevitably to lead to ultimate ruin. The goods are supplied by the manufacturer on credit; the exporter or adventurer has relied upon the sale for the means of paying the manufacturer; instead of a profit, enormous loss has been experienced; and thus, if the freight for the goods has ever been paid, it has been at the expense of the party originally supplying the article; and failure and misfortune have been the result.

The import trade has been equally ruinous; the market is now glutted with un-saleable goods to a very great amount, belonging to private persons and to the Company. These goods are now lying in the Company's warehouses, and in store at the out-ports and other places.

A temporary aid to His Majesty's revenue cannot be deemed a sufficient recompence for countenancing such a system; and however plausible the argument of permitting persons to take care of themselves, and that commerce will always find its level, yet if the prospect of advantage is held out by ceding to speculative parties the means of indulging such a disposition, the most baneful consequences must ensue.

The effect of having yielded to the public representations of interested petitioners, in 1813, has been the transfer from one body of His Majesty's subjects to another of a trade, which had been carried on with advantage to the country, without entailing upon the parties the ruin which has been produced by its unlimited extension; at the same time that this extension has annihilated a solid system which in ships and commerce proved a real benefit to the parties engaged, as well as afforded the means of materially aiding the wants of the nation, at periods when such aid was most acceptable.

Relief is sought in a departure from the fundamental principle which has been hitherto acted upon, viz. making Great Britain the emporium of Indian commerce; and foreign Europe is now to be the entrepôt for the produce of our Indian empire.

Whatever advantages some individuals may possibly derive from such a measure, it can scarcely be expected that either the revenue of the country, or the interests of the numerous classes connected with the shipping and commercial establishments, will be benefited by it.

The arguments which were urged by the merchants of London, against the transfer of the trade to the out-ports, will apply still more forcibly to the proposition under consideration, which, in the apprehension of the court, goes to a transfer of the trade from this country to foreign Europe, viz.

“ That under the sanction of the various Acts of Parliament passed relative to  
 “ such trade, and particularly under the sanction of that of the 33d of his late Ma-  
 “ jesty, and in obedience and conformity to the regulations and restrictions therein  
 “ contained, your petitioners have enjoyed the advantage of such exports; and in  
 “ the faith and confidence that no alteration would take place in such trade, have  
 constructed

“ constructed extensive manufactories, and kept up large stocks of various sorts of merchandize, peculiarly and exclusively adapted for the India and China markets, and have formed large establishments in the port of London; and have otherwise embarked large capitals for the purpose of carrying on the export trade from thence to India and China.

“ That should the export trade to India and China, which is now confined to the port of London, be extended to the out-ports, great and extensive injury would not only be occasioned to your petitioners, but also very manifest injury and inconvenience would be sustained by the revenue and the country at large.

“ That not only have large establishments been formed, extensive warehouses and manufactories built or provided, and large stocks of merchandize laid in, exclusively adapted to the India and China markets, but docks and wharfs have been formed, and workmen engaged by your petitioners, to such an extent and to such an expense as will, in the event of a removal of the export trade to the out-ports, tend to the utter ruin of many individuals and their families, who are now and have been long embarked in this trade, under the sanction of the legislature of the country.”

If such consequences have at all resulted to the port of London, from the extension of the trade to the outports, under the Act of 1813, it is to be apprehended that the measure now under consideration would have the effect of promoting similar consequences, in a much greater degree, throughout the country.

It cannot be expected, that the ships which may be engaged between India and foreign Europe, will even touch at a British port. The fortunes embarked will be alienated from the mother country, if not finally, at least for a considerable time; and the means whereby the revenue derives some support at present, will be entirely lost to the country. Thus the docks formed throughout the kingdom, for the reception of shipping engaged in the India trade, will become so far useless. The establishment of yards for building and repairing ships will be forsaken; and hence one material source of employment for all the classes of tradesmen connected with India shipping, will be abolished.

The court cannot but contemplate with much apprehension, the consequences which must inevitably arise from the great facilities which this opening will admit of, for an indiscriminate resort of Europeans, not only to the Archipelago, but to the continent of India. When all restraints are taken off, the parties must be allowed to follow their property, and to remain at the place where they land till they shall have disposed of it; and in the absence of check and control, they would seek to indemnify themselves on shore for ill success in their adventures.

We are desirous, before we proceed to the consideration of the other points communicated in your letter, to advert to an argument urged for a participation in the Company's privileges; as it is one which at first sight may be deemed most plausible.

It is asserted, that British traders do not enjoy the benefits which the American trader possesses; the great advantages which America has been able to derive from her trade to India, are owing to the treaty made with that country by our government in 1794, to the belligerent state of Europe, and to the comparative cheap rate at which they have been enabled to build and fit out ships; with reference to this last circumstance, no British merchant can expect to sail a ship in competition with the Americans, the materials for ship-building being generally much dearer in this country, from the duties necessarily imposed on the various articles to meet the demands of the state.

America has likewise traded with specie; few European goods were shipped by them for the Indian or China markets.

At the same time it is evident, that with all these advantages, America does not continue to derive that success with which she has been favoured; the Dutch, the Swedes, the French, are now her competitors; and the quantity of tea which America will import into foreign Europe, will be comparatively trifling; and we doubt whether it has ever been to the extent supposed.

With respect to tea being permitted to form one of the articles for a return cargo, weighty objections occur to the court, against such a measure. The court have reason to believe, from the best sources of unofficial information which they have been enabled to obtain, that the quantity of tea imported into foreign Europe is not great.

It is extremely doubtful whether the British trader could enter the market in competition with the parties already engaged in it; and even admitting that they may

participate in such trade, yet the demand can never be such as to carry off the return cargoes to the extent which will reimburse the expenses attendant upon so long a voyage. The only means left whereby they can get rid of their tea, will be by smuggling; and their route to the ports northward of Gibraltar, as well as the facility of forming depôts on the French and Dutch coasts for the purpose of bringing it to this country, as opportunities may offer, will present a temptation for the prosecution of this illegal traffic, which all the vigilance of government will be unable to check; thus a deterioration in the extensive revenue, which is derived from the trade being confined solely to the East India company, must inevitably follow; and the means whereby they are enabled to carry on the administration of their affairs, would be most materially affected, as will be observed upon in the conclusion of this letter.

With regard to the Company forming a depôt at Prince of Wales Island, or at some port in the Eastern Archipelago, for tea to supply the private trader; the court cannot accede to such a proposal; not only would the charge necessarily to be incurred by the Company, in the transit of that article from China to the depôt (independently of the expense of an establishment for that purpose,) render the price to the purchaser an objection to such a place; but the character of the Company would be involved, as it would be impossible to guard against the frauds which would be practised, both in respect of the quality and quantity of the article. A system of this kind could not fail to produce continued misunderstandings and disputes between the purchasers and the Company.

Upon the proposition of reserving part of the China tonnage for the public, upon the principle acted on in 1793 as to the India tonnage, the court beg to observe, that were they disposed to accede to the suggestion, it could not be expected that greater satisfaction would be given to the public, than resulted from the experiment at the period above alluded to; but as this proposition is coupled with a permission to supra-cargoes to proceed in the ships on which their adventure may be embarked, the court cannot in any way lend their countenance to it; as, in their opinion, it would lead to an annihilation of the Company's China trade, even if the necessary charges attendant on the prosecution of such an adventure, did not render the thing impracticable with any prospect of benefit to the parties who may be engaged in it.

We have now the honour, Sir, to draw your attention to the memorials transmitted with Lord Chetwynd's letter, in Mr. Courtenay's communication of the 3d October and 6th December last. These memorials seem to be erroneous, in supposing that the Company have any control over much of the trade, which the parties intimate their wish to engage in. The trade to the north-west coast of America and Borneo, and the other islands in the same Archipelago, is open to the public, without any licence whatever from the Company; at the same time the court beg to observe upon this branch of the subject, that the coasting trade of India, and with the Eastern islands, has been long carried on by British merchants resident in India. No adventurer fitting out from this country, could furnish the articles supplied on terms as cheap as the Company, and the parties before mentioned, as they must have an advantage both in point of freight and provision of goods, more particularly at the present time, when India is glutted with British manufactures of all kinds, which it is the object of the petitioners to introduce into the East Indies.

With respect to the trade from the north-west coast of America to China, it is unimportant; furs have been purchased by the Americans from the Canadian North-west Company, to carry to Canton; but the scale of the trade is insignificant.

As to the China trade being open to private traders, this subject was very thoroughly weighed, previously to the arrangements as to the British relations with India and China, in 1813.

The arrangement was fixed upon principles of national policy and expediency; and the China trade, to be conducted upon the mode then agreed upon, became a most important object of inducement to the Company; to undertake duties not less material to the public than to the Company, the performance of which might be endangered by any change of system.

By the Act of 1793, the sum of one million sterling was secured to the Company from the Indian territories. Events over which the Company have had no control, have deprived them of that resource. The India trade has since been taken from them; and if the China trade was to be infringed, the Company must lose the means of their existence, and they would be rendered incapable of performing the important functions assigned to them by the Country.

The

The reciprocal aids of revenue and commerce are necessary to the constitution of the Company, and they have carried on the government intrusted to them, in a way which has been acknowledged to be highly beneficial, both to the mother country and to its Indian possessions.

The court are not aware that any circumstances have occurred, which were not contemplated when the Act was passed, or which would have led to a view of the public interest different from what was then taken.

The court regret, that they should be placed in opposition to the wishes of a considerable portion of the commercial community connected with the India trade; and they likewise lament, that they cannot fall in with the views of His Majesty's ministers; but under all the circumstances which we have had the honour to bring to your attention, the court feel that, consistently with the interests committed to their charge, they are bound to withhold their consent to any alteration in the China trade, as fixed by the Act of Parliament of the 53d year of his late Majesty.

We have the honour to be, &c.

(Signed) *G. A. Robinson,*  
*T. Reid.*

The Right honourable George Canting,  
&c. &c. &c.

No. 12.

To the Right honourable the Lords of His Majesty's most honourable Privy Council for the Affairs of Trade.

The humble Memorial of the Chamber of Commerce of Belfast,

Sheweth,

THAT in the present distressing state of foreign as well as the home trade of these countries, memorialists look with great confidence to your lordships taking every matter into serious consideration, that may appear in the slightest degree to show any new channel to enable the merchants of these countries to carry on an advantageous traffic; provided that in so doing it does not interfere with His Majesty's revenue or any chartered interests.

Memorialists therefore most humbly beg to state, that by the 53d of his late Majesty, no vessel under 350 tons can be employed in the East India trade, or proceed beyond certain limits therein mentioned.

That a most lucrative trade has been for years, and is still carrying on between many parts of the east and other countries, entirely by foreigners, and which trade has, as memorialists believe, never occupied the attention of the East India Company.

That British merchants are prohibited by said Act from trading with India, except with the principal settlements within the limits alluded to, without the special licence of the Directors and the Board of Control.

That while the British merchant is so prohibited by our own laws, foreigners are carrying on a trade that has been found most advantageous.

That there is every reason to believe, that trade could be carried on to greater advantage by British merchants than by foreigners, as they have to come to the British markets to purchase manufactures to take to these same markets, from whence they take the produce to all other parts, thereby employing both foreign shipping and seamen; where British ships are laid up, that might be employed in a trade that would not interfere with the interests of the East India company, or injure His Majesty's revenue, if the restrictions in the Act of Parliament mentioned were removed.

That the town of Belfast has been refused the privilege of being made one of the ports eligible for trading with India; and that a large capital is sunk in shipping owned in the town, which, for want of occupation at this time, increases the distress.

That the removal of the restrictions as to tonnage and licences in the East India trade, would leave an open for the employment of some of their ships, which are generally from 150 to 250 tons burthen, and thereby enable your memorialists to have at least the option of sharing a lucrative trade with foreigners, which is by our own laws now secured to foreigners exclusively. Sic in Orig.

Your memorialists therefore humbly pray, that your lordships will direct that a bill may be laid before parliament for removing the restrictions of tonnage and as to licences in the East India trade, with such reservations as to your

lordships may seem necessary: And your memorialists have further to pray, that your lordships will make such regulations with the honourable the East India company, as to enable a bill to be brought into parliament, with the consent of that honourable Company, to relax the present laws, so as to enable these countries to supply China, by a direct exportation, with our own manufactures, and to enable them to share in the trade between the continent of Europe and China.

And your memorialists will ever pray.

(Signed) *Narcissus Ball,*

Belfast, 26th June 1820.

V. P<sup>r</sup> of the Chamber of Commerce.

---

No. 13.

To the Right honourable the Lords of His Majesty's most honourable Privy Council for Affairs of Trade.

The humble Memorial of the Merchants, Manufacturers, and others, of the town of Leeds and its neighbourhood, interested in the export trade from this country,

Sheweth,

THAT since the trade to the East Indies and other countries beyond the Cape of Good Hope, was by the fifty-third of his late Majesty partially opened to individual enterprize, the demand for British manufactures has greatly increased in those countries; and that still more important accessions to the commerce of Britain, may be expected to result from the removal of the following restrictions upon the private trade to India:

“ The reservation to the East India Company of the exclusive trade with China.”

“ That the vessels employed shall not be under 350 tons burthen; and that they shall not proceed to any place on the continent of Asia between the Indus and Malacca, except the principal settlements of the Company, without the special and discretionary licence of the directors, regulated by the Board of Control, and not to any places other than on the said continent between the said limits, without the discretionary licence of the said Board.”

In praying for the removal of these restrictions on the private trade to India, your memorialists seek no more than the legislature, under the 20th section of the 53d of His late Majesty, has power to grant, without infringing on the rights and interests of the East India company.

In the present depressed state of our manufactures and foreign commerce, we are led, however, to remark:—

That other nations, particularly America, being unfettered by these restrictions, possess decided advantages over this country in the East India trade, independent of their important commerce with China; but if the restrictions of tonnage and licence were removed, the British merchant might successfully compete with them in the trade to the eastern coast of Africa, the Red Sea, and Persian Gulf, the Eastern Archipelago, and other countries eastward of Malacca, at present nearly engrossed by foreigners.

That the partial opening already granted, has paved the way for a general reception of our manufactures in those rich and extensive regions of the globe; and your memorialists are anxious, by the acquisition of new channels of commerce, to furnish profitable labour and subsistence for a large unemployed population.

In directing your lordships attention to the important subject of the trade with China, your memorialists discard every wish to infringe upon the rights of the East India company, yet they entertain the hope that a satisfactory arrangement may be effected with that honourable Company, for giving to the merchants of this country the advantages of a participation in those branches of the Chinese trade, not engaged in by the Company, which are open to foreign traders, and from which the British merchant alone is excluded, by the regulations of his own government.

The great and increasing demand for British manufactured goods in China, has been supplied chiefly through the intervention and greatly to the increase of American shipping; and your memorialists have solid grounds to expect, that a lucrative and important trade in British manufactures would be established with that populous and



and extensive empire, were British enterprise permitted to avail itself of its own powers.

Your memorialists therefore humbly pray, that your lordships will be pleased to cause to be brought before parliament, a bill for the removing the present restrictions as to tonnage and licences in the private trade to India, on such conditions and under such regulations as to your lordships shall seem meet: And further, that your lordships will be pleased to arrange with the honourable East India company, that a bill, with the consent of that honourable body, may be brought into parliament, for such relaxation in the present laws, as may enable the merchants of this country to supply China with our manufactures, by direct exportation, and to participate in the trade between China and the continent of Europe, under such restrictions as your lordships may deem necessary.

And your memorialists shall ever pray, &c.

(Signed by) *John and Edward Brooke and Co.*  
And fifty-four other houses.

No. 14.

Letter from S. R. Lushington, Esquire, to Thomas Lack, Esquire.—  
With four Inclosures.

Sir,

Treasury Chambers, 6th October 1819.

I AM commanded by the lords commissioners of His Majesty's treasury, to transmit to you a letter from Mr. Robertson, inclosing suggestions on the subject of the trade between this country and the East Indies; and to desire you will submit the same to the consideration of the lords of the committee of privy council for trade, &c.

I am, Sir, &c. &c.

Thomas Lack, Esq. &c. &c. &c.

(Signed) *S. R. Lushington.*

(First Inclosure in No. 14.)

Sir,

London, 1st April 1819.

CONSIDERING your note of the 29th March to be the expression of your doubt as to the possibility of inducing the East India company to grant, at present, what my plan requires of them, and not of unwillingness on the part of government to favour an attempt at procuring for the merchants of this country, an immediate participation in the China trade; and because your sentiments are with me, I have the honour of again directing your attention to the subject.

The more I consider this subject, the more I am convinced, that, were the ministry aware of the importance of the measure suggested, they would desire it, and easily would succeed in inducing the Company to accept for their concession an equivalent which would cost the country almost nothing, compared with the great and immediate advantages that would occur to our manufactures and commerce.

The bank of England, some time ago, received an extension of their charter, as a return for some accommodation afforded to government; and, I doubt not, that the East India company would gladly accept an addition of a few years to the term for exclusive trade in tea, already granted them, in lieu of the concession required.

The part of this monopoly here aimed at, is useless to the Company, although if abandoned, it would become of such extensive importance to the general mercantile interest. The adoption of some step at present in the matter, is of the more importance, because already much discontent prevails in the manufacturing and mercantile bodies, on account of their impolitic exclusion from the China trade; and were they made aware of the vast field that could be opened for their advantage in that quarter, and of the momentous benefit that might be immediately derived from it, their discontent would increase. As the Company would lose nothing by the grant in question, and the country would gain so much, if there is a single spark of patriotism in the court of directors, there can be no difficulties.

From the general statement on the subject already in your hands, and your previous acquaintance with it, you will have perceived the important consequences to our shipping of opening such a trade; and I desire particularly to call your attention to the advantages in this way, which the United States of America at present derive

from it. The dangerously aggrandizing and ambitious disposition of that nation is unfolding itself more and more every day; and I confess myself, from my knowledge of that people, to be one of those who think, that the Americans will not rest till they have expelled us from North America, and coped with our fleets at sea; or, at least, till they have made every effort for these ends. You will, therefore, excuse the zeal with which I would try to counteract the rising power of their navy.

I will not enlarge on the many secondary advantages which would arise from the proposed extension of the China trade; but I am desirous you should be convinced with me of the rational prospect of giving a great and new activity to our torpid trade and manufactures. The rapidly increasing demand in China for our manufactures, which has only taken place within the last few years, and particular information with respect to which is not likely to have reached you, may give you an idea of the possible increase of the trade.

The freight of cotton is as high from Bombay and Bengal to China, as from these ports to England; and the profit on capital is much higher in China than in England, the interest of money being 18 per cent; it is therefore not extravagant to suppose, that our moderate profit and lower interest of money, operating through our highly improved machinery, would enable us to undersell the Chinese, and that for an indefinite time (from their aversion to adopt foreign improvements,) notwithstanding that labour with them is so much lower. The freight outwards on manufactured goods from England to China, is so low that it is not worth taking into the account.

As a proof of the advantages likely to arise from the extension of this trade, and as a criterion by which to judge of the comparative rates at which the Chinese and the merchants of this country can bring similar goods to market, I may mention that the persons who have received commissions in China, for our cotton manufactures, are enabled to execute them with a profit of eighty per cent.

In opening this trade, caution may be advisable, to prevent the Chinese from taking alarm at the natural consequences of it to their own manufactures; yet we know, that the Chinese government much prefers a commerce which brings them raw or manufactured goods of prime utility in return, to one which has only the precious metals and curiosities of art to offer; hence the preference which they declared on a former occasion for the Russian trade as compared with ours, because the Russians, they said, brought them cattle, furs, cloth, hardware, &c.; things of real use, in return for their superfluities; while we carried them only gold, silver, and trinkets, which they had as much from their mines as was required for any useful purpose to which they could be applied; and our watches, and similar objects, they could never be so useful to the nation, as the manufactured silks, nankeens, teas, &c. which we took from them.

The Chinese have much more political sagacity than is generally attributed to them in this part of the world; and many of the principles of the political economy which have been accounted discoveries of modern times, have been maxims of government with them for many centuries. But it may follow, from our open trade carrying them manufactures to their liking, that the more northern ports of the empire may be opened for their introduction, in addition to Canton, to which foreign commerce is now confined.

There are, in general, from forty to fifty American ships annually at Canton, upwards of one-half of which load goods for the markets of continental Europe; were this trade open to English merchants, they would carry it on with greater advantage than the Americans can, because they have the merchandize to offer in return, which the Chinese prefer to the dollars of the Americans, or to the English goods at an advanced price, which the Americans may take instead of dollars.

Although English ships not belonging to the Company, are prevented from going to China, English merchants still find an advantage in trading among the Eastern islands to collect produce which suits the China market; they send this afterwards from the most convenient ports, as Batavia, Malacca, Prince of Wales Island, or elsewhere, until ships coming back from China, bring them returns for what they sent them. How many unnecessary delays, losses, and expenses must this indirect method of traffic occasion; and if the profits are still sufficient to cover all this, how great would the advantage be were the trade free, with the consequent inducements to extend it. Insurances have been effected at Lloyd's to upwards of £.100,000 last week, on goods, principally teas, from China to Rio de Janeiro, and Europe; on Austrian, Portuguese, &c. &c. account, and nominally in Portuguese vessels; but it may be easily proved that the property so covered is British; and here we

see the English merchant forced to employ foreign bottoms at an increased expense of freight and insurance, which with the open trade they would save, while they would have their capital more immediately under their own eye. On foreign vessels (I allude to the present insurance) the premiums are twelve guineas per cent home from China, while on our own, it is only six guineas per cent out and home.

I do not dwell here upon the advantages which our merchants would derive from the traffic among the islands, which the opening of China would encourage, as, from Sir Thomas Stamford Raffles and others, yourself and colleagues must be well informed of its value to the country. Nor have I again touched on the prospects to the further increase of the trade, from the emancipation of the Spanish provinces of America. Whether those advantages at present open to us, are to continue and extend, or not, is much more within your sphere of conjecture than mine, and will by you be more justly appreciated in its bearing on the present object; and if it is true that the Spanish government have lately opened to us the chief port of Peru, there is a hope, even should she reduce her provinces again to subjection, that, from the beneficial effects of the experiment, the ports, or the chief of them, would continue open to strangers.

In the report upon the state of the American currency, lately made to the House of Representatives, the amount of dollars sent to China and India appears a point of great importance, and is treated with due attention; it is there stated, "the annual exports on American vessels from the United States and all other places to China and the East Indies, can hardly be estimated at more than twelve millions of dollars; and it cannot be doubted that our sales of East India articles in Europe exceed that amount. The value of merchandize from China and India, annually consumed in the United States, is probably equal to five millions of dollars; and if this be so, the consumption of East India articles by the United States, is paid for by the mere profits of the trade."

With an open trade we should certainly participate in this advantage; and from the circumstances already mentioned, we would probably secure nearly the whole.

Another advantage to England of this trade from China to continental Europe, in English ships, would be, its influence upon the exchanges; these at present are occasionally very much against us, from various circumstances; but as all the profits of this trade would have to come to us, in some shape, from the different European markets in which it would be carried on, this would have a great and favourable influence on them; indeed nothing could contribute more efficaciously towards the permanent payment in specie, than our participation in the profits which the United States derived from the Indian European trade.

It is believed by those conversant in money matters, that the quantity of gold and silver in Europe is sensibly diminishing, from the diminished supply, arising out of the troubled state of Spanish America; and it is contemplated, that a continuance of these troubles for any considerable time longer, will so enhance the value of the precious metals in Europe and America, that the trade of these countries with China will be much affected by it. The trade from America and continental Europe being chiefly carried on with dollars and Portuguese coins, in the United States of America at present they find great difficulty to procure money for the East India trade, even at a premium of from 8 to 10 per cent. This is at once a bounty upon our pure goods; and the bounty increasing with scarcity of bullion, might make them the chief medium of barter between Europe and China.

Our ability to supply China profitably with cotton pure goods, has arisen within a very few years, and is not yet generally known. As to the magnitude of the object to be fostered to perfection, the vastness of the population of that empire will give a more adequate idea than can be given by any other means.

I am desirous to impress upon you, that all those flattering prospects must be blighted, and the present happy combination of circumstances for ever lost to the nation, if not immediately used to advantage.

The pushing of this trade would introduce other manufactures, and community of exchange without the precious metals might soon open upon us, which is at present stifled under the high rates of the Company. Independently of high rates, unity of interest is the worst of all means for promoting such an intercourse as we want with China. One mind cannot at the same time attend profitably to numerous objects, while many minds may. Were there a direct intercourse between China and the West India islands, such as would naturally arise with a free trade, the Chinese might be easily induced to become the labourers, and this with much profit to the planters,

planters, on account of the extraordinary industry and sober habits of the Chinese poor. The experiment of this kind, which was already made in Trinidad, failed, on account of there being no communication between the colony and the mother country; and a necessary condition was, a facility of hearing from their families in China, and of sending small remittances to them, or of returning themselves when a little money was accumulated. I know of no other plan that would enable our West India islands to cultivate coffee and sugar for foreign markets; as Java, with its present admirable government, climate, and soil, its numerous, industrious, and free population, with very low prices of labour and present low freights, must in a few years undersell all colonies on this side the Cape of Good Hope.

I have now put you in possession of my general ideas on the subject of a partially opened trade with China; and, before entering upon it more particularly, I would be happy to know the opinion of ministers respecting it. It will be impossible to prevent it much longer from coming before parliament in some shape, as the advantages the Americans are deriving from it, and the indefinite improvement which it admits of, in the hands of Englishmen, become better known. Certainly nothing at present could more increase the popularity of ministers, than carrying the measure into effect; and, on the other hand, the opposition will soon attempt to prove against them neglect of the interests of the country, if they do not.

As I have already stated, the East India company would lose nothing by granting what depends on them with respect to it; and if they saw government determined, even hesitation on their part would be prevented, by the reflection that ministers will have it in their power by and by to renew or withhold the East India charter; and I do conceive, that so unwarrantable a prevention of advantage to the state, and without profit to themselves, could not merit any future indulgence.

Letters just received from India, afford a strong corroboration of some of the views contained in these sheets; and it will interest you to know, that the governor general in council has already adopted measures to facilitate commerce with the Eastern Archipelago and China, and to rescue us, in some measure, from the overpowering influence of the Dutch in that quarter. I apprehend, however, that the expedition, of two frigates, two cruising vessels, and a battalion of seapoys, that was to take possession of the port of Rhio, will be anticipated by the Dutch, and by consequence become abortive; and the danger of this points out strongly the evils of procrastination in putting in execution the measures that ought to be adopted, to secure a continuation of our superiority in general commercial adventure.

I am, &c. &c. &c.

(Signed) *A. Robertson.*

(Second Inclosure in No. 14.)

H<sup>eads</sup> of a Plan for promoting the mercantile and manufacturing interests of the country.

THAT it is the interest of this nation our merchants should have every facility given them, in their competition with the American States, in order to prevent their engrossing markets which our manufactures and capital would, in a free state, obtain us a preference.

That the United States have this advantage, in the peculiar state of the China trade of this country. They have almost a monopoly of the trade of continental Europe to China, and; together with the Portuguese, that of South America; both which markets promise an increased employment for our shipping, with a very great increased demand for our manufactures and capital.

That these objects, combined with very extensive intermediate advantages resulting from the demand for our manufactures in the extensive Eastern Archipelago, together with the adjacent coasts of the China sea, and the demand of China for the produce of these islands and coasts, might be secured to the enterprize of our merchants, without interfering with the advantages the India company derive from the China trade, nor with the present advantageous collection of that revenue.

That an arrangement be made with the Company, to permit private ships to trade with China in every thing but tea, and in any but through our Indian continental possessions; that is, they have permission to go first to Spanish America, thence to China; and from China to America, or the continent of Europe, on their return; or to trade freely with the Archipelago and the adjacent coasts of the China sea, to  
China

China and back, guaranteed only against Dutch aggression, and prohibited only from where they have actual possession.

That our merchants be permitted to put themselves under the protection of petty native princes or rajas, without our interference, but in so far as European powers are concerned. In this manner they may have warehouses in different quarters, with a security greatly overbalancing the risk in proportion to the advantages derived, be enabled to dispose of outward and collect homeward cargoes at leisure; and by this means too, the production of all that suits our demand will be best promoted, by the ever-acting influence of self-interest.

That smaller ships be allowed to go to China, and on the circuitous voyages; the commerce being chiefly in valuable commodities, and small vessels being more manageable upon the shores of the Archipelago, &c. &c.; but chiefly because the Americans trade in small vessels, and by consequence find their advantage in so doing; besides, these give a more universal spur to enterprise, putting it in the power of greater numbers entering upon the same field.

That they should be permitted to go direct to the continent of Europe from China, I conceive necessary, from the growing consumption of tea in Germany, which it is most desirable we should carry, they having no carriers of their own, the Americans possessing that trade just now. This is of the more immediate importance, as none even of the commercial nations of the Continent, with a slight exception in favour of, I may say, an abortive attempt from Holland, have taken that ground yet; and should we anticipate them in this, we keep it in spite of them.

That the present grounds of exclusion cannot only be proved unfounded, but the expediency of the step proposed proved independent of the foregoing, on the ground of partially habituating us to the customs of those people, the delicacy of whose intercourse we are led to dread so much, and giving the government better sources from whence to legislate with effect on any future occasion.

About eight years ago, when I was in China, six or eight thousand pounds would cover all the cotton pure goods taken to China, in competition with those of Madras. This season, I am given to understand, there are between a hundred and thirty and a hundred and fifty thousand pounds sterling, and that too, in a great measure, by commission from Chinese merchants, which must evince strongly the disposition to rapid increase, was the supply adequate. With my knowledge of the Chinese, the low rate of cotton, and getting up cotton goods here, persuade me the consumption would extend very much in a short time. Sic Orig.

The question is simply this: Can we clothe the Chinese population in part, with cotton manufactures cheaper than their own? If so, the demand has to us no apparent limit; and the call of the Chinese merchants gives a strong warrant for what I think will follow. Woollens, hardware, glassware and many other manufactures would come in aid.

Between 35 and 40,000 tons of sugar alone is carried annually from Cochin China to China Proper. The Cochin Chinese are clothed from China Proper, and in a circuitous manner; chiefly, I believe, through the Portuguese, from Bengal and Europe. Why not direct, in exchange for sugar, pepper, cotton, gold, &c. &c. The returns of private merchants would be in a great measure circuitous.

If the foregoing remarks are found worth serious consideration, with intention of reducing them to practice, my most cordial assistance may be relied on in obtaining and giving further information; for I do view them as of great importance in their direct influence on this country, and as indirectly retarding the growth of the power of the United States of America in a naval direction, while our present restrictions nurse that power for our own destruction.

London, 15 Mar. 1819.

(Third Inclosure in No. 14.)

Sir,

London, 19 May 1819.

**NOTWITHSTANDING** the ill success of my former endeavour to impress His Majesty's ministers with a sense of the injury, both direct and indirect, which this country is suffering through its endurance of the unrivalled trade between China and the rest of the world, excepting our possessions, (which the United States of America enjoy,) I shall not cease to use my feeble efforts in the way that may appear most likely to succeed, to bring their attention seriously towards removing so great a national evil. I therefore again take the liberty of troubling you on the subject, by sending

Appendix  
(U.)

you the following account, brought by the last arrivals from Canton, of the relative states of the English Company's trade, and that of the United States, for the season 1817-18.

In the original statement alluded to, the different articles are detailed; but I do not here copy the detail. The gross amount of the East India company's imports to China, from Europe and India, were last year 5,045,100 dollars; those of the American States, 7,076,822 dollars. The exports of the East India company from China, were 6,390,600 dollars; those of America, 6,777,000 dollars; and in addition to this, to estimate the whole capital employed, there must be taken into the account the value of the shipping, &c. &c. The difference between the amount of the Company's imports to China, and their investment in return, is made up by bills on England, Bengal, Bombay, &c. &c. We here see, that the exports as well as the imports of the Americans already exceed those of the Company.

Assuming the official report to be correct, which was laid before the American House of Representatives, and an extract from which you had in my letter in the beginning of April, (for I have no more certain means of ascertaining the truth,) it appears that the consumption of East India and China articles, in the United States, is paid for by the mere profits of their eastern trade to Europe; and if so, the proportion of China goods sent to Europe, must sell for the value of the whole export from China, viz. 6,777,000 dollars.

Let us now look at the matter in another light: The Americans make two voyages in two years, and of course turn the capital employed twice; while the East India company make but one voyage in two years, and diminish the profits to half of what would be obtained by private merchants; and this supposing the latter not to trade more economically or judiciously than the Company, although they are more immediately excited by individual self-interest.

The following is a statement of the annual exports of United States from China, since 1804-5 to 1817-18, inclusive.

|         | Dollars.  |
|---------|-----------|
| 1804-5  | 3,842,000 |
| 1805-6  | 5,127,000 |
| 1806-7  | 4,294,000 |
| 1807-8  | 3,476,000 |
| 1808-9  | 808,000   |
| 1809-10 | 5,715,000 |
| 1810-11 | 2,973,000 |
| 1811-12 | 2,771,000 |
| 1812-13 | 620,000   |
| 1813-14 | 572,000   |
| 1814-15 | 4,220,000 |
| 1815-16 | 5,703,000 |
| 1817-18 | 6,777,000 |

As the amount has increased for these three years, is it unfair to conclude that this is the consequence of the peace, and increasing consumption in Europe? If this be a just inference, and as the Company cannot compete with the Americans, or at all participate in the growing trade; I can scarcely be singular in believing that if His Majesty's ministers viewed this as being of the importance to the nation that really appears, they would be anxious and would not find much difficulty in making an adjustment with the Company, beneficial to the country in general and to themselves in particular.

The American tonnage employed in the China trade, season 1817-18, was 18,000 tons, and 1,500 seamen; the English company employed 21,000 tons, and 2,000 seamen.

I have spoken here of the China trade only, because more immediately within my own observation; but wherever the Americans have an advantage over us from their greater freedom of navigation laws, such advantage ought to be an object of immediate attention to us. 1,500 seamen annually navigating to China, and that number upon the increase, with probably twice as many more to other parts of India, forms a nursery of their navy, which ought to be obstructed by every means in our power.

(Fourth Inclosure in No. 14.)

Appendix  
(U.)

My Lord,

Ashmore House, 4th Sept. 1819.

HAVING learned that a memorial from the shipping interest of London, praying for a participation in the China trade, and to be placed on a fair footing of competition with other nations, most particularly the Americans, has been presented in Mr. Canning's absence; I am from that circumstance induced to send you the inclosed papers, which I submitted to him during the last session of parliament. They take in some points the same view with the petition, but do not touch on the trade to India or the Archipelago direct, from a conception that you were in possession of full information on these branches of our Eastern trade.

I beg to assure your lordship, that it was a feeling of duty, and the result of long experience, which dictated the observations therein stated, and which are daily strengthened by current events; for instance, this year has seen a greater number of Americans go from our ports to the east than formerly; and I understand large shipments have been made through Holland to that quarter. Last week I saw a sample of a cargo of sugar that was imported into Batavia from China Proper, sold, re-exported, and carried to Rotterdam, where it again found a market. Our East India company never think of bringing sugar home from China for foreign Europe; their high freights, length of voyage, and consequent lengthened interest on capital, will never admit this in them; and the limited tonnage of their officers makes so cheap an article wholly inadequate to afford profits worth their attention. Two Americans have arrived this year at Hamburgh, with sugar from Siam. This incipient trade belongs by right of our manufactures to us; the Siamese being in that state of civilization in which the growth of rude produce is the source of wealth, and we a manufacturing people, which the Americans are not, and as proper carriers as they—the whole trade of the coasts that environ the China sea, will be a consequence to us of the participation in the China trade. Without the first, the last will not be opened by us.

I am fearful of trespassing on your lordship's time; but the magnitude of the object, among the future contingencies that may alleviate the burdens and terminate the sufferings of the suffering classes of the people, while it at same time increases the revenue, will, I trust, plead my excuse for adding, that unless means are retained in our own hands, of introducing our manufactures to the growing consumption of the great Eastern Archipelago; the nature of that trade, from the indolence of the inhabitants (which is promoted by the vexations of the Dutch,) and the protecting duties of the Dutch government, which the invidious office of interference will never suffer us to control, will exclude them, entirely to the advantage of the Flemish and other Continental manufacturers, who already, from cheapness of labour, contend successfully in some species of piece goods manufacture, against our machinery and capital; and nothing but the uncontrolled vent in any market, will enable us to keep that pre-eminence which the industry and ingenuity of our forefathers handed down to us. And we ought to be the more alive to jealousy of the Continental governments, as they assimilate in constitution to our own, apprehending from similar influences on governments, similar industry and enterprise on their subjects.

I have the honour to be, &amp;c. &amp;c. &amp;c.

(Signed) *A. Robertson,*

The Right Hon. the Earl of Liverpool.

Appendix  
(V.)

## Appendix (V.)

## PAPERS DELIVERED IN BY JAMES GODDARD, ESQ.

No. 1.—IMPORTATION of Skins into Canton, by American Ships, from 1804 to 1818.

| Year.   | Sea Otter. | Dry Seal. | Netoter. | Beaver. | Rabbit. | Fox.   | Land Otter. |
|---------|------------|-----------|----------|---------|---------|--------|-------------|
| 1804-5  | 12,000     | 180,100   | 67,200   | 7,600   | —       | —      | —           |
| 1805-6  | 17,684     | 150,297   | —        | 3,472   | 3,600   | —      | —           |
| 1806-7  | 15,251     | 264,370   | —        | 24,100  | —       | —      | —           |
| 1807-8  | 17,610     | 110,000   | —        | 12,927  | —       | 2,200  | —           |
| 1808-9  | 8,400      | 3,600     | —        | 6,100   | —       | —      | 3,500       |
| 1809-10 | 11,400     | —         | —        | 20,400  | —       | 3,800  | 16,200      |
| 1810-11 | 9,700      | 45,600    | 4,700    | 14,200  | —       | 5,200  | 16,100      |
| 1811-12 | 11,700     | 173,886   | 115,600  | 22,000  | 4,736   | —      | 12,000      |
| 1812-13 | 8,310      | 109,189   | —        | —       | —       | —      | 2,300       |
| 1814-15 | 6,400      | 59,000    | —        | 4,200   | —       | 310    | 7,407       |
| 1815-16 | 4,800      | 110,600   | —        | 190     | 3,000   | 13,411 | 16,464      |
| 1816-17 | 4,930      | 115,300   | 4,500    | 17,800  | 4,000   | 361    | 17,101      |
| 1817-18 | 5,200      | 49,290    | 3,000    | 16,400  | 7,000   | 470    | 10,390      |
|         | 133,385    | 1,371,232 | 195,000  | 149,389 | 22,336  | 25,752 | 101,462     |

|            | Value.    |
|------------|-----------|
| Sea Otter  | 133,385   |
| Dry Seal   | 1,371,232 |
| Netoter    | 195,000   |
| Beaver     | 149,389   |
| Rabbit     | 22,336    |
| Fox        | 25,752    |
| Land Otter | 101,462   |
|            | 4,001,550 |
|            | 2,056,848 |
|            | 390,000   |
|            | 746,945   |
|            | 16,613    |
|            | 51,504    |
|            | 507,310   |

No. 2.—IMPORTATION of Teas, by American Ships, into Hambro' and Altona, in 1819.

|                         | Chests. | TOTAL. |
|-------------------------|---------|--------|
| FROM CANTON DIRECT:     |         |        |
| Per True American       | 5,201   |        |
| — Ophelia               | 5,044   |        |
| — Turnbull              | 5,044   |        |
| FROM THE UNITED STATES: |         |        |
| Per Packet              | 1,657   |        |
| — John and Hannah       | 1,269   |        |
| — Via Havre             | 630     |        |
| — Sundries              | 3,293   |        |
|                         |         | 22,138 |
| FROM SOUTH AMERICA:     |         |        |
| Bahia                   | 783     |        |
| Rio                     | 463     |        |
|                         |         | 1,246  |
| FROM EUROPEAN PORTS:    |         |        |
| Lisbon                  | 745     |        |
| Holland                 | 144     |        |
| Copenhagen              | 210     |        |
| Norway                  | 493     |        |
| London                  | 42      |        |
| Bordeaux                | 34      |        |
| Havre                   | 671     |        |
|                         |         | 2,339  |

Importations into Hambro', by American Ships, in 1818, were 12,469 Chests.



No. 3.—IMPORTATION of Teas into Holland, by American Ships, in 1818.

|   | <i>Chests.</i> |
|---|----------------|
| Per Ann Hope  | 7,200          |
| — Vulture   | 7,300          |
| — Integrity   | 5,600          |
| — Ophelia   | 3,800          |
| — Rambler   | 1,200          |
| — Sidney  | 500            |
| — Turnbull  | 3,400          |
| — Ann   | 7,000          |
| — Asia  | 1,500          |
| — William and Jane                                    | 5,000          |
| — Augusta   | 900            |
| — Alert   | 1,400          |
| — Pacific   | 900            |
| — Sundry importations, at various times, from America | 12,000         |
|   | 57,700         |

No. 4.—IMPORTATION of Teas into Holland, by American Ships, in 1819.

|   | <i>Chests.</i> |
|---|----------------|
| Per Montesque   | 4,400          |
| — Hope and Fortune                                    | 10,200         |
| — Ann and Hope  | 7,200          |
| — William and John                                    | 5,000          |
| — Asia  | 4,100          |
| — Bengal  | 3,100          |
| — Augusta   | 4,400          |
| — D <sup>a</sup> via Gibraltar                        | 1,800          |
| — North Point   | 2,400          |
| — Marsellas   | 5,500          |
| — Julia   | 3,500          |
| — Sundry importations, at various times, from America | 12,000         |
|   | 63,600         |

No. 5.—IMPORTATION of Dollars into China, by American Ships.

|         | <i>Dollars.</i> |
|---------|-----------------|
| 1804-5  | 2,700,000       |
| 1805-6  | 3,970,000       |
| 1806-7  | 2,600,000       |
| 1807-8  | 2,800,000       |
| 1808-9  | 100,300         |
| 1809-10 | 4,300,000       |
| 1810-11 | 2,400,000       |
| 1811-12 | 1,770,000       |
| 1812-13 | 616,000         |
| 1813-14 | —               |
| 1814-15 | —               |
| 1815-16 | 1,700,000       |
| 1816-17 | 4,572,000       |
| 1817-18 | 5,300,000       |

Appendix  
(V.)

No. 6.—TREASURY REPORT of Duties paid on the importation of Tea, in 1819, in America.

|  | lbs.      | DUTY.               | Drs.      | cts. |
|--|-----------|---------------------|-----------|------|
| Bohea - - - - -  | 376,294   | at 12 cents per lb. | 45,155    | 28   |
| Souchong - - - - -   | 963,257   | 25 d° - d°          | 240,814   | 25   |
| Hyson Skin - - - - -   | 1,524,372 | 28 d° - d°          | 426,824   | 16   |
| Hyson and Young Hyson - - - - -  | 1,713,623 | 40 d° - d°          | 685,449   | 20   |
| Imperial - - - - -   | 266,368   | 50 d° - d°          | 133,184   | —    |
|  | 4,843,914 |                     | 1,531,426 | 89   |
| Deduct - - - - -   | 951       | 60 d° - d°          | 646       | 68   |
|  | 4,842,963 |                     | 1,530,780 | 21   |
| Additional Duty on Tea imported from other places than China - - - - - |           |                     | 969       | 32   |
| Of Tea 4,842,963 lbs.  |           | Dollars             | 1,531,749 | 53   |

No. 7.—IMPORTS of Forty-five American Ships into China, in 1817 & 1818.

|                             | QUANTITY. | VALUE.    |           |
|-----------------------------|-----------|-----------|-----------|
| Sea Otter Skins - - - - -   | 5,200     | Dollars.  |           |
| Dry Fur Skins - - - - -     | 49,290    |           |           |
| Land Otter - - - - -        | 10,390    |           |           |
| Rabbit - - - - -            | 7,000     |           |           |
| Beaver - - - - -            | 16,400    |           |           |
| Fox - - - - -               | 450       |           |           |
| Sable - - - - -             | 780       |           |           |
| Musk Rat - - - - -          | 8,300     |           |           |
| Guesang - - - - -           | 1,601     |           |           |
|                             | Peculs.   |           | 2,371,609 |
| Quicksilver - - - - -       | 4,100     |           |           |
| Opium - - - - -             | 448       |           |           |
| Lead - - - - -              | 16,314    |           |           |
| Iron - - - - -              | 5,847     |           |           |
| Copper - - - - -            | 3,174     |           |           |
| Steel - - - - -             | 430       |           |           |
| Beetle Nut - - - - -        | 10,427    |           |           |
| Pepper - - - - -            | 4,400     |           |           |
| Ebony - - - - -             | 760       |           |           |
| Wax - - - - -               | 170       |           |           |
| Sandalwood - - - - -        | 14,279    |           |           |
| Specie in Dollars - - - - - |           | 5,300,000 |           |
|                             |           | 7,671,609 |           |

No. 8.—EXPORTS from China, in Season 1817-1818.

|                                | QUANTITY.          | VALUE.    |
|--------------------------------|--------------------|-----------|
| Tea of various kinds - - - - - | Chests.<br>138,794 | Dollars.  |
| Vermillion - - - - -           | Peculs.<br>332     |           |
| Sugar - - - - -                | 12,917             |           |
| Sugarcandy - - - - -           | 600                |           |
| Camphor - - - - -              | 14                 |           |
| Raw Silk - - - - -             | 240                |           |
| Silks, sewing - - - - -        | 576                |           |
| Gallanjac - - - - -            | 305                |           |
| Rhubarb - - - - -              | 380                |           |
| China, Root - - - - -          | 41                 |           |
| Gamboge - - - - -              | 40                 |           |
| Nankeens - - - - -             | 1,469,000          |           |
| Silks - - - - -                | 201,536            |           |
| Cassia - - - - -               | 2,741              |           |
| China - - - - -                | 13,704             |           |
|                                |                    | 7,431,780 |

## Appendix (W.)

EXTRACT of a Letter from the Lieutenant Governor of Java, to the Secret Committee of the Court of Directors of the East India Company, dated the 11th February 1814.

Appendix  
(W.)

IN former advices I adverted to the commercial adventure to Japan, and the measures taken for the transfer to the British government of the trade heretofore exclusively enjoyed by the Dutch; and for opening to the manufactures of Great Britain the supply of that extensive empire, in exchange for the valuable commodities that may be received in return.

I have now the satisfaction to inform you, that the first difficulty is overcome; and if the result of the expedition has not included all the objects contemplated, it has paved the way to a further and more decisive attempt, with every prospect of success.

In forwarding the reports of the gentlemen employed on this occasion, I shall consider the nature and value of the trade to Japan, the result of experience gained by the recent mission, and the manner in which the British interests may, in all probability, become firmly established in that quarter.

The first and most important point, of re-opening the communication, which had ceased for four years; and, under the political circumstances which had taken place, was peculiarly delicate and dangerous, was entrusted to Mr. Wardenaar, whose former residence in the office of director at Japan, and personal acquaintance with the manners and usages of the country, had occasioned him to be selected for the mission; and although it was directed, that a cordial communication on every political point should be made to Dr. Ainslie, it was necessary that Mr. Wardenaar should appear to be the leading personage, until the establishment of a British agency was authorized by the Japanese government.

Under these instructions, the ships sailed for Japan in the end of June last, and arrived there on the 24th July.

On their arrival, they found their commercial director, Mr. Dœff, averse to acknowledge the British government; and steadily refusing to deliver over the factory, it was deemed impracticable, consistently with the safety of the ships and crews, to avow the grounds on which they had come, and to enter the harbour under British colours; but it was agreed that the annual trade might be conducted under the usual forms, and that the opportunity would thereby be gained of forwarding the intentions of their mission, as circumstances might admit; and in the meantime they would escape from any immediate danger, as well as open the way for future communication.

The following observations of Dr. Ainslie, in summing up the result of the expedition, appear so just and well founded, that I cannot better explain it than in his own words:

“ What has been performed may be summed up in the following articles:—  
 “ The ships have been rescued from the unforeseen and imminent danger with which  
 “ they were threatened; the commercial objects of the voyage have been accom-  
 “ plished; the continuance of the trade to Japan on its former footing, at least, has  
 “ been provided for; and arrangements have been entered into for putting matters in  
 “ train to secure ultimately the introduction of the English; to which is to be added  
 “ a circumstance subservient to this event, as an indispensable preliminary and  
 “ important in itself in every point of view—the doing away, in a considerable  
 “ degree, the violent prejudices entertained against the English character in that  
 “ quarter, where alone they could be assailed, and among the people whose senti-  
 “ ments on that subject are likely to gain ground, where it is of most importance that  
 “ they should prevail.  
 “ The further success of the communication was opposed by obstacles, the extent  
 “ of which had not even been suspected when it proceeded from Batavia, nor indeed  
 “ did there exist at the time either the means of learning that extent or of effecting  
 “ any thing towards surmounting the obstacles; had they been known to exist. The  
 “ ultimate consequences of the voyage, however, are likely to prove beneficial, for  
 “ a real state of the business was perfectly known, long before the ships leaving  
 “ Deguira, to several of the chief interpreters, and other officers of the Japanese  
 “ government

Appendix  
(W.)

“ government employed in the regulation of the foreign trade of Japan. This tacit participation on their part was the surest pledge of our safety.

“ Few opportunities were afforded me of communication with them, for which they appeared anxious; but the impressions they have received are, I have occasion to know, upon the whole very favourable; and insignificant as it might appear elsewhere, to notice the sentiments of a few public officers in a single sea port of an extensive empire, in Japan the circumstance is by no means unimportant. Nanga-Sucky is the sole point of contact of Japan with foreign nations, and the sentiments entertained of foreigners there, are encountered by none of a different character through other channels, but are propagated directly to the capital, through the established official course, where they may be presumed to influence the opinions of the governor of Nanga-Sucky resident at Jedo, who possesses the entire control of the department, comprising every description of foreign relations, and who has a considerable personal interest in the advantages derived from the foreign trade of the kingdom.

“ It may not be out of place to notice a very unusual mark of favour on the part of the emperor, in his accepting the whole of the presents for his own use, with the single exception of the elephant, which was regarded as a very flattering testimony of regard; and was declined, I believe, entirely in consequence of some difficulties started to the conveying the animal to Jedo.”

Under the circumstances which are represented, Mr. Wardenaar appears to have been justified in departing from the strict tenor of his instructions; these expressly mention, “ your first object will be, after an explicit avowal of the circumstances that have taken place with regard to the incorporation of Holland with France, and the consequent transfer of the colony to its present authority, to obtain permission,” &c. and it might have been dangerous to have risked, at that moment, a sudden declaration of the real state of the case.

When, however, the communication had once been opened, it is by no means so evident that the difficulty might not have been afterwards surmounted, had not the agreement then concluded with Mr. Doeff rendered a deviation impossible; and it is in this part of the mission that there seems to be the strongest ground of expectation with regard to the future.

It appears from Mr. Wardenaar’s report, that the principal interpreters were admitted into his confidence, and knew the actual state of affairs from the commencement. Dr. Ainslie also confirms the fact, that the real nature of the mission was no secret; it is not, therefore, in the nature of things that these circumstances could have remained unknown to the principal officers concerned in the trade and communication with the factory, or to the governor of Nanga-Sucky himself.

It seems equally improbable that the truth could have been concealed from the Japanese government, under the political institutions stated to exist there; and consequently, as the presents sent on this occasion have been accepted, and the usual communication has been received of what is required in the next year, the personal interests of the several parties will be concerned in rendering the government as favourable as possible to the late mission, since their own culpability for concealing the facts will be lessened only in proportion to their obtaining the approval of proceedings, the real truth of which could not have been unknown to them.

The anxiety betrayed by Mr. Doeff to obtain the commercial direction in his own hands, and the attempt which he more than once made to introduce the subject with Mr. Wardenaar, and to secure from him some engagement to that effect, shows clearly that this gentleman had no apprehension of the trade continuing to be carried on in British ships; and I am not disposed to attach much credit to the alarms which Mr. Doeff would raise, or to the influence which he is desirous of being supposed to possess.

It is inconsistent with usage, and with the Japanese regulations, to permit the chief of the factory to remain beyond a certain period; that period, so far as regards Mr. Doeff, has long ago expired; and Mr. Wardenaar observes in this letter, “ the refusal of Mr. Doeff to obey the orders of the present government of Java, I consider to be of little importance, being too well acquainted with the small influence which a director of the Dutch trade has upon the Japanese; yet the consideration that I would act contrary to the interest of the Company, if I were literally to follow my instruction, was of more weight,” &c. So far, therefore, as this gentleman’s conduct may be considered to affect our future measures, I do not consider his removal a matter of absolute necessity, but it would no doubt be advantageous;

tageous; and your honourable committee will perceive that it forms a part of the management which I have resolved to adopt.

It remains to make some observations on the information derived, as a guide to further decision upon the practicability and advantage of continuing the colonial trade, or of making the attempt to establish the British interests at Japan, by the introduction of a direct commerce, and the establishment of a British factory, on objects wholly unconnected with the present uncertain possession of this colony.

The character of the Japanese has evidently been misrepresented. It is observed by Dr. Ainslie, whose ability and judgment entitle his remarks to the utmost consideration, that they are a race of people remarkable for frankness of manner and disposition, for intelligent inquiry and freedom from prejudice; they are in an advanced state of civilization, in a climate where European manufactures are almost a necessary comfort, and where long use has accustomed them to many of its luxuries.

The following is an extract from Dr. Ainslie's letter of the 10th instant:

“ With regard to the real difficulties to be surmounted in the establishment of a commercial intercourse with Japan, I consider them, so far as they are founded in the character and political institutions of the Japanese, to be of infinitely less importance than the Dutch, from whose interested reports on that subject the idea generally entertained of them has been formed, would represent them.

“ I may add, that the Japanese appear entirely free from any prejudices that would stand in the way of a free and unrestricted intercourse with Europeans; even their prejudices on the score of religion, of which such exaggerated accounts are reported by the Dutch, and of which, as is believed among the Japanese, the Dutch have sometimes availed themselves against their rivals, in the early trade of Japan, are moderate and inoffensive.

“ In the event of the establishment of a British factory in Japan, I consider the present very limited state of the trade as no criterion whatever of the extent it may be carried to, and which in the natural course of things it would attain. The climate, the habits of the people, and their freedom from any prejudices that would obstruct the operation of these natural causes, would open a vent for numerous articles of European comfort and luxury. The consumption of woollens and hardware might be rendered almost unlimited; they are fond of the finer specimens of the glass manufacture; and it only requires to bring them acquainted with many of the other products of British industry, to obtain for them a ready introduction.

“ The returns from Japan, which have hitherto been limited to their copper and camphor, to some lacquered ware, a small quantity of silks, and a few other things of trifling importance, may be extended to a long list of the following articles, of which specimens have been brought to Java—teas, bees wax, pitch, borax, gamboge, assafœtida, cinnabar, iron, linseed oil, whale oil, pit coal, flour, &c. &c.

“ In the event of any change of circumstances materially affecting the trade with China, I should conceive that on the establishment of the English there, a similar one might be instituted at Japan, susceptible of such extension in that channel, as to be brought to supersede, in a considerable degree, the present trade with China.

“ The trade of China with Japan, defined, as in the case of the Dutch, by specific rules, is limited to ten junks annually; they are fitted out from the province of Nankin, and bring to Japan principally sugar, with a variety of articles of trifling value, the produce of China, together with a large quantity of English woollen cloths; these, with the sugar, constituting by far the greater part of the value of the cargo. In return 1,000 peculs of bar copper are allotted to each junk, the remainder consists of lacquered ware, dried fish, laya, whale oil, &c. &c.

“ The Chinese are treated in Japan with great indignity; and the intercourse with them is tolerated chiefly on account of certain drugs, the produce of China, which they import; to the use of which the Japanese are much attached. Could means be found to supply them with these, there is little doubt but the Chinese might be supplanted in the trade of Japan.”

To establish a British factory in Japan, and furnish a population of not less than twenty-five millions with the staple commodities, and with the manufactures of Great Britain, is in itself a grand national object; but it may be of more particular consideration to the honourable Company, from its relative importance to China, and the apparent facility of eventually supplanting the commerce which at present exists between that country and Japan.

As also the exclusive trade to China remains with the East India company, and the commerce of the Eastern Islands is so much connected with that country, that in a free trade from England with these islands, it would be difficult, and hardly possible, to restrict the importation of China goods in England, it seems of some consequence to secure such arrangements as shall place the whole trade of Eastern Asia in the hands of the East India company alone; and should a factory be established at Japan under the auspices of the honourable Company, while the former Dutch colonies remain under their authority, they will effectually obtain a commercial empire in these seas, far more valuable than can be immediately contemplated.

At any rate it must be of importance to take this opportunity to wrest from a foreign power, the exclusive advantage of this commerce; and to secure for Great Britain that future participation which the fortune of war and the rights of conquest have given her a right to expect.

Considering the Dutch factory at Japan as clearly falling within the capitulation for Java and its dependencies; and the refusal of Mr. Doeff to acknowledge the British authority, as justifying whatever measures we may deem it expedient to adopt for securing the rights of conquest and the advancement of our interests, my proposal is, that an embassy should be sent to Japan, with authority to state openly the political events which have taken place, and the consequent dependence of the Dutch factory. This embassy should be enabled to make suitable presents, as a proof of friendship, and to offer specimens of our various manufactures—the main object being to negotiate for the establishment of a British factory wholly independent of the commerce hitherto carried on between Java and that country, and calculated to introduce the British on the footing of the most favoured nation.

Much delicacy is of course required to effect this object, under the very peculiar circumstances of the case; but the object is great, and in every way worthy of the trial, and its commercial advantages must evidently over-balance any expense that may be incurred by the attempt.

It would not be possible to undertake this embassy with any prospect of success, either from Europe or from India; and I am confident that any attempt to secure the trade, except in the first instance for the East India company, would fail; indeed the nature of the Japanese institutions are such, that it could not for many years be carried on by general traders. It is also a necessary consequence of the existing circumstances, that the vessels should proceed from Batavia, because there can be little doubt that any abrupt or unusual appearances would immediately defeat the object; and I apprehend it can only be introduced by degrees, allowing some consideration for the habits of centuries, and time for the prejudices to subside, which the Dutch have endeavoured to excite.

The intercourse of last year has broken the ice; the interpreters and others, who alone are the channels of communication, have seen that the English are not the violent or intemperate characters that they have been represented to be; and the present contrast in the late mission, so far as liberality of sentiment, manner and conduct could have had an effect, has been decidedly favourable to the British character. Nothing occurred to interrupt the harmony of the mission; and the Japanese are not so rude and ignorant a people as to suppose that the representations of the Dutch are wholly true, nor so prejudiced as not to form their own judgment and opinion.

It seems not unlikely, that on a full disclosure of the political events which have occurred, the Japanese will admit a British control in the European factory, the probable result of which is forcibly stated in the paragraphs of Dr. Ainslie's report already quoted.

If the attempt be not made while we have possession of Java, the opportunity once lost may never be regained. Long associated habits accustom the Japanese to commerce with Europeans only through Batavia; and from every information that I have been able to collect, I am decidedly of opinion, that it ought not to be undertaken in a more direct manner.

Looking forward to this measure, it is my intention to send one ship to Japan at the approaching season in June next, upon the same footing as last year, and to relieve Mr. Doeff from his situation, according to established usage. There will be no difficulty in accounting for the dispatch of one ship only, nor in avoiding a reply to his terms of agreement, and thus the communication will be kept open.

My idea then is, that two of the honourable Company's cruizers should be sent to Japan, at the favourable season in 1815, not for purposes of commerce, but to convey

convey an agent charged with authority as above-mentioned, and with positive orders not to enter the harbour unless a friendly communication is agreed to, but to inform the Japanese government; that if this offer is refused, the commerce between Batavia and Japan is to cease.

The continuance of the trade, as hitherto carried on between Batavia and Japan, is an object which, under any circumstances, would not be of great importance; but under existing circumstances is what I could on no account propose.

The plan I have suggested being adopted, every thing will depend upon the selection of a person to execute the important trust, and I do not hesitate to point out Dr. Ainslie, not merely as the fittest, but the only man competent to the task; he has already began the work, and he possesses a personal knowledge of the subject and of the people, which is of the first importance to the success of the undertaking, and which it would be impossible for him to communicate to another. I have every reason to be well satisfied with his judgment and exertions in the recent acquirements and integrity are unquestionable; and his being personally known at Nangasacky gives him an advantage that no other British gentleman can possess. I shall feel honoured in being myself entrusted with the general superintendence; and with such an immediate agent as Dr. Ainslie, I shall feel very confident of success, if it is to be obtained under any circumstances.

Sic Orig.

I have already mentioned, that the trade with Japan, if obtained, can only for a length of time be carried on through the medium of the East India company; on the same grounds, I am of opinion, that the intercourse can only be opened by means of those authorities with whom they have been accustomed to communicate—I allude particularly to the government at Batavia; but I am at the same time desirous to observe, that nothing would give the measure more weight, or a greater chance of success, than its being understood to have been undertaken by command of *the highest authority*; I would, in consequence, suggest the advantage of obtaining, if practicable, a short letter from His Royal Highness the Prince Regent, to the following effect: "His Royal Highness communicates to the Emperor, that the Dutch nation has been destroyed and annihilated by the French, and that Batavia and all the Dutch possessions in the east, are now placed under the protection the East India company will send an agent to Japan to explain these circumstances." Should there be an objection on the part of His Majesty's government to obtain this written authority, it might still be of importance that His Royal Highness's verbal commands were communicated; the Japanese are extremely punctilious, and an attention to this point, at a moment when it is intended to risk all future connection, in the expectation of a favourable reception at first, may be of some consequence.

Sic Orig.

In superintending the embassy, I shall of course consider myself acting as the political agent of the East India company; rather than the local governor of Java; and in the event of any transfer of this colony in the interim to His Majesty's government, it will be my object to keep the measure, as it materially is, distinct from the public interests of Batavia.

I have the honour to enclose a memorandum of the presents which I would recommend being sent from Europe, and of the nature of the specimens of manufactures which are likely to be most in request.

INCLOSURE in the Lieutenant-Governor of Java's dispatch to the Secret Committee, dated 11th February 1814.

*Memorandum* regarding the specimens of British Manufactures required for Japan, to be sent from England.

REMARKS.

|                         |  |
|-------------------------|--|
| <p>WOOLLENS - - - -</p> | <p>Of every description; the Japanese have as yet only seen the coarser sorts, as it is expected the demand for them will be unlimited when once introduced. Specimens of every kind of woollen manufacture should be forwarded; they are partial to primary colours, and do not approve of mixed. Blankets, flannels, and fleecy hosiery, are of course included under this head.</p> |
|-------------------------|--|

| Appendix<br>(W.) |   | REMARKS.   |
|------------------|---|--|
|                  | HARDWARE - - - -                          | The demand for this article is also likely to be very extensive. The finest specimens of London cutlery should be sent, and an assortment generally of every thing coming under the description, with the exception of lacquered ware, in which they themselves excel all other nations.   |
|                  | GLASS WARE - - - -                        | The Japanese are passionately fond of cut glass of every description; a variety therefore should be sent, from a plain cut glass rummer to a magnificent lustre. Coloured and plain liquor bottles and glasses, and ornamented smelling bottles are in great request. British plate and the common window glass, will also be in demand.   |
|                  | CARPETING - - - -                         | A variety of different descriptions and manufactures, varying in size and quality. This is an article likely to come into general use, and for which, as well as the woollens, the climate affords a natural inducement, and they have no substitute in their own country.   |
|                  | PRINTED COTTONS - -                       | A selection of the finest texture and brightest patterns.  |
|                  | IRONMONGERY - - - -                       | In this should be included tools of every description. Locks, padlocks, &c. are in great demand, and some of the finest specimens of the patent should be sent. They are unacquainted with the manufacture themselves, and may eventually take off a large quantity, from the large door locks down to the common size. Iron treasure chests are in demand, and tin plate in particular. Specimens of the latter should be sent in boxes of different sizes. Lead, both pig and sheet; stoves of various sorts, from the highly polished drawing room register to the common cabin stoves. |
|                  | ENGLISH PORCELAIN -                       | Breakfast and dinner sets of the most valuable sorts of Worcester, Colebrooke Dale, &c. and detached articles of the same manufacture, are likely to attract immediate attention, and to be in great demand.   |
|                  | ASTRONOMICAL and<br>OPTICAL INSTRUMENTS } | An assortment of every description, and of whatever may be useful in an observatory.   |
|                  | LEATHER - - - -                           | Morocco of the brightest colours in skins.   |
|                  | CLOCK WORK - - - -                        | Watches and clocks of various descriptions, but expressly <i>London-made</i> , and bearing the London mark; it is of importance that the high idea entertained of the London clock work should not be lost by any accident. The same observations also apply particularly to fire arms.  |
|                  | FIRE ARMS - - - -                         | An assortment of pistols, fowling pieces, and muskets, gunpowder and shot—the fire arms bearing the <i>London mark</i> .   |
|                  | LACE and MOCK }<br>JEWELLERY }            | Silver and gold lace, fringe and tassels, a variety of mock jewellery of every description.  |
|                  | STATIONERY - - - -                        | An assortment principally consisting of every description of paper, blank books, and the best black-lead pencils, boxes of water colours, and drawing utensils.  |
|                  | MEDICINES - - - -                         | An assortment of the principal articles in the <i>Materia Medica</i> , particularly <i>Karial</i> in considerable quantity, the latter is in great demand.   |
|                  | MISCELLANEOUS - -                         | Oil paints may be sent. Bottle corks of various sizes are in constant demand, and are applied for various purposes.  |



The whole of the articles may be packed in England for Japan direct, and the Company's mark affixed to each package, correct lists and numbers corresponding therewith being sent to Batavia. On each article should be marked the price at which it can be delivered at Nanga Sacky. This may be taken at thirty or any other per centage on the invoice price at which they are shipped from London, and converted into Spanish dollars at the rate of five shillings the dollar. It is necessary to observe, that it will be difficult afterwards to raise the price beyond what is originally fixed; and therefore a proper latitude should be allowed for this, without enhancing the price in the first instance beyond what will increase the demand. Having been accustomed only to the coarser articles, the price of the finer, if fixed too high, may probably alarm them; and it may be advisable, particularly in that description of articles, to be moderate.

Appendix  
(W.)

Batavia, 13 February 1814.

Appendix (X.)

LETTER from the India Board, dated 29th March 1821, inclosing the Rules and Regulations for granting Licences; also, the form of licences granted to Private Traders.

Appendix  
(X)

Sir,

India Board, March 29, 1821.

IN reference to your letter of yesterday's date, I am directed by the commissioners for the affairs of India to transmit to you, for the information of the Select Committee of the House of Lords for inquiring into the means of extending the foreign trade of the country, the form of licences granted for the private trade to countries lying east to the Cape of Good Hope.

I am also directed to add the rules and regulations for granting licences by the commissioners for the affairs of India.

I am, Sir, your most obedient humble servant,

J. W. Birch, Esq.

Thos. Pere. Courtenay

No. 1.

RULES and Regulations for granting Licences by the Commissioners for the Affairs of India, under the authority of the 12th section of an Act (53 Geo. 3, c. 155,) passed in the fifty-third year of his Majesty's reign, intituled, "An Act for continuing in the East India Company, for a further term, the possession of the British territories in India, together with certain exclusive privileges; for establishing further regulations for the government of the said territories, and the better administration of justice within the same; and for regulating the trade to and from the places within the limits of the said Company's charter."

LICENCES will be granted by this Board for any vessel navigated according to law, to proceed, under the provisions of the said Act of the 53 Geo. 3, c. 155, and also of the Acts 54 Geo. 3, c. 34. (a), and 36. (b), to any ports or places situate more to the northward than eleven degrees of south latitude, and between the 64th and 150th degrees of east longitude from London; save and except ports and places upon the continent of Asia, from the river Indus to the town of Malacca, inclusive, or in any island under the government of the East India company, lying to the north

(a) An Act for the further regulation of the trade to and from the places within the limits of the charter of the East India Company.

(b) An Act to repeal the duties of customs payable on goods, wares and merchandize, imported into Great Britain, from any port or place within the limits of the charter granted to the United Company of Merchants of England trading to the East Indies, and to grant other duties in lieu thereof; and to establish further regulations for the better security of the revenue on goods so imported; and to alter the periods of making up and presenting certain accounts of the said Company to parliament; to continue in force until the tenth day of April one thousand eight hundred and nineteen.

Appendix  
(X.)

of the equator; and also save and except the East India company's factory at Bencoolen and its dependencies.

Every application for a licence must specify the name, built, and measurement of the vessel for which it is required, the port to which she belongs, and the name of the owners and master.

By order of the Commissioners for the Affairs of India,

India Board, Whitehall, }  
March 19th, 1814. }

(Signed) *Thos. Pere. Courtenay.*

---

No. 2.

**RULES** and Regulations for granting Licences by the Commissioners for the Affairs of India, under the authority of the 12th section of an Act passed in the fifty-third year of his Majesty's reign, cap. 155, intituled, "An Act for continuing in the East India company, for a further term, the possession of the British territories in India, together with certain exclusive privileges; for establishing further regulations for the government of the said territories, and the better administration of justice within the same; and for regulating the trade to and from the places within the limits of the said Company's charter."

**LICENCES** will be granted by this Board for any vessel navigated according to law, to proceed, under the provisions of the said Act of the 53 Geo. 3, c. 155, and also of the Acts 54 Geo. 3, c. 34, (a) and 36, (b), and 57 Geo. 3, c. 36, (c), directly or circuitously, to any ports or places situate more to the northward than eleven degrees of south latitude, and between the 64th and 150th degrees of east longitude from London; save and except ports and places upon the continent of Asia, from the river Indus to the town of Malacca, inclusive, or in any island under the government of the East India company lying to the north of the equator; and also save and except the East India company's factory at Bencoolen and its dependencies.

Every application for a licence must specify the name and measurement of the vessel for which it is required, the port of clearance, and the names of the owners and master.

By order of the Commissioners for the Affairs of India.

India Board, Westminster, }  
28th October 1817. }

*Thos. Pere. Courtenay.*

*Memorandum.*—Applications for licences should be addressed to the secretary to the Board, and the words, "Application for licence," should be written in the corner of the address.

Parties are to take notice, that much embarrassment and occasional delay has arisen from the insertion of unnecessary particulars in the application; the subjoined Form is applicable to all possible cases:—

" We request a licence for the ship \_\_\_\_\_ measuring \_\_\_\_\_  
" tons, whereof \_\_\_\_\_ is owner, and  
" master, to proceed from the port of \_\_\_\_\_ to the several ports and places  
" mentioned in the 12th section of the Act 53 Geo. 3, c. 155, under the pro-  
" visions of that and subsequent Acts."

---

(a) An Act for the further regulation of the trade to and from the places within the limits of the charter of the East India Company.

(b) An Act to repeal the duties of customs payable on goods, wares and merchandize, imported into Great Britain, from any port or place within the limits of the charter granted to the United Company of Merchants of England trading to the East Indies, and to grant other duties in lieu thereof; and to establish further regulations for the better security of the revenue on goods so imported; and to alter the periods of making up and presenting certain accounts of the said Company to parliament: to continue in force until the tenth day of April one thousand eight hundred and nineteen.

(c) An Act to regulate the trade to and from the places within the limits of the charter of the East India Company, and certain possessions of His Majesty in the Mediterranean.



Appendix  
(X.)

north of the equator, and also save and except the said Company's factory at Ben-  
 coolen, and its dependencies,) without a licence from the board of commissioners  
 for the affairs of India: And whereas application hath been made to the said board  
 of commissioners, on behalf of \_\_\_\_\_ for a licence for the ship  
 or vessel called the \_\_\_\_\_ whereof \_\_\_\_\_ is master or  
 commander, and whereof the registered measurement is \_\_\_\_\_  
 to proceed, under the authority of the said Act, to certain ports or places situated  
 within the said limits: Now therefore be it known, that the board of commissioners  
 for the affairs of India, hath given and granted, and by these presents do give and  
 grant, full and free licence for the said ship to proceed, under the authority of the  
 said Act, to any ports or places whatsoever situated within the limits aforesaid, sub-  
 ject always to all restrictions and provisions contained in the said Act, and in two  
 Acts passed in the fifty-fourth year of His Majesty's reign, respectively intituled, "An  
 " Act for the further regulation of the trade to and from the places within the limits  
 " of the charter of the East India company;" and "An Act to repeal the duties of  
 " customs payable on goods, wares and merchandize, imported into Great Britain,  
 " from any port or place within the limits of the charter granted to the United  
 " Company of Merchants of England trading to the East Indies, and to grant other  
 " duties in lieu thereof; and to establish further regulations for the better security of  
 " the revenue on goods so imported; and to alter the periods of making up and  
 " presenting certain accounts of the said Company to parliament; to continue in  
 " force until the tenth day of April one thousand eight hundred and nineteen;" and  
 in one other Act passed in the fifty-seventh year of His Majesty's reign, intituled,  
 "An Act to regulate the trade to and from the places within the limits of the charter  
 " of the East India company; and certain possessions of His Majesty in the Medi-  
 " terranean;" or in any other Act relating to vessels carrying on trade with places  
 within the limits of the said charter.

Dated this \_\_\_\_\_ day of \_\_\_\_\_ in the year of our Lord one  
 thousand eight hundred and \_\_\_\_\_ and in the  
 year of the reign of His Majesty King George the Third.

By order of the Commissioners for the Affairs of India.

Secretary.

---



---