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- (1) A report from the Committee appointed to examine into the several facts and circumstances relative to the late obstruction to the execution of the orders of the House, 1771.
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Note

Sheets damaged in binding

- (2) A report from the Committee appointed to consider how His Majesty's Navy may be better supplied with Timber, 1771

X9(M:74):732.

- (3) A report from the Committee appointed to examine the several laws in being, relative to The Assize of Bread, 1772

.X9(M:31).3.M72(-

- (4) A report from the Committee appointed to enquire into the manner of conducting the several Army Offices in London, York, &c. 1773
(The pages 61-97 containing the report are missing from this volume)

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118

R E P O R T

FROM THE

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C O M M I T T E E

Appointed to examine into the several Facts and Circumstances
relative to the late

Obstructions to the Execution of the Orders of This House.

Together with an APPENDIX referred to in the said Report.

Reported by WELBORE ELLIS, Esq; 30th April 1771.

A

R E P O R T

F R O M T H E

C O M M I T T E E

APPOINTED TO EXAMINE INTO

The several FACTS and CIRCUMSTANCES relative to the late Obstructions to
the Execution of the Orders of this House.

The 30th of April, 1771.

THE COMMITTEE, appointed to examine into the several Facts and Circumstances relative to the late Obstructions to the Execution of the Orders of this House, and to consider what further Proceedings may be requisite to enforce a due Obedience thereto, and to report their Proceedings, together with their Opinion, from Time to Time, to the House, have, in Obedience to the Order of the House, begun by examining into the Facts and Circumstances relating to the late Obstructions to the Orders of the House; and, in order thereto, called before them,

WILLIAM WHITTAM, One of the Messengers attending this House; who said, "That he had had no other Warrant but that for taking *J. Miller* into Custody, on the Fifteenth of March One thousand Seven hundred and Seventy-one: It was directed to Mr *Bonfoy*, Mr *Clemenson*, and himself, with Orders to go and take *Miller* into Custody; and he proceeded, and came to *Miller's* House about Two o'Clock; and he asked if *Miller* was at Home, and was informed he was above Stairs, and would be down in a little Time; that he waited about a Quarter of an Hour, when *Miller* came down, and went into his Compting-house; that he (*Whittam*) followed him, and told him, he hoped he would not be surprized, that he had the Speaker's Warrant for taking him into Custody, and offered to shew the Warrant to him, and that he (*Miller*) just cast his Eye upon it, and said, that the Messenger had no Authority to take him, and he should take no Notice of it, whereupon he (the Messenger) laid his Hand upon *Miller's* Arm, and told him he was his Prisoner, and that he must go with him. *Miller* said, that he had assaulted him in his own House; and thereupon told one of the Persons present to go and fetch such a one, but does not remember the Name of the Constable, who came in a few Minutes, and *Miller* charged the Constable with him for the Assault,

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"and required the Constable to carry him before the Sitting Alderman, that as he (*Whittam*) was going into the Court where *Miller* lives, he saw a Man, whom he takes to be the Constable, come out of *Miller's* House, and go into a House near the Opening into the Court, and, by the Shortness of the Time, which was about Three or Four Minutes, he judged the Constable might come from that House; that the Constable came into the Compting house, and charged him to take the Messenger (*Whittam*) into Custody; the Constable charged all present to assist him, and the Messenger gave the like Charge to all present on his Behalf, that he is not sure the Constable laid his Hands on him, but, finding they were determined to arrest him, he made no Resistance; that he apprehends a Coach was ready by Order, as there was not Time to call one from the Stand: The Constable, and one *Clarke*, and *Miller*, and he (the Messenger) went into the Coach, which was ordered to drive to Guildhall, and did so.

"That, when they arrived at Guildhall, they went up Stairs, and were informed that the Sitting Alderman was gone, that as soon as they arrived at Guildhall, *Clarke* went for Mr *Clemenson*; that he did not hear any one in particular directed to go to the Mansion House; but that several Persons followed *Miller* to Guildhall; and in about a Quarter of an Hour, Word was brought the Sitting Alderman was at the Mansion House, whereupon they went thither, and were taken into the Room where Business is usually done. They staid there about a Quarter of an Hour, when Word was brought, that he (*Miller*) could not be examined till Six o'Clock — That he (*Whittam*) desired he might not be examined before Mr *Clemenson* came, that they staid a short Time, when a Gentleman came and desired *Miller* and him to follow him, who shewed them into a room where People were dining, they dined, and then went into another Room, where he and *Miller* staid till they were called to the Lord Mayor, who was in his Bed-chamber

" with

“ with Aldermen *Oliver* and *Wilkes*, and several other
 “ Persons, that he met Mr. *Clementson* as he was going
 “ into the Room to the Lord Mayor: The Lord Mayor
 “ began by asking *Miller* concerning his being taken
 “ into Custody by the Messenger, and *Miller* gave an
 “ Account of it, then the Lord Mayor asked him (the
 “ Messenger) By what Authority he took *Miller*? he
 “ answered, By the Authority of the Speaker’s Warrant;
 “ which the Lord Mayor ordered him to produce; he
 “ did so, and was ordered by Mr. *Clementson* to read it,
 “ but not to deliver it out of his Hands, that as he
 “ was going to read it, the Lord Mayor said, he must
 “ have the Inspection of it, or no Notice could be taken
 “ of it, that he then delivered it to the Lord Mayor,
 “ upon his Promise it should be restored to him; that
 “ the Lord Mayor took and read it; and he or Mr.
 “ *Morris*, but rather thinks the latter, ordered a Copy
 “ to be taken of it, and a Copy was taken accordingly:
 “ —That the Lord Mayor asked him, If he had applied
 “ to any Civil Magistrate to back the Warrant, or whe-
 “ ther he was a Peace-Officer? to both which he an-
 “ swered in the Negative:—The Lord Mayor then
 “ asked, By what Authority he could take a Citizen
 “ into Custody? That he (the Messenger) answered,
 “ By the Speaker’s Warrant, which he thought suffi-
 “ cient, and the Lord Mayor then said, He had no
 “ Authority to take up any one in the City, without
 “ his or the Authority of some City Magistrate.

“ Then Three Witnesses were sworn to the Facts
 “ which passed at *Miller*’s, and that thereupon Mr.
 “ *Clementson* informed the Lord Mayor, that he was
 “ come by the Speaker’s Order to demand the Messen-
 “ ger and his Prisoner: He does not recollect the An-
 “ swer which was given to this Demand; but some Ar-
 “ guments passed, and Mr. *Morris* spoke a good deal:
 “ Then the Lord Mayor said, that he (the Messenger)
 “ must be committed to the Compter, and *Miller* must
 “ be discharged, and ordered a *Mittimus* to be drawn,
 “ and that he saw the Lord Mayor sign it: That Mr.
 “ *Morris* then said, it would be proper that the other
 “ Two Aldermen should sign it, who did so, in the Pre-
 “ sence of him the Messenger: The Lord Mayor then
 “ said, He did not desire them to be concerned, but
 “ would take it upon himself: That, before the War-
 “ rant was quite completed, the Lord Mayor or Mr.
 “ *Morris* said, there was Bail in the Room, if it was
 “ liked of, and one Mr. *Hurford*, Mr. *Witby*, and Mr.
 “ *Reynolds* an Attorney, offered to be Bail: Before the
 “ Lord Mayor said I must give Bail; that he thanked
 “ them, but did not know whether he should have Oc-
 “ casion for it, and said that he never had applied to
 “ them for it.

“ That he declined giving Bail, Mr. *Clementson* say-
 “ ing it was not proper; and the Warrant was signed and
 “ sealed: Mr. *Clementson* then said, that he was ready to
 “ give Bail; whereupon the Lord Mayor grew warm,
 “ and said he was trifled with; and that he then said,
 “ that he, or we, would not then take Bail, or Words
 “ to that Purpose; upon which there was some Noise
 “ and Clapping of Hands in the Room, and there fol-
 “ lowed some Discourse between the Lord Mayor, Mr.
 “ *Clementson*, and Mr. *Morris*; and he thinks, in Con-
 “ sequence, it was agreed to take Bail; and *Hurford*
 “ and *Witby* gave Bail, and Mr. *Clementson* agreed to
 “ it.

“ That Mr. *Clementson* and he (the Messenger) were
 “ afterwards sent back from the Speaker’s to the Man-
 “ sion House, for a Copy of the Warrant of Commit-
 “ ment; and were refused it, being told, it was not to
 “ be found, but, if it should, they might have it in
 “ the Morning—That he (the Messenger) went a
 “ Second and Third Time; and was told the last
 “ Time, he might have a Copy of the Recognizance a
 “ little before the Quarter Sessions, if he desired it;
 “ but that the Copy of the Warrant was of no Use after
 “ Bail was given.”

The Committee then proceeded to examine Mr. *Cle-
 mentson*, the Deputy Serjeant at Arms;—who said, “ That
 “ he went to the Speaker’s House on Friday the Fifteenth
 “ of March, to see if the Warrant was signed for taking
 “ *Miller* into Custody; that the Speaker’s Secretary had
 “ prepared it, and the Speaker signed it, and delivered
 “ it to him (*Clementson*) who gave it to the Messenger,
 “ and told him, that if he found any Difficulty to send
 “ for him, who should be at Home—That he heard
 “ nothing more, till Half an Hour past Three o’Clock;
 “ then a Person came to him, and told him, he must
 “ come, for that the Messenger was taken up by a Con-
 “ stable, and charged with an Assault.—That he went
 “ to the Speaker’s and told him of it, who gave him
 “ Directions to go and demand the Messenger, and his
 “ Prisoner, and that if Bail was necessary, he must give
 “ it; but that he must see him committed first.—That he
 “ went first to Guildhall, about Five o’Clock, but found
 “ nobody there, and was told, he should hear of them
 “ at the Mansion House.—That he went there, and was
 “ introduced to the Lord Mayor, in his Bedchamber.—
 “ That he told the Lord Mayor, he understood, that
 “ the Messenger, to whom the Warrant was directed
 “ for apprehending *Miller*, was taken up by a Constable,
 “ and charged with an Assault; that he therefore desired
 “ to know, if the Messenger had been brought before
 “ him—That the Lord Mayor said, he had been told,
 “ that a Person, who was called a Messenger of the
 “ House of Commons, had been brought there, and
 “ charged with an Assault.—That he (*Clementson*) waited
 “ in an Anti-room till Six o’Clock.—That the Messen-
 “ ger then came, and *Miller* and a Constable (*John*
 “ *Downe*) and a large Concourse of People.—Then
 “ they went in, to the Lord Mayor, Alderman *Wilkes*
 “ and Alderman *Oliver* were there with him.—The
 “ Lord Mayor asked, What was the Purpose of their
 “ coming thither? *Miller* said, He charged *Whittam*,
 “ the Messenger, with an Assault: On this, Mr. *Robert*
 “ *Morris* appeared, and said, He was Counsel for
 “ *Miller* the Prosecutor.—He said, that *Miller* had been
 “ violently assaulted, and falsely imprisoned, by an ille-
 “ gal Warrant.—*Downe*, the Constable (who was asked
 “ for by the Lord Mayor) said *Miller* had applied to
 “ him, about One or Two o’Clock, and had complained
 “ of an Assault on him, in his own House, by the Mes-
 “ senger, and charged him to take the Messenger into
 “ Custody; he therefore took him into Custody, in
 “ order to carry him before a proper Magistrate.

“ *Miller* was then called upon: who said, That a
 “ Person who called himself a Messenger of the House of
 “ Commons came to him, and took him into Custody,
 “ by Virtue of a pretended Warrant.—That *Miller*
 “ was then sworn by the Lord Mayor, and said upon
 “ his Oath, that what he had before said was true: He
 “ went on, and said, He had refused to go with the
 “ Person.—That the Person had used Violence, and
 “ had seized hold of him, and was pulling him along.
 “ —That the Lord Mayor asked the Messenger, what
 “ Offence *Miller* had committed, or what Authority he
 “ had for assaulting *Miller* in this Manner? The Mes-
 “ senger said, He had the Speaker’s Warrant, directed to
 “ him, to take *Miller* into Custody: The Lord Mayor
 “ asked where the Warrant was? That he (*Clementson*) told
 “ *Whittam* to open it, and read it himself.—That the
 “ Lord Mayor or Mr. *Morris* (he can’t say which) said
 “ it must be produced.—That he (*Clementson*) objected to
 “ it for some Time; but the Lord Mayor saying it could
 “ not be taken Notice of, if not produced, he delivered
 “ it to the Lord Mayor, on his promising to deliver it
 “ back to him; that he waited till this time, to see
 “ the Nature of the Assault charged on *Whittam*; and
 “ finding that it was for executing the Warrant for tak-
 “ ing *Miller* into Custody, he then told the Lord
 “ Mayor, that he appeared before him as Deputy Ser-
 “ jeant at Arms of the House of Commons, that he
 “ came

“ came there by the Speaker’s Directions, and had his
 “ Commands to demand not only *Whittam* the Messen-
 “ ger, but likewise *Miller* his Prisoner; and he made
 “ that Demand in the most solemn Manner he was
 “ able.—That Mr. *Morris*, on this, desired he (*Cle-*
 “ *mentson*) might be sworn as an Evidence:—But he
 “ (*Clementson*) declared he would not be sworn, and
 “ said, He did not come as an Evidence, but as an Of-
 “ ficer of the House of Commons, to execute the Com-
 “ mands given him by the Speaker.—The Lord Mayor
 “ said—He could not take Nounce of any Thing, in his
 “ Magisterial Capacity, that was not given upon Oath.
 “ —That he was then asked by *Morris*, If he refused to
 “ be examined to any of the Facts or Circumstances within
 “ his Knowledge?—That he doubted at first what Answer
 “ to give to that; but, on Recollection, he said, If there
 “ was the least Doubt either of the Warrant being signed
 “ by the Speaker, or of his (*Clementson*’s) having the
 “ Speaker’s Commands to demand *Whittam* the Mes-
 “ senger and *Miller* his Prisoner, he was ready to be
 “ sworn to the truth of those Matters, but would not
 “ be sworn generally—Finding that to be his Refo-
 “ lution, Mr. *Morris* declined swearing him as to those
 “ Matters; but he (*Clementson*) again repeated, that if
 “ there was any Doubt as to those Matters, he was ready
 “ to swear to them.

“ That the Lord Mayor asked *Whittam*, If he was a
 “ Peace Officer or a Constable? he said, He was not;—
 “ If he had applied to any City Magistrate to back his
 “ Warrant? he said, He had not:—Upon this, the
 “ Lord Mayor declared, That it was very extraordinary
 “ for any Citizen to be taken up in the City of *London*,
 “ without the Knowledge, or Authority of the Lord
 “ Mayor, or some other Magistrate of the City; and
 “ that, if this was permitted to be the Case, it would be
 “ trampling on the Laws, and there would be an End
 “ of the Constitution of this Country.

“ Then *Miller* was examined, as to his being a Li-
 “ veryman of the City of *London*.—The Lord Mayor
 “ said, It was his Opinion, that no Warrant, but from
 “ him or some other Magistrate of the City, was good
 “ and valid to take up any Citizen; that he thought
 “ himself bound, so long as he held the great Office of
 “ Chief Magistrate of the City of *London*, to take
 “ Notice of a Proceeding of this Sort; and that it was
 “ his Duty to defend the Citizens, and their Rights and
 “ Liberties, to the last Extremity.—He said, He was
 “ of Opinion, the Messenger had no right to take up
 “ *Miller*, who was a Citizen, not being charged with
 “ any Felony, Trespass, or Breach of the Peace.

“ That Mr. *Morris* then took Four Objections to the
 “ Warrant:

“ First, That the Words “ House of Commons”
 “ was not a sufficient Description of the Power which
 “ had passed the Vote.—That it should have been, “ the
 “ House of Commons in Parliament assembled.”

“ Secondly, That “ *J. Miller*” was no sufficient De-
 “ scription of the Person.

“ Thirdly, That the Offence was not inserted; and
 “ therefore that it was illegal, and without Colour of
 “ Law.

“ Fourthly, That it did not appear, that “ *Fletcher*
 “ *Norton*, Speaker,” who signed the Warrant, was the
 “ Sir *Fletcher Norton*, who is Speaker of the House of
 “ Commons.

“ That the Lord Mayor asked *Whittam*, Whether he
 “ intended to carry *Miller* away as his Prisoner? *Whit-*
 “ *sam* said, He did.—The Lord Mayor then said, He
 “ thought the Warrant was illegal; and therefore he
 “ discharged *Miller* out of the Custody of the Messen-
 “ ger; and said at the same Time, This Citizen comes
 “ here to claim a Citizen’s Protection of me, and I
 “ think he is entitled to it.

“ That then the Lord Mayor proceeded on the
 “ Assault.—*Miller* proved that *Whittam* had laid hold
 “ of his Arm and pulled him; and that about Five

“ Minutes afterwards the Constable came. After this,
 “ Three Persons were produced to prove the Assault:

“ *Henry Page*, of *Newgate Street*, Printer.

“ *John Topping*, of *The Old Bailey*, Printer.

“ *Robert Page*, of *Newgate Street*, Printer.

“ They proved, That *Whittam* laid hold of *Miller*’s
 “ Arm, and said, he was his Prisoner; and that *Miller*
 “ said, He should not go, or did not chuse to go.
 “ That *Whittam* said, You must go; and *Miller* said,
 “ he should not; and then *Whittam* charged every
 “ body present to assist him. After this, the Constable
 “ was brought; and the Constable charged all present
 “ to assist him.

“ That the Lord Mayor, on this, gave it as his
 “ Opinion, that the Assault was fully proved; and
 “ that *Whittam* must give Security to appear at the
 “ next Session for the City of *London*, to answer such
 “ Indictments as should be then found against him for
 “ the Assault and false Imprisonment, himself in Forty
 “ Pounds, and Two Securities in Twenty Pounds
 “ each; and that *Miller* was to be bound to appear and
 “ make out the Charge.—Mr. *Morris*, and many others
 “ present, were ready to be Bail for *Whittam*; That
 “ *Whittam* was very much frightened, and was ready
 “ to offer Bail; but he (*Clementson*) insisted he should
 “ not give Bail.—The Lord Mayor desired it might
 “ be noticed, that Bail was offered, but not accepted
 “ by *Whittam*.

“ Then the Lord Mayor directed a Warrant to be
 “ made out; and the Person who had these Directions
 “ he saw fill up what he supposed was the Warrant;
 “ and the Lord Mayor declared, it was a Warrant for
 “ committing *Whittam* to the Compter.—That he saw
 “ the Lord Mayor sign that Paper.—On this, Mr.
 “ *Morris* desired the other Two Aldermen might sign
 “ the Warrant, as well as his Lordship, else it might
 “ be supposed, that they did not concur in Opinion
 “ with his Lordship.—The Lord Mayor said, He did
 “ not desire any body else to sign it, though the Two
 “ Aldermen declared themselves ready to do it; and
 “ he particularly said to Alderman *Wilkes*, *I think you*
 “ *have enough upon your Hands already*—The Warrant
 “ however was directed to be altered by the Clerk into
 “ the Plural Number; and he saw that Paper signed
 “ by the other Two Aldermen, *Wilkes* and *Oliver*.—
 “ That he asked the Lord Mayor if it was signed by them
 “ all; and he said, It was; and Directions were given
 “ by the Lord Mayor and Mr. *Wilkes* to the Constable,
 “ that he (*Whittam*) might be used kindly in Prison.—
 “ That just before they were going to take him away,
 “ he thought that, this being a Commitment, he had
 “ gone far enough; and then he offered Bail.—That
 “ the Lord Mayor grew warm at this, and said, That
 “ he found that this Proceeding meant to exaggerate
 “ the Offence, or Business, or the Proceeding; he could
 “ not recollect exactly the Word he made Use of.

“ That, after this was done, he came back immedi-
 “ ately to the Speaker; and upon his relating what had
 “ happened, he desired him to go back and try to get
 “ a Copy of the Warrant of Commitment.—The Lord
 “ Mayor said, He could not tell where to find it then,
 “ every body being gone away; but that if it was not
 “ destroyed, being now of no Use, he should have a
 “ Copy; but that I knew he had signed it alone first,
 “ and that afterwards Alderman *Wilkes* and Alderman
 “ *Oliver* desired to sign it too; and that he and Alder-
 “ man *Oliver* should, in their Places in the House of
 “ Commons, admit their having signed such a Warrant;
 “ but that he should have a Copy of it in the Morning
 “ if it could be found.—That he applied again on
 “ Saturday Morning to the Lord Mayor for a Copy
 “ of the Warrant; he said, He could not yet find it;
 “ that some of them had taken it away, and he knew
 “ not where it was, but that, if it could be found,
 “ *Whittam* should have a Copy of it; that it did not
 “ signify, for that he did not mean to deny what had

“ been done, or make Use of any Subterfuge; and that
 “ this was all that he (*Clementson*) had done.—
 “ That he did not go to execute the Warrant himself,
 “ and that it was not sealed.

And he further added this Circumstance, “ That he
 “ recollects, When the Lord Mayor had signed the
 “ *Mittimus*, and he the Deputy Serjeant had offered
 “ Bail, the Lord Mayor grew warm, and made Use
 “ of some Expression, that he should not take Bail
 “ then, or Words to that Purpose, saying, That this Pro-
 “ ceeding meant to exaggerate the Offence, or Words
 “ to that Effect, but he soon afterwards said, he must
 “ take Bail.

“ That he endeavoured to serve the Order of the
 “ House on *J. Weble*, and went on *Thursday* the
 “ 28th *February*, to his (*Weble's*) Shop, and enquired
 “ for him, and the Servant said, he was not at Home,
 “ but would be in an Hour's Time; that he called
 “ again, and received the same Answer,—that he
 “ called again, and was answered by a Lad in the
 “ Shop, who said he was an Apprentice, That he was
 “ not at Home, being gone to the other End of the
 “ Town, and that his Master had waited all the Day
 “ before, expecting him.—That he (*Clementson*) then
 “ said, that he would call again in an Hour, and bid
 “ him tell his Master.—That he did so; and was
 “ told, he (*Weble*) had been in, and was gone out
 “ again, but if he would let him know where he
 “ (*Clementson*) might be found, he would wait on him.

—That he went to a Coffee-house, and waited; then
 “ called again, and was told, *Weble* was expected to
 “ Dinner at Three o'Clock.—That he called at Half
 “ an Hour past Three, and was told *Weble* was not
 “ at Home, but would be soon.—That he called again
 “ at Four and Five o'Clock, and received the same
 “ Answers.—That he left Word, he was the De-
 “ puty Serjeant at Arms, and would be there again at
 “ Half an Hour past Nine in the Morning, which he
 “ accordingly was, and was told by the same Person,
 “ that *Weble* was not at Home, but said, He had
 “ delivered the Message he had left with him, and that
 “ his Master said, He was very sorry he was obliged to
 “ go out, and he left no Word when he would be at
 “ Home.—That he called again at Eleven o'Clock,
 “ and he was not at Home; but was answered, he
 “ might be in, in Half an Hour.—That he went again
 “ on *Saturday* at Ten o'Clock, and the Apprentice said,
 “ he was not at Home, but would be in the Afternoon,
 “ and said it with a Smile, as if laughing at my fre-
 “ quent calling; and said, if he would leave Word
 “ where he might be found, we will send you Word
 “ when he is at Leisure.—That he (*Clementson*) said, he
 “ would be there at Seven o'Clock, which he accord-
 “ ingly was, but was told, he (*Weble*) was not at Home,
 “ and had sent for his Linen, and therefore was not
 “ expected till *Monday*.

“ That he did not go to *Thompson* till *Friday* the First
 “ of *March*, because there were Two *R. Thompsons*,
 “ one *Richard*, the other *Robert*.—That he found, at
 “ the Stamp Office, that *Thompson* had been summoned
 “ before the Commissioners to give Security, and said
 “ his Name was *Robert*:—That he sent a Messenger to
 “ enquire in the Neighbourhood, and found there was
 “ but One:—That he went to *Thompson's* House, and
 “ was told by a Man he was not at Home, nor could
 “ tell when he would be, or whether he was in Town;
 “ that he had seen him Two or Three Days before;
 “ that Nobody knew more about *Thompson* than himself,
 “ and if he (*Clementson*) would leave a Message, he would
 “ deliver it:—That *Williams* the Messenger then said,
 “ You know our Business; to which he made no An-
 “ swer:—That he went again at Eleven o'Clock; and
 “ the Servant said, *Thompson* was not at Home; for he
 “ had not seen him, and Nobody knew better than he;
 “ and said, that if he (*Clementson*) had business with
 “ *Thompson*, it was usually left with him first, and that no

“ Time was more likely to meet with him than that
 “ Day or To-morrow.

“ That he (*Clementson*) went again on *Saturday*; and
 “ the same Person told him *Thompson* was not at Home,
 “ but would be in Half an Hour, but had no Reason
 “ for thinking so:—That he went twice afterwards,
 “ and he was not at Home, nor had been, and that
 “ he did not know when he would be:—That he (*Cle-
 “ mentson*) said, Then he will not see me; and received
 “ for answer, he could not tell.”

And he farther said, “ That there had been One
 “ more Attempt since, to execute the Warrants on
 “ *Weble* and *Thompson*; that Mr. Speaker had made an
 “ Alteration in the Direction of the Warrants, by in-
 “ serting the Name of *Wood* the Messenger; that *Wood*
 “ took the Warrant, and he (*Clementson*) followed af-
 “ ter, to endeavour to find *Weble* and *Thompson*; that
 “ he (*Clementson*) waited at a Coffee-house in *Weble's*
 “ Neighbourhood; that *Wood* went and endeavoured to
 “ find them, but without effect.”

Your Committee then proceeded to examine *Charles
 Williams*, the Messenger; who said, “ he attended the
 “ Serjeant, in endeavouring to serve the Warrants on
 “ *Weble* and *Thompson*, on *Thursday* the Twenty-eighth
 “ Day of *February*:—That he went Six or Seven Times
 “ to *Weble's* House; that he did not find him at Home,
 “ but was told he would be at Home soon.

“ That he went to *Thompson's* several Times, and
 “ received the same Sort of Answers; that the Business
 “ they came upon was known at both Places, and that
 “ he had read Mr. *Clementson's* Minutes at the Time,
 “ which he found were right.”

The Committee then proceeded to examine *Guy
 Wood*, the Messenger; who said, “ He had the Speaker's
 “ Warrant, about the Tenth or Eleventh of *March*,
 “ to arrest *Thompson* and *Weble*; that he received it
 “ from the Deputy Serjeant; that his (*Wood's*) Name
 “ was inserted in the Warrant; that he went with one
 “ Mr. *Lee* to *Thompson's* House; that *Lee* went in and
 “ enquired for *Thompson*; that they had agreed, that,
 “ if *Lee* staid above a Minute, he (*Wood*) was to come
 “ in after him; but *Lee*, not finding him at Home,
 “ came out immediately.

“ That they went from thence to *Weble's*, and pro-
 “ ceeded in the same Manner. *Lee* went in, and was
 “ told *Weble* was gone into the Country: They then
 “ went to the *Green Dragon* in *Fleet Street*, where
 “ *Weble's* Evening Papers are delivered, and staid
 “ some Time, to try if they could see him come after
 “ his Papers, or about his Business, but could see
 “ nothing of him: That they have made several En-
 “ quires since, and can hear nothing of him.”

Your Committee having thus stated the Evidence of
 the Facts and Circumstances relative to the late Ob-
 structions to the Execution of the Orders of this House,
 as it appeared before them, proceeded to the other Part
 of what was given them in Charge; namely, “ To
 “ consider what further Proceedings may be requisite to
 “ enforce a due Obedience to the Orders of the House,”
 and, in order to form their Judgment upon that Mat-
 ter, they have made a diligent Search in the Journals,
 to see what the Proceedings of the House have been on
 similar Occasions; or, if no Cases strictly analogous
 should occur, at least to deduce, from the general Prac-
 tice of the House, such Principles of Parliamentary Law
 as might be applicable to the present Matter referred to
 their Consideration.

And in this Place the Committee beg Leave to ob-
 serve, that it appears to them that this House has, from
 the earliest Times, asserted and exercised the Power and
 Authority of summoning before them any Commoner,
 and of compelling his Attendance;—and that this Power
 and Authority has ever extended as well to the City of
 London, without Exception on Account of Charters from
 the Crown, or any Pretence of separate Jurisdiction (In-
 stances

Execution of the Orders of the House.

7

stances of which appear in the Cases referred to in the Margin) as to every other Part of the Realm.

Ferrers' Case, in *Crompton*, Fo. 9 & 10.—*Stannan*, 6 E VI. 1st vol. p. 18.—*Boswell*, 2 and 3 P. and M. 1555.—*Now* 20, 1st vol. p. 44.—*Corbet*, 5 and 6 P. and M. 1557, *Now* 10, 1st vol. p. 51.—*Six Serjants of Sir H. Jones*, 10 Feb 1562, 1st vol. p. 65.—*Wm. Jones*, 29 Oct. 8 Eliz. 1566, 1st vol. p. 75.—*Sir J. Shirley*, *March* 22, 1608, 1st vol. p. 169.—*Starling*, 1666, vol. viii. p. 335.—4 June 1675, vol. ix. p. 354.

And that the House ever considered every Branch of the Civil Authority of this Government as bound (when required) to be aiding and assisting to carry into Execution the Warrants and Orders of this House.

In order to lay before the House the Result of their Enquiry with tolerable Brevity, and some Degree of Method, the Committee have reduced under Three General Heads the Obstructions which have been given at different Times to the Orders of the House, and under each of these Heads have ranged the different Modes in which these Breaches of Privileges and Contempts have been offered; and then submit to the Consideration of the House the several Methods of Proceeding which the House hath opposed to these Offences, the Proofs of which Proceedings appear by Cases referred to in the Margin of this Report.

The Three General Heads of Breaches of Privilege and Contempts of this House are, namely, those arising from,

- First, Evasion.
- Secondly, Force.
- Thirdly, Colour of Law.

Offences under the First and Second of these Heads have been committed—by the absconding of the Parties summoned—by open Resistance to the Officers of the House—and by Riots and Tumults—by the Refusal of Civil Officers to assist the Serjeants or Messengers of this House, or to release Persons entitled to the Privilege of this House when detained in their Custody.

It appears also to Your Committee, as well from searching the Journals of this House, as from other authentic Evidence, that, in order to remedy the Abuses, and to remove the Obstructions above recited, this House has proceeded to support their Privileges, and to enforce the Execution of their Orders, by the following Methods; namely,

(1) *Sir Giles Mompesson*, 28 Feb. and 3 March 1620, vol. i. p. 537.—*Windsbank*, Dec. 10, 1640, vol. ii. p. 48.—*Sir Basil Brook*, April 24, 1641, vol. ii. p. 127.—*Sir John Lloyd*, &c. Jan. 8, 1680, vol. ix. p. 702.—*Brent*, Feb. 20, 1688, vol. x. p. 32.—*Sir Adam Blair*, June 15, 1689, vol. x. p. 182.—*Standish*, March 12, 1694, vol. xi. p. 266.—*Mackenzie*, vol. xi. p. 486.—*Grescomb*, Nov. 30, 1696, vol. xi. p. 602.—*Spraxie*, April 11, 1700, vol. xii. p. 321.—*Jeffrey*, *Addy*, and *Clifton*, March 25 and 26, 1701, vol. xii. p. 427, 436, 437.—*Colepeper* and others, March 28, April 2, 1702, vol. xii. p. 826.—*Tutchings*, &c. Printers, Feb. 14, 1703, vol. xiv. p. 336.—*Rioters*, in *Sacbeverell's Case*, March 20, 4th, and 6th, 1709, vol. xvi. p. 343, 346.—*Rebels*, 4 and 6 Feb. 1715, vol. xviii. p. 368.—*Wilkinson*, 9 June and 4 July 1721, vol. xix. p. 585.—*Loverland*, 6 March 1746, vol. xxv. p. 313.—*A. Murray*, 26 Nov. 1751, vol. xxvi. p. 309.—*Reynolds*, 11, 12, 15, 16, and 18th Feb. 1768, vol. xxxi. p. 603, 606, 610, 612, 618.

I. By addressing the Crown to issue Proclamations for apprehending those Persons who thus stood in Contempt of the House (1).

(2) *Harvey and Martin*, 22 April 1713, 17th vol. p. 298.—*Inglefield*, 29 Jan. 1723, 20th vol. p. 549.—*Phillips and Barnes*, 22 Jan. 1733, 22d vol. p. 210.—*A. Murray*, as above.

(3) *Ratcliff*, 14 Nov. 1640, vol. ii. p. 29.—*Sir Basil Brook*, Jan. 11 and 25, 1641, vol. ii. p. 371.—*Nabbs and Thompson*, 21 Dec. 1660, vol. viii. p. 222.—*Dudley*, 24 Jan. 1670, vol. ix. p. 193.—*Topham*, 4 June 1675, P. M. vol. ix. p. 353.

(4) *Hastings and Crook*, 19 May 1675, vol. ix. p. 341.—*Topham*, as above.—*Blythe*, 7 April 1679, vol. ix. p. 587.—*Owen*, 28 March 1702, vol. xiii. p. 826.

(5) *Ferrers*—*Sir J. Shirley* and *Sterling*, as above.

II. By renewing their Orders against such Persons, and committing them in a subsequent Session of Parliament (2).

III. By Orders to Mayors, Bailiffs, and Sheriffs, to assist the Serjeant or Messenger for the apprehending of such Persons; or to the Serjeant of this House, to call on the Sheriffs of *Middlesex*, and the Sheriffs of other Counties, and all other Magistrates and Persons, for their Assistance (3).

IV. By committing, for Breach of Privilege of this House, those Officers of the Peace who have refused their Assistance to the Serjeant of this House when so called on (4).

V. By imprisoning those who refused to release Persons entitled to the Privilege of this House, and by increasing the Severity of their Restraint, according to the Nature of the Offence, and in Consequence of the Contumacy of the Offender (5).

With regard to the Third Head—namely, Breaches of Privilege, and Contempts of this House, under Colour and Pretence of Law; it appears to Your Committee, that the same have been attempted, by discharging out of Custody Persons who have been committed by Order of the House:

By impleading, in the Courts of Justice, Persons entitled to the Privilege of this House, in the Cases there brought in Question.

By Prosecutions, before the said Courts, for Words or Actions spoken or done under the Protection of this House.

By Accusations, tending to call in Question, before the said Courts, Words or Actions so spoken or done, under false or pretended Denominations of Offences, not entitled to the Privilege of this House.

It appears also to Your Committee, in searching the Journals, that in the above recited Instances this House has proceeded,

(6) *Pemberton* and others, 2 June 1675, vol. ix. p. 351.—*Duncombe*, March 22, 1697, vol. xii. p. 174; when the House Resolved, That no Person committed by this House can, during the same Session, be discharged by any other Authority whatsoever. *Charles Duncombe* having been committed by Order of this House, and afterwards discharged by the Order of the House of Lords, without the Consent of this House; it was Resolved, That the said *Charles Duncombe* be taken into the Custody of the Serjeant at Arms attending this House.

1st. By taking again into Custody Persons discharged without Order of the House (6).

2ndly,

8 1771. REPORT relating to the Obstructions to the

(7) *Strickland*, 19 March 1605, vol. i. p. 287.—*Potts*, 2 Feb. 1606, vol. i. p. 331.—*Harrison*, 26 and 27 Feb. 1606, for Stay of Trial, as in other like Cases has been usual, vol. i. p. 342, 343. Sir *R. Gargrave*, Sir *W. King* *swell*, *eadem die et loco*.—*Brad*, Feb. 28, 1606, vol. i. p. 345.—*Hyam*, 5 March 1606, vol. i. p. 349.—*Powlett*, 5 May 1607, vol. i. p. 369.—*Ballingham*, 13 May 1607, vol. i. p. 373.—*Brewer*, 20 May 1607, vol. i. p. 375.—*Johnson*, 10 June 1607, vol. i. p. 381.—*Stone*, 20 June 1607, vol. i. p. 386.—*Pelham*, 2 May 1610, vol. i. p. 423.—*Sanders*, 18 and 21 May 1610, vol. i. p. 429.—“General Motion about Letters to be written to the Justices of Assize, referred to the Committee of Privileges, report this Resolution: Resolved, That the former Courte of writing Letters to the Justices of Assize, according to Precedents; and, if required, a Warrant for Inhibition to the Party.” 3 March 1620, vol. i. p. 537.—*Lord Bulkeley*, 28 April 1691, vol. x. p. 537.

(8) Sir *Robert Howard*, 17 Feb. 1625, vol. i. p. 820.—*Sir William Williams*, 7 Feb. 1688, vol. x. p. 21, 146, and 215.—*Hollis* and others, 6 July 1641, vol. ii. p. 202 and 203.—*Jay* and *Topham*, 4 June 1689, vol. x. p. 64, 210, 213, & 227.—*Elford*, 13 and 14 April 1716, vol. xviii. p. 420; and on the 16 April the Clerk of the Peace was ordered to erase the Name at the Table.

(9) Case of the Five Members, 18 Jan. 1641, vol. ii. p. 377.—*Jay* and *Topham*, as above.

2ndly, By directing Mr. Speaker to write Letters to the Justices of Assize, and other Judges, to stay Proceedings (7).

3dly, By Resolutions of this House, That the Suits and Actions commenced and carried on in these Cases should be discontinued and annulled, and should be deemed Violations of the Privileges of this House (8).

4thly, By committing those Judges who have proceeded to the Trial of, or pronounced Sentence upon, Persons entitled to the Privilege of this House, for Words or Actions spoken or done under the Protection of the Privilege of this House (9).

Your Committee fit to be more fully stated than the Margin would admit; and are therefore added as an Appendix to this Report.

Your Committee beg Leave to observe, that, in the diligent Search they have made in the Journals, they have not been able to find an Instance, that any Court or Magistrate has presumed to commit, during the Sitting of Parliament, an Officer of the House, for executing the Orders of the House.

They farther beg Leave to observe, that they have not been able to find, that there has ever been an Instance, wherein this House has suffered any Person, committed by Order of this House, to be discharged, during the same Session, by any other Authority whatsoever, without again committing such Person.

And therefore, with regard to *J. Miller*, who was delivered from the Custody of the Messenger by the Lord Mayor, who for the said Offence is now under the Censure of the House; as it appears to Your Committee, that it highly concerns the Dignity and Power of the House, to maintain its Authority in this Instance, by re-taking the said *J. Miller*—The Committee recommend to the Consideration of the House,

Whether it may not be expedient, that the House should order, That the said *J. Miller* be taken into the Custody of the Serjeant at Arms attending this House.

And that the Serjeant at Arms, his Deputy or Deputies, be strictly enjoined to call upon the Magistrates, Officers of the Peace, and other Persons, who, by the Terms of the Speaker's Warrant, are required to be aiding and assisting to him in the Execution thereof, for such Assistance as the said Serjeant, his Deputy or Deputies, shall find necessary to enable him or them to take into Custody the said *J. Miller*.

Your Committee have selected a few Cases, from among the many referred to in the Margin of this Report, which, from the Nature of their Circumstances, or the Importance of the Doctrine which they illustrate, or the Consequences which they produced, seemed to

A P P E N D I X.

Crompton on Jurisdiction, of, Courts, Fo. 9. 10.

“ IN the 34th of *Henry* the VIIIth, one *George Ferrers*, a Burgess for the Town of *Plymouth*, was arrested in *London*, by a Proceſs out of the King’s Bench, at the Suit of one *White*; of which the Houſe being informed, ordered the Serjeant to repair to *The Compter* in *Bread Street*, whither the ſaid *Ferrers* was carried, and there to demand the Delivery of the Priſoner. The Serjeant went to *The Compter*, and declared to the Clerks there, what he had in Commandment; but the Clerks and other Officers of the City, after many high Words, forcibly reſiſted the Serjeant. Whereupon enſued a Fray, in which the Serjeant’s Man was knocked down, and the Serjeant was driven to defend himſelf with his Mace of Arms. During this Fray, the Sheriffs of *London*, called *Rowland Hill* and *H. Suckley*, came thither, to whom the Serjeant complained of this Injury, and required of them the Delivery of the Priſoner; but they took Part with their Officers, and gave no Attention to his Complaint, and contemptuouſly reſuſed to deliver the Priſoner. The Serjeant returned to the Houſe, and made his Report of the ſbove Tranſaction; who thereupon would ſit no longer without their Burgeſs, but roſe and repaired to the Upper Houſe, where the whole Caſe was declared by the Mouth of the Speaker, before the Lord Chancellor, and all the Lords and Judges there aſſembled, who, judging the Contempt to be very great, referred the Punishment thereof to the Order of the Houſe of Commons; who, being returned to their Houſe, ordered the Serjeant to repair immediately to the Sheriffs of *London*, and to require the Delivery of the Priſoner, without any Writ or Warrant, though the Lord Chancellor offered to grant a Writ, which the Houſe of Commons reſuſed, being clearly of Opinion, that all Commands, and other Acts proceeding from their Houſe, were to be done and executed by their Serjeant, without Writ, only by Shew of his Mace, which was his Warrant.— The Sheriffs, upon this Second Demand, delivered the Priſoner; but the Serjeant, in Purſuance of his Orders, charged the ſaid Sheriffs to appear before the Houſe the following Day, by Eight of the Clock in the Morning, and to bring thither the Clerks of *The Compter*, and ſuch other of their Officers as were Parties to the Fray.—The Serjeant had alſo Orders

“ to take into Cuſtody the ſaid *White*, who had procured the ſaid Arreſt, in Contempt of the Privilege of Parliament. The Sheriffs, on the next Day, with One of the Clerks of *The Compter*, who was the chief Occaſion of the Fray, together with the ſaid *White*, appeared before the Houſe; where the Speaker charging them with their Contempt and Misdemeanor ſaſonſaid, they were compelled to make immediate Answer, without being admitted to any Couſel, although Sir *Robert Cholmley*, then Recorder of *London*, and other the Couſel of the City there preſent, offered to ſpeak in the Cauſe, which were all put to Silence, and none ſuffered to ſpeak but the Parties themſelves. Whereupon, in Concluſion, the ſaid Sheriffs and *White* were committed to *The Tower* of *London*; and the ſaid Clerk, who was the Occaſion of the Fray, to a Place there called *Little Eaſe*, and the Officers of *London* call *Taylor*, with Four other Officers, who had arreſted *Ferrers*, were committed to *Newgate*.

“ The King, being informed of this Proceeding, called before Him the Lord Chancellor of *England*, and the Judges, with the Speaker, and many others of the Houſe of Commons, to whom He declared His Opinion to this Effect: He commended their Wiſdom in maintaining the Privileges of their Houſe; He, among other Things, further declared, That He was informed by His Judges, that He at no Time ſtood ſo highly in His Eſtate Royal, as in the Time of Parliament, when He as Head, and they as Members, are conjoined and knit together, into One Body Politic; ſo as whatſoever Offence or Injury, during that Time, is offered to the meaneſt Member of the Houſe, is to be judged as done againſt His Royal Perſon; and the whole Court of Parliament; which Prerogative of the Court is ſo great (as His learned Couſel inform Him) that all Acts and Proceſſes, coming out of any other inferior Courts, muſt, for the Time ceaſe, and give Place to the higheſt.

“ Whereupon Sir *Edward Montagu*, then Lord Chief Juſtice, declared his Opinion, confirming by divers Reaſons what the King had ſaid; which was aſſented to by all the reſt, none ſpeaking to the contrary.”

This Caſe is alſo referred to by Sir *Robert Atkyns*, in his Tract on the Power, Jurisdiction, and Privilege of Parliament, and in *Dyer’s Reports*.

Sir Robert Howard's Case, 17 February, 1625.
Vol. I. p. 820.

" Motion made, where Sir Robert Howard, during Privilege of Parliament, was excommunicated for not taking the Oath *ex Officio*.

" Resolved, upon Question, To refer this to the Examination of a Select Committee, Mr. Selden and others.

" This Committee to take Consideration of the Restraint and Excommunication of Sir Robert Howard; and to make their Report to the House of their Proceedings and Opinions therein," p. 821.

March 21, p. 839. " Mr. Selden reports from the Committee, That Sir Robert stood privileged by the House, when these Proceedings were had against him.

" That upon his Appearance before the Court, an Oath was tendered him, to answer Things objected against him; he answered, he was a Burgess of Parliament. They pressing him notwithstanding to answer,

they at length committed him close Prisoner to *The Fleet*. Having laid Two Days, he petitioned the Lord Keeper for a *Corpus cum Causa*; and upon Mr.

Bembow's Certificate that he was a Parliament Man, the Lord Keeper enlarged him by the 10th of March.

" That Day the Court of High Commission pressed him again to answer; he claimed the Privilege of Parliament again; they (the Parliament approaching) gave him Time of Deliberation. On the 15th of

March the Parliament sat and adjourned. On the 17th of March they called him again; when he brought them the Copy of the Indenture of Return under Bembow's Hand, and the Copy of the *Habeas Corpus* upon which he had been delivered. That, he being again pressed to answer, and he claiming Privilege as before, they, because he shewed no Record to prove him a Parliament Man, pronounced him *Contumacious*, and excommunicated him; ordering him further,

he should, before the 19th of March, attend One of the Commissioners, and be bound in Three thousand Pounds to appear the Wednesday after, and stand to the Order of the Court.

" Resolved, upon Question, That Sir Robert Howard ought to have had Privilege of Parliament, *Nem. Con.*

" Secondly, Resolved, upon Question, That Sir Robert Howard claimed his Privilege of Parliament in due Manner, *Nem. Con.*

" Resolved, upon Question, That a Day be assigned to the Members of our House, and those other which are Commoners, to answer in the House their Proceedings against Sir Robert Howard. — This to be done upon Friday next, Nine o'Clock.

" Those of our own Members to be made acquainted with the Day; for the other Commoners, a Warrant shall issue under Mr. Speaker his Hand, for their Appearance that Day."

3d May, p. 854, " Sir John Hayward called in about Sir Robert Howard's Business, and interrogated by Mr. Speaker, &c.

" Dr. Pope called in, and interrogated.

" Mr. Mottersey, the Register, called in, and interrogated.

" Upon Question, All the Proceedings in the High Commission Court against Sir Robert Howard, from the 1st of February, 22 James, at which Time he ought to have had his Privilege of Parliament, declared to be void, and ought to be vacated and annihilated.

" Secondly, upon Question, Whether a Letter to be written, by Mr. Speaker, to the Lord of Canterbury and the rest of the Lords, and others of the High Commissioners, for annulling of the said Proceedings? the House divided. Carried for the Negative.

" Upon Question, Sir John Hayward, Dr. Pope, and the Register, called in; and the Effect of the said

Order declared to them by Mr. Speaker; and that the House expecteth it to be done, and to hear by Monday next that this be done; and in the mean Time, the House will respite any Resolution concerning themselves; and that they attend the House again on Monday Morning: And the like Notice to be given to Mr. Comptroller and Sir H. Martyn, by the Serjeant: All which was done by Mr. Speaker accordingly."

10 June, p. 869. " Sir George More informeth the House, That he was present at an High Commission Court, where Seven Bishops present; and knoweth, that then all the Proceedings against Sir Robert Howard, from the 1st of February, 22 Jac. were frustrated and made void. And Sir H. Martyn affirmed, that the Order of the House there read and allowed; and all ordered to be done there accordingly.

" Tuesday next, for full Satisfaction to be given to this House, of the Performance of the Order concerning Sir Ro. Howard."

On the 15th June, the Parliament was dissolved.

1661, 18 December, Vol. VIII. p. 335. Case of Sterling.

" Upon Information given to this House. That Alderman Sterling, One of the Sheriffs of London, being served with an Order, signed by Mr.

Speaker, to discharge James Lyde, menial Servant to Sir Henry Herbert (who was arrested and imprisoned in *The Poultry Compter*) out of Prison; the said

Sheriff refused to obey the said Order, or discharge the said Lyde; but put the Order up in his Pocket, and said, he would answer it to the Speaker in the House.

" Resolved, That the said Sheriff Sterling be forthwith this Morning sent for, in Custody of the Serjeant at Arms; to this House, to answer his Misdemeanor and Breach of Privilege."

Dec. 19 " Resolved, That Sheriff Sterling be called to the Bar of this House; and shall, upon his Knees, receive the Reprehension of Mr. Speaker, for his Contempt and Breach of the Order of this House; and that he be continued in the Custody of the Serjeant at Arms, till he do cause Lyde, Servant to Sir Henry Herbert, to be released out of Prison, without any Fees or Charges.

" The Sheriff being called in, and kneeling at the Bar, Mr. Speaker gave him a grave Reprehension; and told him, That some Sheriffs of London, for a less Offence, had been sent to *The Tower*; but, in regard of his loyal Affections to His Majesty, the House was pleased to remit his Offence; upon the Enlargement of the Prisoner: But that he should remain in the Serjeant's Custody until the Prisoner was released, as aforesaid."

4 June 1675, P. M. Vol. IX. p. 353. " Ordered, That Mr. Speaker do issue out a Warrant to John Topham, Esquire, Serjeant at Arms now attending this House,

to authorize and require him, that, if any Person or Persons shall attempt or go about to arrest, imprison, or detain, him from executing his Office, or from his Attendance upon this House, to apprehend such Persons, and bring them in Custody to answer their Breach of Privilege; and to require and authorize all Persons to be aiding and assisting to him therein."

4th June 1689, Vol. X. p. 164. " A Petition of John Topham, Esquire, was read; setting forth, That he, being a Serjeant at Arms, and attending the House, in the Year 1679 and 1680, when several Orders were made and directed to the Petitioner, for the taking into his Custody the several Persons of Sir Charles Neal, &c. &c. and others, for several Misdemeanors by them committed, in Breach of the Privi-

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“lege of the House; and after that the Commons were dissolved, the said Persons, being resolved to ruin the Petitioner, did, in *Hilary Term*, the 33d or 34th of King *Charles*, sue the Petitioner in the King’s Bench, in several Actions of Trespass, Battery, and false Imprisonment, for taking and detaining them as aforesaid: To which Actions the Petitioner pleaded to the Jurisdiction of the Court the said several Orders; but such his Plea was over-ruled: the then Judges ruling the Petitioner to plead in Chief, and thereupon he pleaded the Orders in Bar to the Actions; notwithstanding which Plea and Orders, the then Judges gave Judgment against him, &c.”

5th July, p. 209. “Colonel *Birch* reports from the Committee of Privileges and Elections, to whom the Petition of *J. Topham* was referred, &c.”

“Whereupon the House Resolved, That this House doth agree with the Committee, That the Judgment given by the Court of King’s Bench, in *Easter Term*, 34 Car. II. Regis, upon the Plea of *John Topham*, at the Suit of *John Jay*, to the Jurisdiction of that Court; and also the Judgments given against the said Mr. *Topham*, at the Suit of *Samuel Verdon*, &c. are illegal, and a Violation of the Privileges of Parliament, and pernicious to the Rights of Parliament.

“Ordered, That Sir *Francis Pemberton*, Sir *Thomas Jones*, and Sir *Francis Wybems*, do attend this House, on Wednesday Morning next.”

19 July, p. 227. “Sir *Francis Pemberton* and Sir *Thomas Jones* attending, were called in, and having been heard in their Defence, were committed to the Serjeant at Arms, for their Breach of the Privileges of this House, by giving Judgment to over-rule the Plea to the Jurisdiction of the Court of King’s Bench, in the Case between *Jay* and *Topham*.”

The Case of Sir *William Williams*, against whom, after the Dissolution of the Parliament held at *Oxford*, an Information was brought, by the Attorney General, in the King’s Bench, in *Trin. Term*, 36 Car. II. Id., for a Misdemeanor, for having printed the Information against *Thomas Dangerfield*, which he had ordered to be printed, when he was Speaker, by Order of the House. Judgment passed against him on this Information, in the Second Year of King *James* the Second. This Proceeding the Convention Parliament deemed so great a Grievance, and so high an Infringement of the Rights of Parliament, that it appears to your Committee to be the principal, if not the sole, Object of the First Part of the Eighth Head of the Means used by King *James* to subvert the Laws and Liberties of this Kingdom, as set forth in the Declaration of the Two Houses; which will appear evident from the Account given in the Journal, 8th Feb. 1688, of the forming of that Declaration, the Eighth Head of which was at first conceived in these Words; *videlicet*, “By causing Informations to be brought and prosecuted in the Court of King’s Bench, for Matters and Causes cognizable only in Parliament; and by divers other arbitrary and illegal Courses.”

11 February 1688. “To this Article the Lords disagreed; and gave for a Reason, Because they do not fully apprehend what is meant by it, nor what Instances there have been of it; which therefore they desire may be explained, if the House shall think fit to insist further on it.”

12 February 1688. “The House disagree with the Lords in their Amendment of leaving out the Eighth Article. But in respect of the Liberty given by the Lords in explaining that Matter;

“Resolved, That the Words do stand in this Manner:

“By Prosecutions in the Court of King’s Bench for Matters and Causes cognizable only in Parliament, and by divers other arbitrary and illegal Courses.”

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By which Amendment, Your Committee observes, that the House adapted the Article more correctly to the Case they had in View; for the Information was filed in King *Charles* the Second’s Time; but the Prosecution was carried on, and Judgment obtained, in the Second Year of King *James*.

That the Meaning of the House should be made more evident to the Lords; the House Ordered, “That Sir *William Williams* be added to the Managers of the Conference;” and Sir *William Williams* the same Day reports the Conference with the Lords; and “That their Lordships had adopted the Article in the Words as amended by the Commons.” And corresponding to this Article of Grievance is the Assertion of the Right of the Subject, in the Ninth Article of the Declaratory Part of the Bill of Rights; *videlicet*, “That the Freedom and Debates or Proceedings in Parliament ought not to be impeached or questioned in any Court or Place out of Parliament.”

To which may be added, the latter Part of the Sixth Resolution of the Exceptions to be made in the Bill of Indemnity, Journal, Vol. X. p. 146, wherein, after reciting the Surrender of Charters, and the Violating the Rights and Freedoms of Elections, &c. it proceeds in these Words; “And the questioning the Proceedings of Parliament, out of Parliament, by Declarations, Informations, or otherwise, are Crimes for which some Persons may be justly excepted out of the Bill of Indemnity.”

On the 11th of June 1689, p. 177. “The House Ordered, That the Records of the Court of King’s Bench, relating to the Proceedings against *William Williams*, Esquire, now Sir *William Williams*, Knight and Baronet, late Speaker of this House, be brought into this House, by the *Custos Breviarum* of the said Court, on Thursday Morning next.”

On the 12th of July, p. 215. “The Record was read; and the House thereupon Resolved, That the Judgment given in the Court of King’s Bench, in *Easter Term*, 36 Car. II. Id., against *William Williams*, Esquire, Speaker of the House of Commons, in the Parliament held at *Westminster*, 25 October 32 Car. II. Id., for Matters done by Order of the House of Commons; and as Speaker thereof, is an illegal Judgment; and against the Freedom of Parliament.

“Resolved, That a Bill be brought in, to reverse the said Judgment.”

This Bill was Twice read; but went no further in that Session.

1691, 28 April, Vol. X. p. 537. “A Complaint being made to the House, That *Sam. Hughes* and *William Philipps*, Esquires, *Walter Bomborough*, an Attorney at Law, and *Francis Mears*, had, by a Prosecution at Law, in the last Great Session for the County of *Pembroke*, endeavoured to turn *Richard* Viscount *Bulkeley* of the Kingdom of *Ireland*, a Member of this House, out of the Possession of Part of his Estate;

“Ordered, That it be referred to Mr. Speaker, &c.
“Ordered, That Mr. Speaker do write a Letter to the Prothonotary that he do not make out, and to the Sheriff of the County of *Pembroke* that he do not execute, any Writ, whereby the Lord *Bulkeley*’s Possession may be disturbed, until Mr. Speaker shall have examined and reported the Matter to the House, and this House take further Order therein.”

1716, April 13, 14, 16, Vol. XVIII. p. 420. “The House being acquainted that *Jonathan Elford*, Esquire, a Member of this House, has been summoned, by *John Metcalf* and *Alexander Ward*, Esquires, Two Justices of the Peace for the County of *Middlesex*, to appear before them, to take the Oaths appointed by the late Act of Parliament; which Summons was delivered in at the Clerk’s Table, and read:

“Ordered,

12 1771. REPORT relating to the Obstructions, &c. [App^l.

“ Ordered, That *John Metcalf* and *Alexander Ward*, Esquires, do attend this House To-morrow Morning.”

April 14. “ Were called in: They acknowledged they did issue a Warrant for Mr. *Elford* to come and take the Oaths; but that they did not know he was a Member of the House, until they had made a Return into the Quarter Sessions.

“ Ordered, That the Clerk of the Peace for the County of *Middlesex* do attend upon Monday Morning next, with the Return, &c.

April 16. “ Ordered, *Nem. Con.* That the Deputy Clerk of the Peace for the County of *Middlesex* be called in, and, at the Table, erase the Name of *Jonathan Elford*, Esquire, a Member of this House, out of the Return made by *John Metcalf* and *Alexander Ward*, Esquires; Two of the Justices of the Peace for the said County, of such Persons as have been summoned by them to take the Oaths, and who have neglected and refused so to do.

“ And Mr. *Hardesty* was called in; and, at the Table, erased out the Name of *Jonathan Elford* accordingly.”

14 Nov. 1640, 2 Vol. p. 29. “ Ordered, That a Warrant shall issue, under Mr. Speaker's Hand, to all Mayors, Justices of Peace, Bailiffs, Sheriffs, Constables, and other His Majesty's Officers of this Kingdom, requiring them to be assistant to the Bearer or Bearers of the Warrant of this House, for the bringing in safe Custody, Sir *G. Radcliffe* to this House, for the better and more effectual Execution of his or their said Warrant.”

January 11th 1641, Vol. II. p. 371. “ Ordered, That, in the Execution of the Warrant of this House for the apprehending of Sir *Basil Brooke*, the Serjeant at Arms attending this House, his Deputy or Deputies, do require the Assistance of all Sheriffs, Justices of Peace, Constables, and other Officers, for the apprehending of the said Sir *Basil Brooke*; and to use all possible Diligence herein.”

21 December 1660, Vol. VIII. p. 222. “ This House having formerly issued an Order for the Serjeant at Arms, &c. to send for in Custody *William Nabbs*

“ and Mr. *Maurice Tompson*, for violating the Privilege of this House, in the Case of Sir *Francis Lawley*; and being informed that the said *Nabbs* withdraws himself; and that the Serjeant's Deputies, who had in Charge the Warrant as to Mr. *Tompson*, were denied Admittance to him; and that slighting and contemptuous Words were given touching the Warrant; the said Deputies were called in to the Bar of this House, and examined; *videlicet*, *Walter Curtis* and *Simon Lowen*.”

“ Resolved, That Mr. *Maurice Tompson* be sent for, in Custody, as a Delinquent; and that the Serjeant at Arms be empowered to break open Mr. *Tompson's* House in case of Resistance, and also to bring in Custody all such as shall make Opposition therein; and he is to call to his Assistance the Sheriff of *Middlesex*, and all other Officers as he shall see Cause, who are required to assist him accordingly.”

January 24, 1670, Vol. IX. p. 193. “ Information being given of a very high Contempt and Misdemeanor committed against the House, by assaulting and beating *George Dudley*, Deputy to the Serjeant at Arms, and rescuing out of his Custody *Thomas Parsons*, &c.

“ Which Misdemeanor and Rescue, the said *Dudley* did testify, was committed by Mr. *John Cox*, Under Sheriff of the County of *Gloucester*, and his Bailiff and others.”

Resolved, That the Serjeant at Arms attending this House, or such Deputy or Deputies as he shall appoint, do apprehend and take into Custody Mr. *John Cox*, Under Sheriff of the County of *Gloucester*, *William Forder*, &c. &c. &c.

“ And the High Sheriff of the County of *Gloucester*, and other Officers concerned, are to be required, by Warrant from Mr. Speaker, to be aiding and assisting in the Execution of such Warrant.”

Vide also—Topham, as before, *June 4, 1675*, P. M.

26 February 1701, Vol. XIII. p. 767. “ Resolved, That to assert, the House of Commons have no Power of Commitment, but of their own Members, tends to the Subversion of the Constitution of the House of Commons.”

A
R E P O R T

FROM THE

(2)

C O M M I T T E E

Appointed to consider how His MAJESTY'S Navy may be
better supplied with

T I M B E R.

Together with an APPENDIX thereto.

Reported by the Right Hon^{ble} WILLIAM DOWDESWELL, 6th May 1771.

THE REPORT - - - - - pp. 15 to 29

THE APPENDIX:

- N^o 1.—Account of Timber and Plank used in His Majesty's Navy, from January 1763 to December 1769; &c. - p. 29
- N^o 2.—Account of the Stock of Timber in each of His Majesty's Yards, on the 31st December 1770. - p. 30
- N^o 3.—Account of the Stock of Timber necessary to be kept in the respective Yards; &c. - p. 31
- N^o 4.—Account of the Dimensions and Scantlings of the Frame, Beams, Knees, &c. used in a Ship of each Class, from 100 Guns to Frigates of 28 Guns, inclusive - pp. 30 & 31
- N^o 5.—List of the English-built Ships in the Service of the East India Company on the 31st December, 1770; &c. - p. 34
- N^o 6.—List of the Ships and Vessels which constitute the East India Company's Marine Force in the East Indies; &c. - p. 35
- N^o 7.—List of European-built Ships in the Service of the East India Company, each Year, from 1740 to 1771 - p. 36
- N^o 8.—Copies of such Resolutions of the East India Company as have been made to regulate the Tonnage and Dimensions of their European-built Ships, from 1751 to 1771. - pp. 36 & 37
- N^o 9.—Account of the Contract Prices paid for Timber and Plank, since 1737, distinguishing each Year - pp. 38 to 42
- N^o 10.—Account of the Time expedient for sawing Timber; &c. - pp. 43 to 48
- N^o 16.—Summary View of the Judgment of the different Dealers, in different Counties, according to Number of Years, respecting the Decrease of Oak Timber - p. 49
- N^o 17.—Account of the Quantities of Oak Plank and Timber imported into England for Ten Years; &c. - pp. 50 & 51
- N^o 18.—Account of the Duties, payable at Importation, on Oak Plank and Oak Timber - p. 52
- N^o 19.—Section of a Midship Bend of a 74 Gun Ship (an Engraving) - to face p. 52
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R E P O R T
F R O M T H E
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A P P O I N T E D T O C O N S I D E R H O W

His MAJESTY'S Navy may be better supplied with TIMBER.

The 6th May 1771.

THE COMMITTEE, who were appointed to consider how His Majesty's Navy may be better supplied with Timber, have, pursuant to the Order of the House, considered the Matter to them referred, and have agreed upon the following Report :

WHEN Your Committee proceeded to the Execution of the Enquiry ordered by the House, they immediately found the Necessity of directing that Enquiry to certain Points; First, the State of Timber fit for the Supply of His Majesty's Navy, its Sufficiency or Insufficiency for that Purpose; Secondly, in case of Insufficiency, to what Causes it might be imputed; Thirdly, its Operation on the Prices, Fourthly, the Means of further Supply at Home, and by Importation; and under this Head, naturally come the Nature and Quality of the different Sorts of Timber. Your Committee prosecuted their Inquiry as far as the great Extent of it would permit them, but they fear very short of what the Importance of the Matter requires; and report to the House such Information as they have at this Time been able to obtain, distributed under those Heads, as far as the Nature of each Evidence will permit.

And First, as to the Sufficiency or Insufficiency of the Supply, Your Committee thought it necessary to

examine *John Williams*, Esquire, Surveyor, *Hugh Palliser*, Esquire, Comptroller, and *Timothy Brett*, Esquire, another Commissioner of His Majesty's Navy: And they informed Your Committee, that there was a great Scarcity of Timber for Ship-building in *England*; and that, for the better Supply of Timber and Plank for the Use of His Majesty's Navy, it had been found necessary to apply to Foreign Countries: That the Timber chiefly imported, was of a large Scantling, Compass Timber, for Knees, and other Purposes: That the *New Forest*, and the Forest of *Dean*, are the only King's Forests which yield any considerable Supply for the Use of His Majesty's Navy; the first to *Portsmouth*, the other to *Plymouth*: That of 6,000 Loads worked up every Year at *Portsmouth*, the *New Forest* sends no more than 870 Loads of Oak, and 100 Beach Trees; and of 3,000 Loads worked up at *Plymouth* every Year, the Forest of *Dean* sends no more than 5 or 600 Loads: That some Years ago there was an Order for felling Trees in the Forest of *Sherwood*; but they were found to have stood so long, and were so red, that it was thought fit not to have any more of them: That, from the Information they have received from their Purveyors and the Timber Merchants, they are of Opinion, that there is not a sufficient Quantity of Timber in *England* to be purchased at any Price; and all their Purveyors and Timber Merchants

Merchants agree, that the large Timber near the Sea Coast, that is to say, within such a Distance that the Land and Water Carriage does not exceed 38 s. a Load, is nearly exhausted.

That, notwithstanding their Application to all the Timber Merchants in England, to know what they could be supplied with, they have received Answers from very few: One of them says, that he has a Parcel of Timber offered him, but that he will not engage for it unless he is allowed an additional Land Carriage of 40 Miles. That the Stock of Timber in the King's Yards has been lessening for these Eight or Nine Years past, so that though they used to keep Three Years Stock beforehand, they have not now enough for the Service of the current Year, and no Appearance of procuring it; but that the Purveyors had not been able to purvey the Kingdom all over, so as to know with Certainty what Quantity there is in the Kingdom.

And Your Committee being desirous of informing themselves, what Quantity of Timber and Plank was used in the Navy Annually, what Stock of Timber was remaining in the King's Yards for Ship-building and Repairs, and what Stock would be necessary to be kept up, called for Accounts thereof, which are hereunto annexed, N^o 1, 2, 3.

As to the Causes of the Insufficiency of the Supply, they informed Your Committee, that the Scarcity of Timber is occasioned, partly by building such a large Number of East India Ships, partly by the general Increase of Shipping, and in a considerable Degree by the Augmentation of the King's Ships, in their Number, their Size, and their Scantlings; that in the Year 1740 the Navy was greatly increased in Number and Size; that a great Number were built in the King's Yards, and also by Contract in the Merchants Yards; and in 1745, the several Classes in the Navy were greatly increased by a new Establishment in building Ships for the Navy; and that at the Opening of the War in 1755 the Number and Size still increased; in 1756 the Size of the Ships were very considerably increased; inasmuch that Seventy Gun Ships, which formerly were about 1,300 Ton, now are increased to 74 Guns and 1,600 Ton; that during the last War there were 50 or 60 Ships of the Line built, the least of them carrying 60 Guns, and upon the Conclusion of the War, the Ships that the War began with, were most of them in Want of Re-building, or a thorough Repair, except those that were built during the War, and that the Consumption of Timber since 1762, in building and repairing Ships, has been as great as would have built 60 Ships of the Line; and that in Fact, since the Year 1762, 34 Ships of the Line have been actually built and launched.

That there has been a great Increase of Shipping in general, and Ships of all Dimensions interfere with the King's Ships of the like Dimensions, and the Price has been raised in Proportion upon all Timber; but the Increase has particularly been in the East India Company's Ships, which from 30 Sail, their Number 30 Years ago, are now 90 Sail; one of which Ships of 800 Ton would take the same Scantling as a Ship of War of 50 or 60 Guns; That within these 20 Years the East India Company have greatly increased the Tonnage of their Ships, for that in 1751 their Ships were limited to 600 Ton; in 1758 there was a Regulation that the Ships they would employ should be 106 Feet Keel and 33 Feet broad; Under these Regulations it was not enjoined that they should use any Four-Inch Plank; and that, by another Regulation in 1770, their Ships are to be 110 Feet Keel and 35 or 36 Feet broad, and that all the Planking of their Bottoms shall be Four-Inch; that by these latest Contracts they run from 800 to 1,000 Tons, which interfere with Ships of War from 50 to 74 Guns; which is become so alarming, that it makes the Navy Board uneasy, and apprehensive that the Difficulty of getting Timber will be still greater, that, in Consequence of this Increase in the Size of the East

India Ships, the Price of Timber is principally affected at Deptford, Woolwich, and Chatham, the East India Ships being built in that Neighbourhood; and, in some Degree, Portsmouth is likewise affected, it being necessary to send Timber from thence to Woolwich and Deptford: That Portsmouth and Plymouth have further Advantages over the other Dock-yards, in Point of Situation, for Supply, not only from the King's Forests, but from several Counties more productive of Timber.

Your Committee then called for the several Accounts following, *videlicet*, An Account of the principal Dimensions and Scantlings of the Frame Beams, Knees, and Thick Stuff sided and moulded, used in the building a Ship of each Class in the Royal Navy, from 100 Guns to Frigates of 28 Guns, inclusive; a List of all the English built Ships in the Service of the Company of Merchants trading to the East Indies on the 31st of December 1770, specifying the Names and actual Tonnage of each, and the Years in which they were respectively built, List of all the Ships and Vessels which constitute the East India Company's Marine Force in the East Indies, specifying the Name, Complement of Europeans and of Natives, and the Number and Calibre of Cannon in each; List of the Number of European-built Ships in the Service of the East India Company each Year, from 1740 until the present Time, and Copies of such Resolutions of the East India Company as have been made to regulate the Tonnage and Dimensions of the European-built Ships in their Service, from the Year 1751, when the first Regulations were made by the Court of Directors relating thereto, to the present Time; which are hereunto annexed, N^o 4, 5, 6, 7, and 8.

And, in order to find out what Operation the increased Demand of Timber has had upon the Price, Your Committee again examined Mr Williams, Mr Palfrey, and Mr Brett, who said, That the Prices of Timber differ according to the Dimensions, the large being double the Value of the small, on a Medium is 4l. 5s. a Load on Timber of 100 Feet Meetings, but on a long Carriage may be found to be 8l. a Load; that the Price of Timber has increased 25 per Cent from the Year 1737 to the present Time, and all Scantling in Proportion, that the late Rise has been only in the Allowance for the additional Carriage, except Oak Plank, which has increased in Price 10s. a Load.

Your Committee then called for an Account of the Contract Prices for Timber and Plank, paid by the Commissioners of His Majesty's Navy, since the Year 1737; distinguishing each Year, which is hereunto annexed, N^o 9.

As to the Expedients for removing the present Scarcity and procuring a sufficient Supply, the said Messieurs Williams, Palfrey, and Brett, informed Your Committee, that one Expedient for supplying the Deficiency of Timber would be the Introduction of Foreign Timber in a larger Quantity than at present; and that the Navy Board are now actually treating for it from *Hamburgh, Steyn, Holland, and America*, and particularly for a certain Kind of Live Oak, for Knees, from *Carolina*; but this last in very small Quantities, by Way of Specimen only: Another Expedient the Board has used, has been, by advancing the Price of Carriage, to enable the Merchants to bring it from the Inland Parts of the Country, upon which Plan, within these Six Months, £ 3,200 has been paid to one Timber Merchant for extra Carriage of 3,588 Loads of Timber, and that there are further Sums due for extra Carriage, but the Board has not yet received the Accounts, that the Board is of Opinion, that the Price of extra Carriage will not always bear the same Proportion to the Quantity of Timber, and are taking Measures to reduce, in some Degree, the Cost of that extra Carriage, it being so high that the Carriage came to more than the Value of the Timber, and accordingly have wrote to the Timber Merchants in the different Parts of the Kingdom, to inform them, that they are ready to receive Proposals for

for serving in Timber, at an increased Carriage, from the Inland Parts; that the Commissioners, upon finding the Scarcity of Timber, have tried to enlarge their Supplies from Abroad, by endeavouring to purchase in certain Foreign Countries, from which they had not been used to receive any Supplies before; and Offers have been made from *Sweden*; but the Person who had undertaken to bring the Supply did not perform it; that they have had some Timber and a great deal of Plank from *Silesia*, by Way of *Stettin*; that they had about 1,000 Load from *Holland* last Year, and are now under Contract for 1,000 Load more of Plank from *Silesia* for this Year; but that the Foreign Timber is inferior in Quality to the *English*, and will turn out dearer (Duty included) than their standing Contract Price; that with respect to the *American* Timber, the Board has attempted to get some Cedar and Mahogany Beams from the *Musquito* Shore, but the Undertaker failed in the Attempt; that they have likewise imported Plank from *Quebec*, some of which was good in its Quality, but its Durability cannot be ascertained, as it has been used only Two Years, and it is supposed it would answer the Purpose of, and comes cheaper than, *Dantzic* Plank, and upon that Presumption the Commissioners had engaged for 1,000 Load more, but this Undertaker likewise failed in his Attempt; and that they have had small Parcels of Plank from *New York*, but it has been found very bad in its Quality.

That in the Course of the last War, the Navy have used Fir in the Construction of Ships of 28 Guns, by Way of Experiment, and in order to gain Time; but they do not think it answers, on Account of its Want of Durability; and likewise is more expensive, as the Merchants will not undertake to build a Fir Ship at the same Price they will an Oak Ship.

That the Commissioners of the Navy have a Promise from the Treasury of the Pre-emption of the King's Timber in all His Forests; and have had Supplies from several Forests, but in no considerable Quantity from any but the Forest of *Dean* and *New Forest*.

And being asked, whether, in their Opinion, it would be practicable, in the Course of this Year, to survey the principal Woodlands of this Country, so as to enable them, from the actual Knowledge and Information of their Officers, to lay before Parliament, early next Session, an Estimate of all the standing Timber belonging to the Crown, and that belonging to private Persons, with the Degrees of its Vicinity to the nearest Water Carriage?

They said, that as to the King's Woods, they know not the Bounds of the Forests, nor the Woods in them; therefore they have no Means of making such an Enquiry: And as to private Property, they have no Power; that they did make an Attempt the Beginning of last War, but were interrupted by the Proprietors before they got through the Second County.

That the Navy Board, in their ordinary Contracts, have Timber delivered at the usual Prices, free of all Charges; but in the Contract for Inland Timber, in order to enlarge the Supplies, an Allowance is made where the Carriage is understood to amount to more than the Sum at which it is usually estimated; that this Sum is 38s. per Load; and where the real Carriage is found to exceed this Sum, the extraordinary Carriage, whatever it may amount to, is allowed, upon producing proper Vouchers.

That the Contractors had alleged, that they could not get Timber so near to the Sea Coast, but that the Expence of Carriage would exceed their usual Computation of 38s. a Load; therefore, upon Application made by the Timber Merchants to the Navy Board, that the Price of Timber was too low, they thought proper to give an Encouragement, by an Allowance for a long Carriage after the Rate of 1s. per Load per Mile, rather than raise the Price of Timber, and thus enable the Merchant to bring it from the interior Parts of the

Kingdom; but that has been paid only to One Timber Merchant: The others not having complied in Time with the Conditions of their Contracts, no Bills were made out to them; and they now desire a longer Time; and that Mode being thought erroneous, it is now discontinued, and the real extra Carriage paid for.

And being asked, how long it had been the Practice to purchase Foreign Timber?

They said, that for Plank it had been practised several Years, and some Timber, which last has increased gradually; and there is now Twenty Times the Quantity of Timber purchased that was Five Years ago; but that the Quantity Five Years ago was very small: That they have preferred the Use of Foreign Plank, in order to save the Growth of *English* Oak; but that has greatly diminished within these Five Years, which is owing to the Contractors failing to fulfil their Contracts, though the Price has been greater than it was before.

Being asked as to the Quality of Foreign Wood in all Respects? They said, that the Plank was very good for Ships Bottoms under Water, and on the Flats of the Decks, though not so durable as *English* Oak; that Foreign Oak and Thick Stuff is now intended to be used in the Repairs of the King's Ships, on Account of the Scarcity of Timber of *English* Growth; but as it is of late only that Foreign Timber has been used, its Durability or Usefulness cannot be ascertained; that some Experience has been had of the Durability of the Thick Stuff in the Prize Ships taken last War, but of what Country Growth that Oak might be they could not say; that they have observed, upon a Survey taken of those Ships, that Oak wrought in the Thick Stuff and Frame was not so good and lasting as that of *English* Growth, as has been proved by the frequent sudden Repairs required of them; that as to the Prices of Foreign Timber, they said, that Plank is dearer than *English*, Thick Stuff pretty near the same, and the Timber uncertain; but none of it so durable as *English*; that the Navy has hitherto used very little Foreign Timber, except *Dantzic* Plank, which is chiefly used for Ships Bottoms; but that Supply having been diverted by the Troubles in *Poland*, they have lately made an Agreement for Plank from *Silesia*; which, with the *Dantzic*, is used for Ships Bottoms, and amounts to 1,350 Loads a Year.

Being examined as to the Prices paid for Timber from the Forest; they said, that when felled and squared it stands in 38s. a Load, that as to what is brought from the *New Forest* to *Portsmouth* Yard, all the Charges of felling and Expences of removing amount to about 36s. a Load more; at the Forest of *Dean*, the Charges and Expences amount to about £. 2. 12s. 6d. and in case of a War there is an additional Price of 5s.: That as to the Qualities of *English* Oak Timber, it varies according to the Soil it grows upon, the Timber coming from the Interior Parts not being so good as that in the Sea Coast Counties; that a sandy Soil produces an inferior Sort of Timber to a Clay Soil, it being generally shakely, and not so tough or durable as that which grows upon a Clay Soil; that they had always received that Sort of Timber in the King's Yards, as they refuse none from any Soil, provided it be perfect in its Nature, and not shakely; and in that Case it is equally good, and applicable to any Parts of the Ship for immediate Use, but certainly not so durable: That there is no certain Rule by which the Age of Timber may be ascertained when it comes into the King's Yards, but judge it fit from 80 to 100 Years Growth, which it is necessary it should be, particularly upon Account of the Size: That, previous to paying for the Timber that is served into the King's Yards, the proper Officer surveys it, and searches out the Defects; and, if any appear, an Abatement is made from the Quantity, to reduce it to the Standard Price of Goodness; the Abatement being made upon the Quantity of Timber to be certified for, in Favour

of the Contractor, in order, to avoid an Alteration in the Contract Price. And they delivered in to your Committee an Account of the Time necessary or expedient, in the Opinion of the Surveyors of the Navy, for sawing Timber before it is built with, and when in the Frame; which is hereunto annexed, N^o 10.

And they said, that there was not sufficient Room in the Dock Yards for stowing and seasoning the Timber, which suffers much by being heaped one Piece upon another, exposed to Sun and Rain; but that sufficient Room might be had, if wanted; that the Timber generally lies about Six Months after it is sided, sometimes stipped, and sometimes the Sides in Contact with each other; that, indeed, upon the great Consumption of Timber of late Years, such Pieces as have thus lain in the Manner complained of, did not lie so on Account of the Quantity, but were mostly such as were fit for particular Purposes, and lay by till there was a Call for them, as they were not proper to be converted to other Uses.

Your Committee thought it necessary, in the next Place, to examine some Ship-builders, and thereupon ordered several of the most considerable to attend. And Mr. William Wells said, that there is a great Scarcity of Timber in the Kingdom, particularly in the Counties of *Suffex, Surrey, Hampshire, Berkshire, Essex, Suffolk, Norfolk, and Kent*; from whence they had been used to draw their Supplies, and which Counties are now almost drained; that there is now greater Difficulty in getting large Timber than in getting small, which was not the Case formerly.

And being examined as to the Causes of that Scarcity, he said, that one Cause arose from the Conversion of Wood Land into Arable, which was the Case very much in the County of *Suffex*; that the other Causes are, the Increase of the Royal Navy, and of the general Trade of the Kingdom, and particularly of the Trade of the *East India* Company, their Ships having increased in Number, Size, and Scantlings, and that they have now 91 Ships in that Service, that, by the last Order of the Company's Committee for Shipping, their Ships are to be 110 Feet Keel, and 35 or 36 Feet Broad; that he has formerly built *East India* Ships of 600, 500, and some of 400 Tons, but that he has built one of 864 Tons, and a considerable Part of the Timber and Beams in that Ship would be fit for a Fifty or Sixty-Gun Ship, and a great deal for a Seventy-four Gun Ship, which he knows by Experience, having built Ships of War which carried 74 Guns; that of the Timber used in *East India* Ships of 700 Tons, a considerable Part would be fit for Ships of War of 50 Guns, but most of it for Frigates; and that which is used in *East India* Ships of 600 Tons, would be fit only for Frigates; and he gave it as his Opinion, that if the *East India* Company were allowed to build all their Ships upon the large Scantling, and particularly with Four-Inch Plank in their Bottoms (which is now used for Ships of War of 50 Guns and upwards) it would be very hurtful to the Navy.

And he observed, that the *East India* Ships were allowed to go but 4 Voyages, which are performed on an Average in 12 Years, consequently all the 91 Ships are rebuilt within the Term of 12 Years, that, on breaking up the *East India* Ships, very little of their Timber is made Use of in Ship-building; but in Navigation, at the End of the 4 Voyages, about 12 out of the 91 may find Employment as Store-ships and Mast-ships in Time of Peace, and in Time of War double that Number: And he produced to Your Committee an Account of Scantling of Timbers, &c. of sundry Ships built for the *East India* Company by himself and Partner; which is hereunto annexed, N^o 11.

And being examined as to the increased Price of Timber, he said, that within these 20 Years the Price of Timber at the *London* Market is raised from £. 3 to £. 4. 10s. and £. 5 a Load, for what runs from 60 to

100 Feet Meetings; from 45s. to £. 3. 15s. for what runs from 35 to 60 Feet Meetings; and that the Price of *Dantzic* Plank is increased from £. 6. 5s. to £. 10. 10s. a Load.

That he had made no Attempt to get any Supply of Timber from the Inland Parts, nor from *America*, or any Foreign Country, except Plank from *Dantzic*.

That if the Ships in the Service of the *East India* Company were to be again fitted out the Year of their Return, they would probably go more Voyages, and thereby a great deal of Timber would be saved; and that if both the Navy and *East India* Company were to make use of Elm and Beech Plank from the High Water Mark downwards, it would be a great Saving of *English* Oak, be as durable, and answer the same Purpose as well; and that the Navy has made Use of such Plank with good Success; but that Fir Plank would not answer.

Mr. Perry (another considerable Ship-builder) confirmed Mr. Wells's Evidence, except as to the Rise in the Price of Timber within these 20 Years past; which Rise, he said is not more than 20s. or 25s. a Load, on Timber of 60 Feet Meetings and upwards; nor more than 15s. or 20s. a Load, on Timber from 40 to 60 Feet Meetings.

That with respect to the *East India* Company, he said, that as neither he nor his Father had built for that Service any Ship larger than 723 Ton, he could give no Account of the comparative Size of any larger Ships for the Navy or the Company: And he produced to Your Committee, a Paper containing the Dimensions and Scantlings of several *East India* Ships built by himself and Company at *Blackwall*, which is hereunto annexed, N^o 12.

And he further said, That neither he nor his Father had built, for the Service of the *East India* Company, any smaller Ships than those of 544 Tons; and that he wishes no larger had been built at all, as this Practice distresses the Ship-builder in his Trade, not only by rendering it more difficult to get Timber, but by raising the Price of it, and enhancing the Expence of Workmanship in the Mode of constructing these Ships beyond what the advanced Price paid for them will return to the Builder; and that a Ship of 800 Tons will take more Timber, and cost more in Workmanship, than Two Ships of 400 Tons each.

Mr. Randall (another considerable Ship-builder) agreed with Mr. Wells, except that some Parts of the *East India* Company's Ships, when they are broke up, may be used in repairing Ships, for that he, in particular, had used the Knees, Standards, and Beams, in repairing *West India* Ships; that the large Timbers are generally reduced, and a smaller Ship would yield more Timber for the Purpose of refitting and repairing others than a larger Ship, because more applicable to the general Size of Ships, without Alteration, and at less Expence; that upon Conversion of great Timber no great Quantity would be wasted or thrown away, if it were not to be used in building small Ships, because the Surplus Timber might be worked up in repairing the old Ships: that in the Common Run of Trade, Ships will last more than 12 Years; and that he has known *East India* Ships, remaining out more Time in their Voyages, last 16 Years.

That he remembers several old Men of War broke up about 47 Years ago: and the Plank without Board under Water was of Beech, and a great deal of it in very good Order.

That the largest Ship he ever built, or is now building, for the *East India* Company, is one of 864 Tons; and the smallest, which was in the Year 1743, about 520 Tons: And he delivered in to Your Committee a Proposal for Scantling, and also another for the Preference of Timber, accompanied with Proposals of Dimensions and Scantling for a Ship of 600 Tons; which are hereunto annexed, N^o 13 and 14.

Mr.

Mr. *Dudman* (another considerable Ship-builder, and also a Dealer in Timber) agreed with Mr. *Wells*, Mr. *Perry*, and Mr. *Randall*, except where Mr. *Perry* differs from Mr. *Wells*; and said, that the *Royal William* Ship of War has now Beech in her Bottom 5 or 6 Strikes from the Garbord-Strike, which has been there 52 Years, and on Examination last *February* was found to be very good, that he has built Ships for the *East India* Company about 9 Years, and that the largest Ship he ever built for them was of 864 Tons, the smallest of 702 Tons: And he delivered in to Your Committee a Paper containing Proposals for Scandlings; which is hereunto annexed, N^o 15.

Being then examined as to the State of the Timber in the Inland Parts of the Kingdom; he said, That he finds that there are in the Counties of *Heresfordshire*, *Gloucestershire*, *Monmouthshire*, *Worcestershire*, and *Shropshire*, great Quantities of large Timber fit for the Use of Government, and from whence the Navy might be plentifully and well supplied, if they would pay the additional Charge of Carriage: That he has bought 3,000 very large Trees in *Heresfordshire*, of about 80 Feet Meetings; the Charge of Carriage upon which to *Plymouth* is £. 2. 8 s. per Load, and if sent into the River *Thames* 12 s. more, but only 6 s. Addition from *Plymouth* to *Pirismouth*.

And Messieurs *Wells*, *Perry*, and *Randall* said, that they are merely Ship Builders; that they never buy Timber from the Stem, but are supplied from the Timber Merchants; and they, together with Mr. *Dudman*, agreed that they have used Elm, but not Beech, in the Bottoms of Ships, the Surveyors of the *East India* Company having refused to have Beech made Use of.

In the next Place, Your Committee examined,

Mr. *Henry Mills*, a considerable Timber Merchant; who said, That, beyond all Doubt, there was a Scarcity of Timber for the Purposes of the Navy; that in *Suffex*, *Kent*, *Surrey*, *Berkshire*, Part of *Hampshire*, *Essex*, *Suffolk*, and Part of *Norfolk*, it had been almost all cut down within these 30 Years, particularly in *Suffex*, *Kent*, and *Surrey*; that in those Three Counties he knew only Two Estates on which there was any considerable Quantity fit for immediate Use; that he does not very well know what Quantity of Timber there may be on the Estates of private Persons in *Hampshire*, that he knows of but One Estate in *Essex* on which there is much Timber fit for the Use of the Navy, and on that Estate there is a great Quantity; in all those Counties some, but in small Quantities; that he did not know more than Two Estates in *Suffolk* which had any great Quantity, nor more than One in *Norfolk*, and in all the rest of that County there was very little; that he knows not One Estate in *Berkshire* on which the Quantity was considerable; that there was none in *Oxfordshire*, very little in *Norhamptonshire*, except in the King's Forests, and even there the Quantity was not considerable, but what was there was very fit for the Use of the Navy, and about 14 or 15 Miles from Water Carriage.

That, though he had not carefully examined *Gloucestershire*, he knows enough of the County to say, that there is not much Timber there in the Hands of private Persons.

And he assigned, as one Cause of the Scarcity of Timber, the improper Manner of cutting down, at every fresh Fall of Coppices, the Tillers which were left at the preceding Fall, and ought to be permitted to grow up to Timber.

As another Cause of that Scarcity is the Conversion of great Quantities of Timber, fit for Ships of the Line of Battle, into Casks and Coopers Ware, in *Norfolk*, *Suffolk*, and *Heresfordshire*, and particularly in the last; that small Timber would not be fit for those Purposes, but Timber might be had from Abroad which would answer as well as *English* Oak.

As another Cause, he said, was the Forges, which

are destructive to the Growth of Timber, though he does not know that any useful Timber has been cut down to supply such Forges, except in *Monmouthshire*, where they cut down and use their young Tillers for that Purpose.

As another Cause, is the increased Tonnage of Ships; because, if smaller Ships were built, a great Quantity of small Timber might be worked up in them, which never comes to such a Size as to be fit for large Ships.

That as to the Advance in the Price of Timber, he said, That since the Year 1753, there had been none to the Commissioners of the Navy, except in Plank, which last Year was rose 10 s. per Load, but that there had been a considerable Rise in the Price of all Timber in the Merchants Yards, and still in a greater Proportion on large Timber for the Construction of *East India* Ships; and that the Reason why the Price is not in like Manner advanced upon Timber, sold to the Commissioners of the Navy, is, because they have agreed to make an Allowance for the increased Carriage, which the Merchants pay for in the general Price.

That though there is little Timber in the King's Forests in *Norhamptonshire*, what there is there, is very fit for the Navy; and that there is a great deal in the *New Forest*: That in the Wealds of *Suffex*, *Surrey*, and *Kent*, there are large Quantities growing, which will necessarily come forward, some in every Year, not much at first, but a great Quantity in 40 or 50 Years: that within these 20 or 30 Years more Care has been taken than formerly; and that there are as many Trees now growing there as were 100 Years ago, fewer in Hedges, but more in Coppices: and much more Land, very fit for the Growth of Timber, has been turned to that Purpose.

And he gave Your Committee an Account of the Timber in the Forest of *Dean*, as it was found upon a Survey taken in the Year 1764; which was afterwards confirmed to Your Committee by *John Pitt*, Esquire, Surveyor General of His Majesty's Woods, and is hereafter stated, with the rest of his Evidence, in this Report.

And Mr. *Mills* said, That though much Timber has been cut down in *Dean Forest* since that Time, the remaining Timber has so improved, that he makes no Doubt, but there are now as many Loads there as there were when that Survey was taken, and is now capable of great Improvement; for there are several Parts of the Forest, upon which there is no Timber now growing, that formerly were great Quantities; and he called the Forest of *Dean*, the Garden of the World.

That the Time he supposes the Timber is growing in the Forest of *Dean* is, as in most other Places, about 120 or 130 Years; that the Soil is a strong Clay, and very good for Timber; that there are now some Inclosures, and more are going to be made; but he fears they will have little Effect, unless the Deer are destroyed; that there are Rights of Common and Pannage, which are very destructive to the Timber, particularly the Right of Pannage; and that he had seen 3,000 Hogs there at a Time: That the Destruction of the Goss, which is very much practised there, in order to increase the Pasture for the Maintenance of the Colliers and Cottagers Horses, is very detrimental to the Growth and Preservation of young Trees; that he does not believe there is any Abuse of Consequence there, in regard to the Cutting of Dotard Trees, which are not so called on Account of their Age, but from various Accidents, and are very good for House Building; and many of them are sent to *Bristol* and other Parts for building Small Craft: That there is a good deal of Timber in *Heresfordshire*, much more than in the Maritime Counties.

That he thinks, that the King's Forests, and perhaps the Forest of *Dean* and the *New Forest* alone (improved according to his Idea) might be brought to supply Timber for Half the Consumption in Line-of-Battle Ships; that

the

the Maritime Counties will still supply some Timber for the Navy in every Year; but no great Quantity for 30 or 40 Years to come, and then a very great Quantity; and that he is rather inclined to think, there would be Timber enough (taking one Year with another) for the Use of the whole Navy till 120 Years from the present Time.

That he thinks the Land Owner would find his Advantage in letting his Timber grow till it is fit for the Use of the Navy, and in letting the Tillers grow; which Improving in Timbers will make ample Amends for the Loss of Underwood: And he has found, by Experience, that in cutting Coppices, the best Way is to cut down the small Timber with the *lârge*; for the small Trees left in Coppices will not grow to be large Trees, when those which were large are removed.

That as to Foreign Timber, he said, That so much as had come under his Knowledge, had not been equal to the *English*; but that the nearest to it, was the Timber and Plank which comes from *Dantzick*.

For the further Information of Your Committee, Mr. Mills laid before them, a Copy of a Letter which he had wrote to the Commissioners of the Navy, together with another Copy of a Letter referred to in the first-mentioned Letter.

The first-mentioned Letter, dated *January 27, 1770*, is to the following Purport: That he could not think any Method more effectual for improving the Growth of Timber, than, in the first Place, to have all such Parts of every Waste in His Majesty's several Forests, as are proper for Timber, duly fenced in, so as to be sufficiently secured against the Deer or Cattle of any Kind; and then to be planted with Acorns, intermixed with other Seeds of quicker Growth, such as Beechmast, Ashkeys, Hazelnuts, and the like, whereby the first Shootings from the Acorns will be protected from the Weather, and by this Method the Inclosure will soon become a Wood or Coppice; and then, as soon as the Coppice is grown to a Size to make small Faggots, such as are used in Lime Kilns, which in common is at 8 or 9 Years Growth, the Whole should be cut down, except the Saplings or Tillers sprung from the Acorns; these should be most carefully left. The Time of Year for cutting the Coppice should be *November, December, or January*; then, in the Spring, the Tillers should be carefully viewed, and a proper Number of such of them as shall appear in the least thriving Condition should be marked out for cutting away, a Part of which only should be cut away immediately, and the rest in the Spring following, neither should too many be marked for cutting away in the Whole: That in the right Management of the Coppice, lies the chief Skill in the raising of Timber. The Number of Tillers ought to be diminished, that what are left may have more Room to grow and extend themselves; if too many are cut at a Time, those which remain will be so much opened to the Weather and Wind, as to cause them to run up small, and so weak, as even to bend under their own Weight, but if the Number taken away be judiciously chosen, and removed gradually, the Tillers will grow up stout and strong. After the Second Spring, in which the Cutting of Tillers marked out before is finished, the Coppice should be left to grow up again till it is become fit to cut a Second Time, which will be in about Ten or Twelve Years; and then the Coppice Wood should be cut down again, with the same Caution as before in preserving the Oak Tillers, and in the thinning their Number afterwards, that what are left standing may have still more Room to spread themselves in: And this Management of the Coppice should be observed, as often as the Underwood is cut, till no more of the Tillers or young Oaks are left than what are reserved to grow up to Timber. This, in his Opinion, should not be more than Fifty or Sixty on each Acre of Land. And were every Nobleman and Gentleman, possessed

of Land proper for the Growth of Timber, to pursue the same Method, he is greatly inclined to think, that within 120 or 130 Years (Care being taken to preserve the young Timber now growing, of which in many Parts of the Kingdom there is a great Quantity) there would be more than would be wanted for the Supply of the Navy, and Trade of *England*: And he is inclined to think that His Majesty's Forest of *Dean* alone, thus improved, from the Observations he has made respecting the Growth of the Timber, with the Quantity of Timber Trees now growing thereon, would supply nearly, if not Half, the Demand for His Majesty's Yard at *Plymouth*: And he sent them, inclosed, a Letter which he received from a Friend in *Suffex*, in order to illustrate what he had been recommending, by the Examples of the Success that Gentleman had had in pursuing the like Method; and also because it contained some further Particulars, which otherwise he intended himself to have enlarged upon.

The second-mentioned Letter, dated *Lodsworth, 13th January 1770*, is to the following Purport: That he is fully persuaded, that if every Proprietor and Owner of Timber Lands would but take the same Care to cultivate and improve the Growth of Timber, that he has taken for 45 Years past; in a Century, *England* would be capable of growing Timber faster than there would be a Demand for it: That there is not any Place that he has cut Timber from, which is not much fuller now, and more regularly planted, than ever it was before: But, as the *Affair is now managed*, there is scarce One Land-owner in a very great Number that takes proper Care to cultivate and improve the Growth of Timber; and a great Number of those that do, cut it down before it is useful in any Part of the Navy: That the grand Enemy of all the Growth and Produce of Timber is the Cattle of all Kinds, when, through Neglect to fence and inclose the Woods, the Cattle are permitted to go and feed on those Lands from whence the old Timber was cut, and eat up all the young Plants and Produce; that the common Tenants and Occupiers of Timber Lands hate to see a Tree grow and flourish; and that if Numbers of Estates in the proper Timber Lands were properly inclosed, and never let to a Farmer, nor cultivated for Corn or Grass, the Produce and Growth of Timber would in a proper Time produce to the Landlord or Owner of the said Lands, more real Profit than ever they will receive from such Tenants: That another very great Discouragement and Hindrance to the Growth of Timber arises from the Timber not being freed on the several Copyhold Estates of this Kingdom; where the Copyhold Tenants, and Owners of those Copyhold Premises, in general, take Care to destroy the Tillers, and to save and preserve very few of them; as it is for the Lord and not for themselves, and the Drip and Shade of the Trees does their Corn and Grass much Damage; therefore, if the Lords of Manors would, for a valuable Consideration, be prevailed upon to free the Timber on those Premises, it would afford a very great Encouragement to the Copyhold Tenants in general, to train up and encourage the Growth of Timber, as they themselves would enjoy the Benefit of it, and it would tend to a very great Increase of Timber. As for the Inclosing of Waste or Common Lands, to raise Timber thereon, he was afraid it would be remedying one Evil, and bring on a greater; for, if it were possible to inclose our Commons and Waste Lands, it would very greatly reduce and hinder the Breed of Cattle of all Kinds, cause a great Scarcity of Provisions of Meat of all Kinds, and reduce and lower the Rents of Abundance of Estates: Besides, he was of Opinion there are Lands enough already inclosed, if they were properly managed and conducted, which would produce more Timber *ad infinitum* than would be wanted; and that, if the Royal Forests were well inclosed and properly managed, it would in reasonable Time cause a very great Increase

Increase of Timber. What he was then advancing was from his own Experience; that his Father purchased Two little Estates in the Year 1695, the Land and Timber together cost £. 560, the Timber was then valued at £. 200 only, that he had cut already so much as, with what he intended to cut this Spring, would amount to more than £. 2,000; and then the Remainder left on the Lands will be worth more than the original Purchase of both Land and Timber: That, when he purchased *Roundburst* Estate, in the Year 1741, the whole of the Timber on the Estate at that Time was valued by the Vender at £. 500 only, and he had cut £. 1,000 worth off from that Estate since he purchased it, and he thought there were 20,000 Trees now on the Estate worth 5s each. And as a plain Instance that no Time ought to be lost in training up and preserving of Timber, when he purchased *Woodburst* Estate in 1736, Mrs. *Capron*, of whom he purchased it, acquainted him that she had forbid the Tenants cutting the Underwood then growing on a little Piece of Coppice Ground, about Two Acres of which in his Time was a very good Furze Field; and when he cut the Underwood, in the Winter 1736, there was a plentiful Crop of fine Oak Tillers growing amongst the Underwood, but, as it was a poor, sandy, dry Piece of Land, he thought Oak Timber would not grow thereon, and therefore ordered them to be all cut down, except Two, which he left by Way of Experiment; in the next Eleven or Twelve Years, these Two Tillers girt more than Six Inches Square, without the Rind, Four Feet above the Stem; that Winter he cut the Underwoods again, and had a very plentiful Crop of fine Oak Tillers again; that the Two Tillers which he saved Eleven or Twelve Years before, are now more than 5s each better than the new Crop, that he computes there are 300 Standard Tillers on the Coppice, which, at 5s. each, is £. 75 lost to him by cutting down the first Crop: That his late Father-in-law, in the Year 1727, sold as much Timber from a Piece of Coppice Ground at *Hartshurst*, containing Five Acres and a Quarter, and Thirty-eight Perch, as amounted to £. 660, only a few Trees more might be added to them, but he believes there were as many left standing on the Coppice; and in the Year 1735, the Writer of this Letter sold from another Coppice, near adjoining, being about the same Quantity of Land, as much Timber as he computed sold for £. 500; that if both these Coppices were turned into Underwood, or converted into Arable Land, they would not both be worth £. 5 per Annum; but the Tillers which he has trained upon those Two Coppices, when they shall be large enough to convert into full Three and Four-Inch Plank, will bring upon their Sale more than £. 2,000. That, in the Year 1736, he purchased a little Estate adjoining to *Hartshurst*; the Timber and Tillers were viewed, and valued at £. 100 only, since that Time, he has cut from it very little less than £. 200 worth, and thinks the Timber and Tillers now upon it worth £. 200 more. That the best Method to train up young Timber is, where the old Timber will admit of it in Coppices, to cut all down clean as you can, and as soon as possible to get the Ground quite cleared, and the next Winter following cause those Lands to be well and sufficiently fenced, to prevent any Cattle of any Kind from going or feeding in them; and so soon as the Underwoods are grown large enough to make a common Bavin, or Limekiln Faggot, which may be Eight or Ten Years at most, then leave all the Tillers standing; and at the First Spring of the Year after, let the worst of the Tillers be marked out moderately, and then the next Spring after, let more be marked to be cut down, and so continue after every Cutting of Underwoods for Four or Five Cuttings, which will be Forty or Fifty Years; for if the Wood is thinned too much the First Spring after taking away the Underwood, the Tillers will be too much exposed to the Cold, and their Growth will be checked: On the

other Hand, if the Underwood is permitted to grow too long whilst the Tillers are small; they will be drawn up too long and too slender, and never grow stout and strong afterwards. By cutting the Underwoods small, the First Time especially, and also the Second Time, the Tillers will grow very stout and strong, if the Lands are kind for Timber, and Care taken to keep all Cattle out: That there is not one Place where he has cut Timber, which is not now fuller than it was before; that the great and common Objection that is generally made against saving and training up of Timber, is its being a long Time in growing up, but he thinks, if properly managed, it is not long: That he computes, that he has cut from the *Hartshorn* Estate, from 1720 to 1736, about £. 4,000 worth of Timber, and Two Years ago, from that Estate and some others, almost £. 500 worth more, and he ventures to say, that those Estates were never so well planted with Timber as they now are, that he saved a Tiller just below his House, at *Michaelmas* 1737, very dear then at 6d and now it is very cheap at 40s.

Your Committee then thought proper to examine some Merchants, Importers of Timber, and,

Mr. *Solly* said, that he had been almost 20 Years in the *Dantzick* Trade, and imports from thence Four and Three-Inch Plank for Ship-building, but no other Sort of Timber; the Four-Inch Plank is 36 Feet long, and the Three-Inch Plank about 32; but by reason of the Troubles in *Poland*, the Import of Plank from *Dantzick* has considerably decreased; that he had formerly imported 1,500 Load a Year for the Use of the Navy, but that last Year he imported only 800 or 1,000 Loads; and the Commissioners of the Navy would have taken more if he could have got it; and that his Correspondent informs him, that Timber grows scarcer in *Poland*, and is not to be had but by fetching it farther from the River.

With respect to the increased Price of Timber, he said, that the last Price he paid for Plank was £. 8 5s per Load, the preceding Year, and 3 or 4 Years before that, it was no more than £. 7. 17s. 6d; that 10 Years ago he thinks it was £. 7. 10s.; and from thence to 20 Years back, it was from £. 7 5s. to £. 7. 10s per Load.

That if the Troubles in *Poland* should cease, *Dantzick* Plank would come in greater Quantities, that it is as good as *English*, and applicable to the same Purposes, that he has imported Fir Plank from *Dantzick*, called *Prussian Deals*, for Shipping, Two-Inch Thick, from 30 to 36 Feet long, and at the Rate of 9s a-piece from 5 to 10,000 in a Year, for the Use of the Navy, and more than Double that Quantity for private Trade.

That, upon the Import from *Dantzick* falling short, he tried at *Hamburg* and *Holland*, and found that the best Plank from thence would come dearer than from *Dantzick*; and he said, that all Kinds of Goods may be imported from this Country into *Poland*, and the Duties on them are very easy; and that the Trade between that Country and this is in Favour of *Great Britain*. And,

Mr. *Jasper Lawrence Richter* said, that he imports Timber from *Prussia*, *Hamburg*, and the East Country; that he used to import little else than Staves from *Stein*; but last Year he imported, for the Use of the Navy, 7 or 800 Load of Plank of the same Sort with *Dantzick*, and some Thick Stuff, and is now under Contract for 1,200 Loads more of Plank, of Three, Four, and Four-and-half-Inch Thick; that he has likewise, by the Encouragement of the Navy Board, imported some pretty large Compass Timber, fit for Ships from 60 to 80 Guns, and intends this Year to import more, and of the same Size; that both the Timber and Plank are young and good, not inferior to what comes from *Dantzick*, but he supposes not so durable

as the *English*; that he found at first some Difficulty in getting his Orders executed, not on Account of the Quantity, but in the Conversion of the Timber; that he doubts not but he could supply the Navy with 2 or 3,000 Loads of Timber, and as many of Plank, in every Year, on proper Notice, that he could bring some of the same Quality from *Hamburg*, being the Growth of the *Hanoverian* Dominions, the *Dutchy of Holstein*, and several Parts of *Prussia*; and from *Holland*, being the Growth of the *Rhine*, but he believes it would be at a higher Price than what comes from *Stettin*.

That the Price for Plank is £ 7. 10s per Load, and for Knees £ 7. 15s. delivered at the King's Yards free of all Charges then,

Mr *Hagen* another Merchant Importer, being examined, confirmed the Evidence of Mr *Solly* and Mr. *Richter*, and added, that the Supply of Timber and Plank from the Northern Parts of *Europe* is, a little from the *Weser*, but mostly from the *Rhine*, the *Elbe*, the *Oder*, and the *Vistula*, from which Rivers an ample Supply of all Species of Timber Plank may be had, and that he finds no Difficulty in having his Orders executed there to any Extent; that with respect to the Quality of the Timber from those Places, he said, he thinks that which comes down the *Rhine* to *Rotterdam* and *Dort* is preferable to that which comes from any of the other Places, that what comes down the *Elbe* to *Hamburg* is mostly *Bohemian* Timber, and but indifferent, that which comes down the *Warter* and the *Oder*, from *Brandenburg* to *Stettin*, is inferior to that which comes down the *Vistula* to *Dantzick*, and that what comes down the *Weser* is very indifferent, being mostly sandy, that is to say, what grew on a sandy Soil, and not fit for Ship-building; but he said, that in *Brandenburg* there was good Oak growing in a sandy Soil.

That at *Dantzick*, they have a Method of bracking their Timber; that is to say, a public Officer examines its Quality, its Dimensions, and its Defects, sorts it, and stamps with the Crown that, which is perfect; and that the Timber or Plank thus stamped is called "Dantzick Crown Timber" has no Veins, no Defects, and is very little inferior to what comes down the *Rhine*; and that no other Sort of Timber is imported from thence for the Use of the Navy.

That, if this Regulation, which is introducing itself at *Stettin*, was established there and at *Hamburg*, the best Timber at those Places, thus ascertained, would be very little inferior to the best at *Dantzick*.

And he informed Your Committee, That the Price of *Dantzick* Timber has increased gradually about 30 per Cent. within these 15 or 20 Years; which he accounted for by saying, that their Wood Lands are converted into Arable, so that the Timber is now brought from a greater Distance, and the Price of Labour is increased there, and that he apprehends that there is the same Advance in Price at the other Markets, but is not sure whether within the same Time.

That he has imported Oak from every Province in *North America*, and also a great deal of *American* Fir, but that in general it has not the Strength of the *Baltic* Fir, that the Oak which comes from the Provinces South of *New York* is not fit for the Navy; which he said was not owing to their Want of Size, but being deficient in their Quality; and he observed, that in *New York* there are many Kinds of Oak, and some of them as good as the *Dantzick* or the *German*, but not so good as the *English*; that there is also some good Timber in *Nova Scotia*, but that the best comes from *Quebec*, and that throughout *America* there are various Species of Oak, the relative Goodness of which is not yet ascertained, but that in the Northern Provinces it is harder, whiter, and more durable, than in the Southern.

And he said, that there is one general Misfortune,

which attends the Importation of Timber from every Part of *America*, which is, that it is not sorted there, but sent over good and bad together; whereas if the *Dantzick* Regulation was established there, and the Timber bracked and sorted, there might come from thence a great Supply of good Timber.

That Contracts have been made for delivering Oak Plank from *America* into the King's Yards, at the Rate of £. 7. 5s. per Load, but that Timber for Shipping might be imported from *New York* and *Nova Scotia* for £. 4. or £. 4. 10s a Load, and he said, that in the Years 1768 and 1769, he imported from *Quebec*, 150 Loads of squared Strait Timber, the Side of the Square from 15 Inches to 2 Feet, and sent it to one of the King's Yards, that about 50 Loads of it were picked out for the Use of the Navy, and he was paid £. 5. 10s. a Load for it.

And Mr *John Bernard* (a Ship-builder and Timber-merchant, and who had built in the late War several Ships for the Navy, and is now under Contract for building more) informed Your Committee, that he knew from his own Examination and Experience, that the Timber in *England* fit for the Navy is nearly exhausted; that in the County of *Suffolk*, there is not more than Half the Quantity remaining which there was 50 Years ago, and in the Counties of *Essex*, *Norfolk*, and *Lincoln*, not more than One-third, and that there is likewise a great Diminution in *Yorkshire*, but he could not say to what Degree; that he has been told by other Merchants who dealt there, that though they used formerly to buy 6 or 700 Loads a Year, they could not now get 40 in the same Time; that all the said Counties used to furnish a considerable Quantity of Timber; and that he has been over all of them except *Yorkshire*, and over only a Part of that County, and sees very little Succession of young Timber in any of them.

And being asked, To what Causes he imputed the Scarcity of Timber? he said, to the vast Quantity cut down for Ship-building, some for private Trade, but principally for the Navy, and to the Neglect of Planting, and that he has himself, in his own Yards, consumed 20,000 Loads of Timber.

That, with respect to the increased Price of Timber, he said, that in some Parts of his Dealings; *videlicet*, in *Yorkshire*, *Nottinghamshire*, *Leicestershire*, and *Essex*, the Price has not been advanced to him within these 12 Years, before that Time, he bought Timber at 10 or 12s. a Load cheaper than his present Price; but that in his Dealings in *Suffolk* and *Essex* the Price is more advanced to him, he being now obliged to give £. 4 for what 20 Years ago he used to purchase for 55s.; that he purchases the Timber standing, and, paying the Price he mentions for the Timber, has to his own Profit the Top, the Lop, and the Bark; that he estimates the Load at 40 Feet Girt, or round Measure, which will turn out about 60 Feet squared, according to the Rules in the King's Yards.

And being desired to inform Your Committee in what Proportion the Price of Timber for small Ships had increased to that of large; he said, that small Timber, such as is put into a Ship of 32 Guns, or of less Size, is to be obtained easier and cheaper than Timber for larger Ships; for that the Price of Timber at 30 Feet Meetings has not rose so much as the Price of Timber at 100 Feet Meetings, but that there is little Difference in the Rise of the Price on Timber from 40 to 60 Feet Meetings, and on what runs from 60 to 100 Feet Meetings. That, in the last War, the Contract Price for a Thirty-two-Gun Ship was £. 9 15s. per Ton, but is now £. 11. 11s.; and that of a Seventy-four-Gun Ship £. 16. 5s. but is now £. 16 17s. 6d.

And he said, that he is at this Time under Contract for building Three Ships of War, *videlicet*, One of 32 Guns, One of 50, and One of 74, that he was at first unwilling to undertake the Contract, being apprehensive,

hensive of the Scarcity of large Timber; but that since he engaged in it, he has had Recourse to Places where he never before had any Dealings, and finds himself sufficiently supplied with Timber, which will be laid into his Yard, according to his Calculation, at £. 3. 10*s.* per Load.

That about 6 or 7 Years ago, he was upon a Commission for inquiring what Timber could be had for the Navy from the Forest of *Sberwood*, which is about 14 Miles from the *Trent*; that most of the Timber there was found to be very old; that the Purveyor and himself marked 330 Trees, which they supposed fit for the Navy; but on felling 100 of them, upon Examination by the Purveyor, there were only Three sent to the Dock-yard, and which, on a Survey there, were condemned, but, notwithstanding which Circumstance, he is of Opinion, that considerable Parts might be found in many Trees, fit for some Uses in the Navy, that he was told by the Deputy Ranger, that there were in that Forest 100,000 Oaks, but that the Purveyor and the Witnesses calculated them at about 70,000, having one with another Two Loads in a Tree.

That, in order to supply the present Scarcity of Timber, he thinks that an Importation from the East Country would be very advantageous to the Navy; that he has never imported from any other Place than *Dantzick*, the Plank from which Place he is by Contract allowed to work some in every Ship; that it used to be cheaper than *English*, it being 6*l.* 12*s.* while the *English* was 7*l.* a Load, but that, from what he now hears of the Price of *Dantzick* Plank, he thinks, he shall work up *English* only; that he has heard there is very good Timber in *Wales*, and not far from Water Carriage; but that he has made no Calculation on the Price of it.

That one Reason of the quick Decay of great Ships is, the Want of Air in the Hold; and that it would tend much to the Preservation of the Navy, if the Ships, when lain up in Ordinary, were to have their Water-way and the Streaks next to it fore and aft taken out, in order to let Air into the Ship.

And being asked, in what Time it was usual to build a Ship? He said, that in the last War he built a Seventy-Gun Ship and launched her within the Year; but he acknowledged that was too short a Time, and that, by the present Contracts, the Ship-builders must be Three Years and an Half in building such a Ship.

And he gave it as his Opinion, that the Method to be observed in felling of Timber should be by barking of it in the Spring, and not to fell it till the succeeding Winter; for that he built the *Achilles* Man of War with Timber felled in that Manner, and, upon a late Trial, it was found, that the Timber in that Ship was still very good. Then,

Mr. *Roger Fisher* (another Ship-builder and Timber-merchant) informed your Committee, that he was sensible of the Scarcity of the Species of Timber which is made Use of in the Navy for many Years; that he has dealt for Timber in many Counties in *England*, and particularly in the Counties of *Lancaster*, *Chester*, *Salop*, *Stafford*, *Flint*, *Denbigh*, *Montgomery*, *Carmarvon*, *Pembroke*, *Carmarthen*, and *Monmouth*; and that, being sensible how much those Counties were affected by the Decrease of that Sort of Timber, he had, in the Year 1764, published a Book upon it, called, "Heart of Oak," and previous to that Publication, he obtained Letters from most of the considerable Dealers in the aforesaid Counties; a summary View of whose Judgment he delivered in to Your Committee, and is hereunto annexed, N^o 16.

And he said, the Forest of *Dean* is included in that Paper, with other of the King's Forests.

That as to the Causes of the aforesaid Scarcity, he said, he apprehended one of them to be, the Conversion of Timber into Coopers Ware and other small Stuff; inasmuch, that not One-fourth Part of the Timber fit for the Navy hath been applied to that Purpose; and

another Cause is, the Conversion of Wood Lands into Arable; and at the same Time he observed, that very little Arable is turned into Wood Land.

That in order to supply the aforesaid Deficiency, he said it is necessary for the Navy Board to collect as much Timber as can be got from Places which they have not yet had Recourse to; that, before the Publication of the said Book, very few of the Counties first mentioned supplied the Navy with any Timber at all; and that he has since recommended to the Navy Board some large Parcels of Timber, to be bought by Contract, in the North Part of *Shropshire*, and several large Parcels are going from *Denbighshire* to *Plymouth Yard*.

And he informed Your Committee, that he has lately been offered, for the Navy, 3,000 Trees of all Sizes, from 10 to 200 Feet; but he has not yet seen them, and therefore knows not whether they are fit for the Navy.

That there is Timber in *Montgomeryshire*, and other Inland Parts of *Wales*; but he doubts whether the Expence of Carriage would not be found so great, as to render it not worth removing; that he once sent several Hundred Loads from the Neighbourhood of *Montgomery* to *Plymouth*, the First Purchase of which was Two Guineas per Load (50 Feet to the Load) the Cost of Land and Water Carriage was 3*l.* 10*s.* per Load; and he knows not whether he got or lost by it.

And he delivered in, to Your Committee, a Paper, containing the State of the Naval Timber in *Great Britain*, and the necessary Mode of Supply for the future; the Purport of which Paper is as follows:

"That it appears to him, from his own Observation and Knowledge of the principal Timber Counties, that they are now so drained of the Navy Timber, that, unless a future and certain Supply can be secured, 20 Years will put a Period to our Maritime Force as a Navy, which is not from his own Knowledge only, but the concurrent Testimony of the principal Dealers and Shipwrights in different Parts of the Kingdom.

"That the Quantity of Timber that will be wanted for the Navy for 40 Years is easily ascertained by the Navy Board, by judging from the same Period backward, and by the Amount of the Survey of the Quantities in the King's Forests, and a further Survey of the Timber of private Property that is fit for the Navy; so much as will be necessary for the above Period to be secured by Purchase, or when Gentlemen possessed thereof intend to fall, the Navy to have the Preference at a fair Market-price.

"That future Supply should be provided for, by planting Forests and Waste Lands; and, as the Increasing the Maritime Force and Trade of *Great Britain* is of so material a Consequence, every Gentleman possessed of a large Estate should appropriate some Part thereof for the Use of Timber only, which he will find to be his greatest Profit.

"That, as the Preservation of the present Navy is of equal Consequence to that of a Provision for a future Supply, he is of Opinion, that a Method may be proposed, that the present Fleet may be preserved so as to endure Double the Time of any ever yet put in Practice; that, as the Method is simple, and attended with little or no Expence, an Experiment may be tried, and a very short Time will shew its Utility and Practicability; but, if it turns out to his most sanguine Expectations, the Sums that will be saved to the Nation will be immense."

And being desired to explain the Method of preserving Ships, alluded to in that Paper; he said, that as the Sun and Water destroy the Timber, there should be a Roofing for each Ship, of Deal, Inch, or Inch and a Quarter thick, designed for, and applicable to, Inside-work; so that, when they want Deals for that Purpose, they may have a constant Supply of it, ready seasoned, by taking off the old Deals and replacing them with

new;

new; that, by this Means, the Whole of the Ship will be kept dry down to the Water's Edge, and the whole Fabric will become dry in a Twelvemonth

And being asked his Opinion with respect to the Use of Beech for Ships Bottoms? he said, it might do very well up to the Floor Ribband, but not higher; that any Plank will continue good under Water, if it was good when it was put in.

That in regard to Foreign Timber, he said, that he has imported, from *Norfolk in Virginia*, some Four-Inch Oak Plank, which is from 30 to 70 Feet in Length, and from 13 to 15 Inches in Breadth, and keeps its Breadth from End to End; that, if it was well picked, it would be of the greatest Service for Bottom-Plank for Men of War, 6 or 7 Feet high, and almost to the Water's Edge, that for Ships Bottoms, so as to be always under Water 4 or 5 Planks above the Floor Ribband, it is as good or better than either *Dantzick* or *English* Plank, for he observed, that when Ships have been broke up, after 12 or 20 Years Service, this Plank, so lying in the Bottom, has been as good as ever, that he has also used Timber and Plank from *New York* as well as from *Virginia*, and finds that which comes from *Virginia* to be better than what comes from *New York*; that the finest Pitch Pine in the World comes from *Virginia*, and is used by the *Liverpool* Ships in the *African* Trade, and also *Carolina* Pitch Pine, and both are found very durable, and though used in the Ships Sides above Water, and exposed to the Sun, are not affected by it, and do not shrink; that the *Carolina* Live Oak for Knee Timber is equal to the *English*, and excels that of all other Countries, but is not long enough for Compass Timber, nor for a Size for Knees of large Ships; and that he has been told that Live Oak grows to a great Size and in great Quantities at a Place called *Cumberland Island* on the Coast of *East Florida*; that in *Virginia* there is a Kind of Live Oak, called the Black Oak, its Appearance equal to the *English*, but does not know in what Quantity it might be had, that he has seen a Ship Load of Timber from *Quebec*, while it was sawing into Plank, and thinks it equal to the *Dantzick* or the *English*, and that Mahogany and Cedar would be very good for Beams or for Plank, if they could be got.

Being then examined as to the Price of the Timber he had spoke of, he said, that Plank from *Norfolk in Virginia* might be bought there and imported here at 3*l.* or 3*l.* 5*s.* per Load, if a proper Person was to be sent out to direct the Cutting of it; and he supposes, that it might be had from *Rapahannock* River in *Virginia* as cheap, and in greater Quantities, that he has imported Pitch Pines from *Norfolk in Virginia*, and sold them here at 1*s.* per Cubic Foot, Oak at 16*d.* or 18*d.* per Foot; Keel Pieces, from 40 to 70 Feet long, at 2*s.* and 3*s.* 6*d.* per Foot; and he supposes, that Timber may be imported at this Price from any Part of *America*, and from some Parts cheaper, but he said, that *American* Timber will not do for Outside Work above Water Edge, nor for Inside Work, being fit only for Keel Pieces, Floor Timbers, Plank under Water, and such Uses as the *Dantzick* Plank is put to.

That the Price of the *English* Timber, for Plank and Thick Stuff for the Navy, is advanced 30 or 40 per Cent. within these 10 Years; and the Merchants Timber for Frames, which used to be 9*d.* or 10*d.* per Foot, is advanced to 11*d.* and 13*d.* per Foot; and he said, that he is of Opinion, that to fell the Tree in a Season fit for Barking is not detrimental to the Timber.

Your Committee, in order to be correctly informed of the Quantity of Foreign Timber imported, and of the Nett Duties payable thereon, called for the following Accounts; *videlicet*,—of the Quantities of Oak Plank and Oak Timber imported into *England* for 10 Years last past, distinguishing the Places from whence imported, and each Year,—and of the Nett Duties now payable at Importation on Oak Plank and Oak Timber,—which are hereunto annexed, N^o 17 and 18.

And then proceeded to examine Mr *Gabriel Snodgrass*, Surveyor to the *East India* Company; who said, that after he had served his Apprenticeship to Mr. *Snell*, a Builder's Measurer in one of the King's Dock-yards, he became a working Shipwright there; was then recommended by Mr. *Benjamin Slade* into the Service of the *East India* Company, and went to *Bengal* as their Shipwright, and had the Superintendency of all the Company's Shipping at that Place, that he has been their Surveyor in *England* ever since the Year 1757, and has been conversant in Ship-building ever since he became a Shipwright, and particularly attentive to the breaking-up of Ships of War, Foreign as well as *British*. And he delivered in, to Your Committee, a Paper, containing his general Ideas with respect to the promoting the Growth, and reducing the Consumption, of Oak Timber; a Copy of which Paper is as follows; *videlicet*:

"In the first Place, I am of Opinion, that the Forests and Waste Lands belonging to the Crown may be made, in 30 or 40 Years Time, capable of producing a regular successive Supply of Timber, sufficient for the Royal Navy.

"I am also of Opinion, that there is yet Plenty of large Timber within 40 or 50 Miles of Water Course, and, in the interior Parts of the Kingdom, great Quantities of large Timber; and that it is in the Power of Government to manage the Supplies from each County so as to encourage its Growth all over the Kingdom, and thereby render it highly improbable ever to be in Want of large or small Timber for the Navy, without circumstances of the Consumption of any Sort, for that would assuredly greatly discourage the Growth of Timber in general; but if any Doubts remain, the Lord Lieutenants and the landed Gentlemen may, in the Course of this Summer, inform Government, what Quantity of large Timber is growing in each County.

"With respect to the Consumption of Oak Timber, I am of Opinion, that Three Men of War may be built in the Merchants Yards with little more Timber, and at a little Expence, as Two are built in the King's Yards; but I do not mean to say, it is a right Measure to build or repair King's Ships in the Merchants Yards, for, I firmly believe, that Mode has greatly raised the Price of building Merchant Ships, as well as the Price of Timber in general, and sure I am, that there are People in the King's Yards as capable of building Ships as cheap and as good as those built in the Merchants Yards, if they had the same Encouragement. I am also of Opinion, that much Timber might be saved by a little Alteration in the Construction of the Top-sides of the King's Ships, as is explained in the annexed Section of a Midship Bend of a Seventy-four-Gun Ship, N^o 19, and, in my Opinion, would be attended with great Utility to those Ships.

"I shall next proceed to the Preservation of Shipping in general: And here I would recommend all Ships to be built under the Cover of a Roof, that the King's Ships be built in Docks under a Roof, never to be floated out before they are wanted for Service, and, on their Return, when no further Service is required of them, to be laid up in those Decks again. That as the Expence of the Gates, &c. is the most material, I would recommend the lengthening the present Docks; and this may be done so as to require but few new Gates to be made, even for the whole Navy of *England*; and would save all the Expence of Mooring, the Ordinary, &c. &c. and cause the Ships in the Navy to last and continue sound at least Half as long again as they do at present, and save the Expence of Four-Inch Plank, with the Money expended in repairing the Damage done to the Bottoms by the Worms, as I have been informed the *Triumph*, and several of the new Ships Bottoms in the River *Medway*, have lately been much injured by them, likewise the

"Annual

Annual Caulking, Painting, and Repairs, &c. &c. would be saved.

Now with respect to the East India Company's Ships: The old ones now in their Service are built lighter, in Proportion to their Tonnage, than any other Merchant Ships in the River Thames; they are too narrow for their Depth, which must be maintained, on Account of their Stowage in the Hold, and the necessary Height between Decks. Nothing but the constant Repairs, attended with great Expence, has made them tolerably safe for Four Voyages, it was therefore highly necessary, for these and many other Reasons, to build Ships stronger and broader; and, consequently, the Ships built latterly, I am of Opinion, will run Five or Six Voyages with much less Consumption of Timber, as well as Expence in Repairs, than the old Ships run Three and Four Voyages; they also sail cheaper, and consume a considerable less Number of Oak Trees in Proportion to their Tonnage; they are safer, stiffer, and much more defensible; they are more healthy for the Seamen and Recruits; are also very advantageous to the Company, in reducing their Freight, by Means of the additional Surplus Tonnage brought Home on Half Freight, which enables the Company to lower the Price of their Teas, so as to prevent the smuggling that Article from Abroad in so great a Latitude. Other Nations are so sensible of these Advantages, that they trade in much larger Bottoms than any in the Company's Employ.

And with respect to their Scantling, so much has been said to the Committee of the honourable House of Commons relative thereto, that I need only observe, it appears to me, many Gentlemen have formed wrong Ideas on that Head, partly owing to their having been compared to Sixty-Gun Ships, &c., and therefore, in order to set this Matter in the clearest Light, I beg Leave to observe, that although One of the largest East India Ships carries, both Outward and Homeward-bound, as much Tonnage to Sea as a Sixty-four-Gun Ship, and Homeward-bound their Cargoes are often Six Times the Value of a Sixty-four-Gun Ship; yet Two of them were built for 10l 10s. per Ton each: A Sixty-Gun Ship costs, even in the Merchants Yards, 16l 12s 6d. per Ton; and the Difference of building each Ship is as follows, *videlicet*,

1. India Ship, 864 Tons, at 10l 10s. per Ton, 9,072l. Five Ships is, 45,360l.
2. Sixty-four-Gun Ship, 1,396 Tons, at 16l 12s 6d. per Ton, 22,759l. Two Ships is, 45,518l.

The above Sixty-four-Gun Ship is supposed to be built in the Merchants Yard; if the Comparison was made with a Sixty-four-Gun Ship built in the King's Yard, then it would appear that Three of the largest Ships in the Company's Service did not cost so much building as One Sixty-four-Gun Ship. By this, I presume, it will appear impossible for their Scantling to be nearly equal; and Part of the Ships now building, although 758 Tons, Builders Tonnage, and who will carry to Sea 1,200 Tons, their principal Timbers are not so much sided as a Thirty-two-Gun Ship of War, nor are larger than those proposed by Mr. Randall for a Six Hundred Ton Ship. This is owing to the Builders being allowed to make their own Contracts, which is a great Indulgence, considering the Advantages arising to them by Repairs; yet some of the Gentlemen Builders are more moderate than others; and it gives me Pleasure to observe, Mr. Randall proposes a Four-Inch Bottom for his Six hundred Ton Ship, and gives just Reasons for the same: Indeed, I have heard, Three-Inch Bottoms had been proposed; but I judged Humanity would not suffer any Man to alter that great Improvement in the Company's Ships; as knowing the great additional Strength and Safety added thereby. I am also of Opinion, many Ships have been lost with a Three-

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Inch Bottom, that a Four-Inch Bottom would have saved, and am confident, it will be the Cause of saving much Timber, not only in Repairs, but by enabling them to go a greater Number of Voyages. All Ships of 500 Tons and upwards should have Four-Inch Bottoms; for it is a known Fact, that no Nation builds with so thin Bottoms, or makes Use of so thin Sheathing, as the English; and if the Company were to allow the Captains and Officers Money in Lieu of Privilege in Trade, it would further prevent Smuggling and interfering in the Company's Trade; and were they to build their own Ships, it would not only be a very great Saving in their Freight, but One Half of the Quantity of Timber now consumed in Building and Repairing would be then sufficient; for there is now 61,000 Tons of Shipping in the Service, whereas, if the above Scheme was adopted, 40,000 Tons would, in my Opinion, be full sufficient; and as the Ships would in general go out the Season after their Arrival, they would make Six Voyages nearly in the same Number of Years that they are now making Four Voyages—I forgot to mention in its proper Place, that it appears to me, the Price of small Timber and the building small Ships has advanced full as much or more than large Timber, and the building large Ships, and that in my Opinion, the building small Ships is more prejudicial to the Growth of Timber than the building large Ships.

Permit me the Liberty of observing here, that the before-going Observations do not arise from any interested Views to myself, as I never had, nor do I ever expect, any Emolument myself from either large or small Ships, more than the Salary allowed me by the Company; and this I remark, to save the Trouble of asking Questions relative thereto.

Gab. Snodgrass,
East-India House, Surveyor of Shipping to the
22d April, 1771. "honourable East India Company."

He likewise gave in another Paper, being a Copy of a Representation made by him to Mr. Purling, when he was Deputy Chairman of the East India Company; a Copy of which is as follows; *videlicet*,

Sir,
You desire my Thoughts, not only on the Company's Ships, but on Shipping in general; what Methods I would propose, to prevent their decaying in so short a Time, how to lessen the Consumption, and assure a constant and regular Supply of Oak Timber for building them, as likewise if it is a real Fact that large Oak Timber and large Ships are dearer now, in Proportion to their Tonnage, than small Ships and small Timber, taking the Prices of last War to compare by; and if any of the East India Company's Ships, that have been lately built, are likely to consume more Timber in Repairs than the old Ships have; or if they consume more Timber in building them than the Men of War do, in Proportion to each Ship's real Tonnage, taken from their greatest loaded Draft of Water; or if I can think of any Method of lessening the present Consumption of Timber, in the India Service in particular; To all which I shall reply, to the best of my Judgment and Recollection, without considering any thing foreign to the above. In the First Place, I would build all Ships with Winter-fallen Timber, under the Cover of a Roof sufficiently large to shelter them entirely from the Weather while building; and never launch or float them, or drive any Tree Nails in them (or very few) before they were intended for Sea; and at their Return, if they are to be laid up, or require any considerable Repairs, I would have proper Docks, all covered over, to receive them; then I would take out all the Ballast, scrape, wash, and clean them, and give them all the Air possible; and continue them in the said Docks

“ Docks until they were wanted to proceed to Sea. I
 “ would construct or form all Ships so as to require the
 “ least Compaſs (*alias* Large Grain Cut) Timber poſſi-
 “ ble, and make Uſe of 50 Oak for Orlope Beams,
 “ &c. or wherever I could ſubſtitute Fir or Elm, &c.
 “ with Propriety in the Room of Oak. I would like-
 “ wiſe convert all the Timbers in the Ships as near a
 “ Square as poſſible, that no Strength might be loſt by
 “ reducing them too much the moulding Way, which
 “ is too frequently done, to the great Prejudice of Ships
 “ in general, and I would alſo increaſe the Thickneſs
 “ of the Plank of moſt Ships Bottoms, and rabiſt the
 “ ſame, and diminiſh the inſide Plank in Proportion;
 “ I would have no Ships built, or Timber bought and
 “ converted to building, but by thoſe who are to pay
 “ for their own bad Management, both in Purveying
 “ and Converting, throughout the Whole. Let the
 “ foregoing be put in Practice; and One Half of the
 “ Conſumption and Decay of Oak Timber will be ſaved,
 “ if not more. Now, Sir, in order to aſſure a conſtant
 “ Supply of Oak Timber for the Navy for ever, I
 “ would plant ſuch Parts of all the King's Foreſts that
 “ are capable of growing Oaks and not already planted,
 “ and incloſe the ſame, to prevent the Cattle from in-
 “ juring them while young, and cauſe large Penalties
 “ to be laid on any one that ſhould cut down or injure
 “ ſuch Oaks, &c.: And if, on a ſtrict Survey, the
 “ Whole of the Crown Lands ſhould not be thought
 “ ſufficient, I would purchaſe other Wood and Waſte
 “ Lands (on the Clays, that Soil being beſt) as ſhould
 “ be judged neceſſary, and incloſe and plant, &c. as
 “ before-mentioned; and cut no Timber Trees down
 “ before they were nearly at their full Growth; but
 “ purchaſe Timber of private Gentlemen ſo long as the
 “ ſaid Plantations made it neceſſary; by this Means, a
 “ regular and ſure Supply of Oak Timber might be
 “ provided for ever. You next deſire to know, if large
 “ Oak Timber and large Ships are dearer now than
 “ ſmall Ships, and ſmall Timber: I anſwer, No, but
 “ rather the contrary; for ſmall Ships, and conſequent-
 “ ly ſmall Timber, hath raiſed in Price conſiderably
 “ more than large Ships ſince laſt War. See the Navy
 “ Contracts for Frigates and Seventy-four-Gun Ships.
 “ Your next Queſtion is, Whether the late Ships built
 “ for the *East India* Company's Service are likely to
 “ conſume more Timber in Repairs, than the old Ships
 “ uſually have conſumed? I anſwer, No; that is al-
 “ moſt impoſſible; for I firmly believe thoſe lately built
 “ on the beſt of the Two Plans will run Six Voyages,
 “ if permitted, coſt leſs Money, and conſequent-
 “ ly leſs Timber in Repairs, than the old Ships have done, on
 “ an Average for 40 Years paſt, for 4 Voyages. You
 “ next aſk, If the preſent *India* Ships conſume more
 “ Timber than Men of War, in Proportion to their
 “ Tonnage, taking each at their greateſt loaded Draſt
 “ of Water? No, ſo far from it, I am of Opinion,
 “ that every Load of Oak Timber converted for build-
 “ ing ſuch *India* Ships do carry to Sea Double the real
 “ Tonnage, that the like Number of Loads of Oak do,
 “ that is converted in the King's Yards for building of
 “ Men of War. You likewiſe deſire to know, if I can
 “ think of no Method to reduce the preſent Conſump-
 “ tion of Oak Timber in the *India* Company's Ship-
 “ ping. I anſwer, that this may eaſily be done, with
 “ conſiderable Advantage to the Company, by Two
 “ Methods: The Firſt is, not to build any more Ships
 “ until their Number is reduced ſo as to have none lay
 “ by waiting for their Turns a whole Seaſon, for it is
 “ better to have rather too few than too many, as a Sup-
 “ ply may eaſily be had on any Emergency; and then
 “ each Ship might make Eight Voyages in 12 or 14
 “ Years, in the room of 4 Voyages, and the Tonnage of
 “ Shipping by this Means reduced from 60 to 40
 “ Thouſand Tons; this would ſave more than One
 “ Half of the Timber now conſumed: The next Meth-
 “ od I propoſe is, to build Ships ſufficiently large to
 “ cope with the *French East India* Ships, by which

“ Means few or no Men of War would be required to
 “ protect them; conſequent-ly the Timber uſed for
 “ building ſuch Men of War would be ſaved; and for
 “ which, in the End, they are ſure to pay Four
 “ Times as much as it would coſt the Company to
 “ protect themſelves, for large Ships are not only more
 “ defenſible, but more healthy, and conſume a conſi-
 “ derable leſs Number of Oak Trees, but likewiſe ſail
 “ cheaper in Proportion than ſmall Ships do, and a
 “ very amazing Saving to the Company alſo ariſes by
 “ Surplus Tonnage. Other Nations know this full
 “ well, and proceed on theſe Principles. I know
 “ great Cry has been raiſed againſt building large
 “ Merchant Ships, and many Gentlemen believe this
 “ to be the Reaſon that large Timber is ſo ſcarce;
 “ whereas it is quite the contrary, as muſt appear when
 “ it is conſidered that very few large Merchant Ships
 “ have been built, therefore it muſt be the great De-
 “ mand for ſmall Timber, in Shipping and all other
 “ Branches of Conſumption, that has tempted the land-
 “ ed Gentlemen to cut down ſo much Timber before it
 “ comes to its full Growth, and if theſe Meaſures are
 “ continued, a real Scarcity of large Timber muſt en-
 “ ſue in a few Years; which now may be prevented,
 “ not only by the foregoing Meaſures, but by repeal-
 “ ing all Acts of Parliament that tend to encourage the
 “ Conſumption of Oak Timber in general, ſuch as not
 “ allowing Foreign Bottoms to be made free without a
 “ very conſiderable Expence, &c.; and by making
 “ other Acts, to prevent Foreigners building or repair-
 “ ing Ships, or otherwiſe making Uſe of Oak Timber
 “ for Foreign Service: And laſtly, I would encourage
 “ building Ships in any Part of the World, ſooner than
 “ diſcourage the landed Gentlemen in the bringing their
 “ Oaks to Maturity, by only leaving open One Market
 “ for large Timber (that is, the King's Yards) or ſoon-
 “ er than diminiſh the Size of a ſingle Merchant Ship,
 “ eſpecially ſuch Ships as muſt carry great Numbers of
 “ Troops long Voyages, and in Time of War are ſure
 “ to meet the Enemy's Merchant Ships much above
 “ their Match. *La Bourdonaye* and the Loſs of *Fort St.*
 “ *George* ſhould never be forgot.

“ Since I received your Firſt Commands, I have
 “ heard a Bill is depending in the honourable Houſe
 “ of Commons, tending to reſtrain the honourable
 “ *East India* Company's Ships to ſo ſmall a Burthen as
 “ 600 Tons: I therefore, as a Servant of the Com-
 “ pany, beg Leave to obſerve, that this, if it paſſes,
 “ into a Law, will, as I conceive, not only be very pre-
 “ judicial to them, but to the Nation in general, and
 “ the People's Health. I therefore preſume, it merits
 “ the Attention and cool Deliberation of the Legiſla-
 “ ture, and as there is no Neceſſity for granting Leave
 “ to build any more Ships for the *India* Service for
 “ ſome Years to come, they may, if they and you
 “ pleaſe, take any Time to deliberate on this moſt
 “ weighty Affair, which is a very lucky Circumſtance;
 “ for the Government now occupy moſt of the prin-
 “ cipal Merchants Yards with their old and new Ships,
 “ a Meaſure that has always been very prejudicial, not
 “ only to the honourable *East India* Company, but to
 “ the Government, and all Owners of Merchant Ships.
 “ Before I conclude, I muſt beg Leave to obſerve,
 “ that ſo little do the honourable *East India* Com-
 “ pany's Shipping merit any Reſtraint on Account of
 “ conſuming large Timber, that the Owners of ſuch
 “ Ships are permitted, and do build them with ſo ſmall
 “ Scantling, that their principal Timbers are leſs than
 “ the principal Timbers of the King's Frigates, although
 “ they carry to Sea more than Double their Tonnage,
 “ and Homeward-bound are often more than Ten Times
 “ their Value.

“ I am, Sir,

“ Your moſt obedient humble Servant,

“ *East India* Houſe, the

“ *Gab. Snodgraſs.*

“ 12 March 1771.”

And

And being asked, What were the Grounds of his Opinion, expressed in his First Paper, "that in 30 or 40 Years the Forests and Waste Lands belonging to the Crown may be made capable of producing a regular successive Supply of Timber sufficient for the Royal Navy; and that there is yet Plenty of large Timber within 40 or 50 Miles of Water Carriage; and in the interior Parts of the Kingdom, great Quantities of large Timber?" he said, That he was not concerned in the Purchase of Timber, his Office being only to survey the Building of Ships for the Service of the Company, and to take Care that they are built according to the Directions of the Committee of Shipping; but that his Opinion is formed from the Conversation which he has had with Timber-merchants, Ship-builders, and various other Persons, who have travelled about the Country.

He was then asked, Whether he knew the Company entertained any Idea of building no new Ships till the general Tonnage of their Ships should be reduced to 40,000 Tons? He said, That he did not; and that his Opinion upon that Point was founded on the Company's not sending out more than 20,000 Tons a Year (Builders Measurement) that, whether the Company were to build smaller or larger Ships than those mentioned in his Paper, they would still have the same comparative Advantages over Ships of War in respect of carrying Burthen, generally about Three Fourths more than their Measure: That the Ships of War, from their light Draught of Water when launched to their general deepest Draught of Water, carry for the most Part the same as the Builders Measure amounts to.

That the large Ships now built for the Company with Four-Inch Bottoms will go, each of them, One or Two Voyages more than the smaller Ships they had before; that a Reduction of the Tonnage of each Ship, would necessarily increase the Number of the Whole, and cause a greater Consumption of young Timber, that, under the present Regulations of the Company, the Captains are not obliged to employ more Seamen in each Ship than formerly; that Two Ships of 750 Tons each, varying little in their Masts and Yards from smaller Ships, might be navigated with a less Number of Seamen than Three Ships of 500 Tons each, and would better transport the same Number of Soldiers, and tend more to the Preservation of their Healths; because, the smaller Ships cannot allow a sufficient Height between their Decks; that since the Company have made use of large Ships with Four-Inch Bottoms (which is about Three Years) he does not know that any Accident of Consequence has happened to them, but remembers several to have happened before; that other European Nations use larger Ships in their India Trade than we do, and would therefore, in Time of War, have great Advantages over us; that the large Ships, armed and manned as they now are, can make a better Defence than the smaller Ships which were in use before, though not yet sufficient to encounter the Foreign Ships, that the Guns which the Captains of the English East India Ships are directed by the Company to carry, are 9 Pounders; but some of the large Ships generally carry 12 Pounders.

Mr. John Brent, Deputy Surveyor to the East India Company, confirmed the Evidence of Mr. Snodgrass in every Particular.

Then, in order to ascertain the real Tonnage carried by the East India Company's Ships, Your Committee called for an Account of the Number of Ships sent out each Year by the East India Company for these Five Years past, together with the Tonnage of all such Stores or Merchandize as have been shipped in those Years for or on Account of the said Company, under the Directions of the Committee of Shipping, distinguishing the Tonnage by Weight from that by Measurement; which is hereunto annexed, N^o 20.

Vol. III.

Your Committee then proceeded to inquire into the State of the King's Forests, and thereupon examined John Pitt, Esquire, Surveyor General of His Majesty's Woods, who said, that Dean Forest consists of 23,000 Acres, and abounds with more good Timber than any other; and that, by the last Account he had of it, which was upon a Survey in the Year 1764, it was computed that there were then in that Forest, 27,302 Loads fit for the Navy, 16,851 Loads of about 60 Years Growth, 17,649 Loads of about 30 or 40 Years Growth, and 20,066 Loads rotting and decaying; and that he believes, on Account of the quick Growth of Timber in that Forest, there is as great a Quantity there now as when that Survey was taken.

And he said, that he is perfectly convinced, that the Navy can never be fully supplied with Timber without the Aid of the King's Forests; but that there cannot be furnished from thence a sufficient Quantity, unless Inclosures are made there.

And he informed Your Committee, that by the Act of the 20th of Charles the Second, 11,000 Acres were directed to be forthwith inclosed, which he believes was completed in the First Two Years, that the said Act likewise required, that whenever any Part of the Inclosures were grown out of the Reach of Cattle, it should be laid open, and a like Quantity inclosed; meaning, as he understood it, that there should be never less than 11,000 Acres kept inclosed; that he don't know of any Inclosure having been made since that Time, except one, called, "The Buckholt Inclosure," which he believes to be about 500 Acres, and which, when he came into his Office in the Year 1756, he found encompassed by a Wall, the greatest Part of which was in Ruins; that he reported this Matter to the Treasury, and, by their Directions, the Wall was repaired; that, in the Year 1758, he put in a Memorial to the Treasury, stating, that there was only the 500 Acres inclosed, instead of the 11,000, which he ought to have found under the Directions of the aforesaid Act, in consequence of which, the Treasury ordered a Commission to issue for inclosing 2,000 Acres, which has accordingly been done, and is now in very good Order.

And being asked, whether that was a new Parcel of Ground, that had never before been inclosed? he said, He thought it was.

That a Second Commission issued from the Treasury about the Year 1762, for inclosing 2,000 Acres more; and a Third Commission issued the latter End of the Year 1769, or Beginning of the Year 1770, for inclosing 2,000 Acres more. That the second mentioned Inclosure was not made on Account of his being removed from his Office, and nothing of that Sort being done by his Successor; but that the last Inclosure will be forthwith made, he only waiting for an Estimate of the Expence. And he said that there is scarce any Part of that Forest that is not fit for the Growth of Timber; and that he thinks it would be advisable, to plant with young Oaks several Parts in which no Timber now grows; that he had planted out some young Oak Trees, which thrive very well, and come up in great Numbers; and shall recommend it to the Treasury, to issue Orders for inclosing, from Time to Time, till the whole 11,000 Acres shall be inclosed.

He was then examined with respect to the New Forest; and said, that, upon a very accurate Survey taken a few Years ago, it appears, that there were upon that Forest, 19,836 Oak Trees fit for the Navy, containing 36,662 Loads; about One Third of which are very prosperous, and none of them contain less than 70 Feet of Timber; that there are also 7,104 Beach Trees, containing 13,114 Loads, and 1,743 defective Oaks for Sales, Fuel, or Building, containing 3,836 Load; and that he reckons that the Trees fit for Naval Uses, are between a Fourth and a Fifth Part of the Timber on the whole Forest.

That there is a Contract of long Standing, now subsisting and renewed every 20 Years, between the Surveyor General of the Woods and the Purveyor of Portsmouth

mouth Dock-yard, for the Supply of 500 Load of Oak Timber and 50 Beeches, for the Use of that Dock, Annually; and also another Contract between the Warden of the Forest and the same Purveyor, for 370 Load of Oak and 50 Beeches, Annually; which, in the Opinion of the Witness, is too great a Draught on the Forest, notwithstanding the young Timber now growing there is innumerable, for, in case a Third Part of the Trees, supposed fit for the Use of the Navy, shall upon Trial prove to be unfit for the Purposes of the Navy, which is not improbable, the Quantity for their Service will be greatly reduced: That it would be proper, to fell some of the best of those Oaks which are deemed by the Purveyor not fit for the Navy, when Money is to be raised by virtue of the Warden's Contract, in order that the Purveyor may take out of them what will answer his Purpose; as the Witness is of Opinion, that some of those Oaks, or some Parts of them, would be found fit for Naval Purposes. And, upon the Whole, he said; that the *New Forest* is in an improved State.

That, by an Act of the 9th and 10th of King *William* the Third, 2,000 Acres of that Forest was directed to be forthwith inclosed, and 200 Acres more Yearly for the Term of 20 Years.

And being asked, what had been done towards carrying that Act into Execution? he said, When he came first into his Office, he found that the whole Quantity then inclosed consisted of only between 2 and 300 Acres, and those so ill fenced that they were common to all Cattle, which he represented to the Treasury, and had Directions to repair the Fences; which he accordingly did, and they are now in good Condition, but no Inclosures have been made since: That there was a Warrant from the Treasury, for a Commission to inclose 1,000 Acres last Year, which is as much as can be inclosed in One Year; that a Draught of this Commission was sent to him for his Perusal; but before, he had thoroughly considered it, he received Notice that the Execution of it was suspended for a Time, upon some general Objections to Inclosures, stated, as he has been informed, by the late Duke of *Bedford*.

That he takes the different Provisions in the Two Acts (one of them directing 11,000 Acres out of 23,000 to be inclosed in the Forest of *Dean*, the other directing only 6,000 out of between 50 or 60,000 in the *New Forest*) to have arisen from the Difference of the Soil; there being great Quantities of barren Heath in the *New Forest*, a sandy and gravelly Soil.

He then proceeded to give Your Committee an Account of the State of the other Forests. And as to the Forest of *Bear*, he said, there had been good Timber, but most of it was cut down in Sir *Edmond Thomas's* Time, that the Soil is very good, and a considerable Quantity of young Timber is coming up; but there are no Inclosures there.

That as to *Windsor Forest*, there is very little there fit for Naval Use, great Part consisting of old dotard Trees; and that the Quantity of growing Timber is very small; that some Parts of the Forest are very fit for the Growth of Timber, but far the greatest Part is barren Heath, that there is a pretty Stock of King's Timber within *Stainley*, to the Amount of 600 Load, and several young Trees coming up, Part of it inclosed Coppices; that there are 100 Trees now felled there, fit for Naval Use, which the Purveyor has viewed; but the Witness doubts whether he will have it; as the Navy Board offers only £ 1. 18 s. a Load, and he can sell it for 4 Guineas.

That *Cranbourn Chase* adjoins upon *Windsor Forest*, on which there are a great many dotard Oak and Beech Trees, unfit for any Use but Fuel, among which there are some prosperous young Oaks, but few in Number; and both the Forest and Chase within 6 Miles of Water Carriage; that there are many Parts both of *Windsor Forest* and *Cranbourn Chase* fit for the Growth of Timber, and proper to be inclosed, as appears by a Memorial he delivered in to the Treasury on the 2d of *March* 1769.

That on *Epping Forest* there is no Timber fit for the Use of the Navy; that there is a great deal of Land there very proper to be inclosed; and there is no other Way of preserving Timber there.

That in the Forest of *Whittlewood* there is some Oak there, to the Amount of about 600 Loads, fit for the Use of the Navy; and that, by his Desire, a Purveyor of the Navy is gone down, to see what will be fit for the Use of the Navy, out of a Quantity of Timber that he is directed by the Treasury to cut down; there is likewise a great Quantity fit for Plank, as he was informed by a Purveyor of the Navy about Six Years ago, and no considerable Quantity has been felled since; there are also a great many Coppices, which may, if improved, furnish large Quantities of Timber.

That upon *Saltsea Forest*, which adjoins to *Whittlewood*, he computes there is about 150 Load of Timber fit for the Use of the Navy; and that in both those Forests there is a sufficient Succession of young Trees.

That in *Alice Holt Forest*, there is a pretty good Stock of thriving Timber, but he does not apprehend there is any large Quantity fit for the Use of the Navy; that the Soil is very good; and that he shall recommend the making Inclosures both in that and *Woolnib Forest*, which joins to it, that in *Woolnib Forest* there are scarce any Trees growing, though many Parts very fit for that Purpose.

That in *Whitchwood Forest* there are above 800 Acres of Coppice, wherein might be raised large Quantities of Timber; and that the Whole of that Forest is fit for the Growth of Timber, and has the peculiar Advantage of being inclosed by a Wall.

That in *Sherwood Forest* there are some Timber Trees of great Age and Size, but, upon a Trial made a few Years ago, the Whole of it was found to have stood too long, and to be unfit for the Use of the Navy; that some Parts of the Soil are very good for the Growth of Timber, particularly, the Parts called *Barklands* and *Billbagh*.

That *Enfield Chase* is not within his Survey, it being Part of the Dutchy of *Lancaster*; but the Soil is good for Timber.

That the Navy is supplied with a limited Quantity of Timber from the *New Forest*, at the limited Price of 38 s. by Contract, and also from *Dean Forest*, what the Treasury, at the Application of the Commissioners of the Navy, shall direct, and at the same Price; and that he never had any Directions for supplying the Navy from any other Forest at any limited Price.

And he said, that as to the Inclosures he has proposed, he doubts whether, considering the Variety of Claims of Commoners and others, they could be carried into Execution, except *Dean Forest* and the *New Forest*, without an Act of Parliament: And that there are several Abuses in Forests, by cutting down Trees by Stealers of Wood; and also Abuses of Rights, that would be proper to be remedied by Act of Parliament.

Your Committee thought it necessary to close their Enquiry with a Search into the Laws now in being, for preserving Timber, and encouraging the Growth and Importation of it, and find, that by an Act passed in the First and Second Year of King *Philip* and Queen *Mary*, the Exportation of Wood is prohibited.

There are various Acts, which, for the Preservation of Timber and Fire-Wood, direct that no Timber not below a certain Size, in some Situations, shall be converted into Coal or Fuel for the Supply of the Iron-works; and, upon the same Principle, forbid the Erection of new Iron-works within certain Limits.

By an Act, passed in the 35th Year of King *Henry* the VIIIth, and another in the 13th Year of the Reign of Queen *Elizabeth*, the Owners of all Coppices, and of Woods above 24 Years Growth, are to leave on such Coppices 12 Standils, or Stokers, and on such Woods

12 Trees on every Acre, at the Time of falling such Coppices and Woods, the Standils or Storers to remain there till they shall be 10 Inches square at 3 Feet from the Ground; and the Trees in such Woods to remain there 20 Years; and such Coppices and Woods to be well fenced and inclosed for a certain Number of Years after they shall have been felled and cut down.

Besides the Statute of *Merton*, by which Lords of Woods, where others have Common of Pasture, are impowered (leaving sufficient for the Commoners) to improve and inclose the Residue, and the Act of the 13th of *Edward* the First, and the 3d and 4th of *Edward* the Sixth, confirming and enforcing the said Statute, the above-mentioned Act of the 35th of *King Henry* the Eighth, fixes the Lord's Share at One Fourth Part of the Wood, to be set out in the Manner directed by that Act, cut down, and well inclosed for the Preservation of the future Growth; and by the Acts of 29 and 31 *George* II, Woods, Waftes, and Pastures, may be inclosed, for the Growth and Preservation of Timber, by the Consent of the Lords or Owners of such Woods, Waftes, and Pastures, and of the major Part of the Persons interested therein.

That by an Act, passed in the 20th Year of *King Charles* the II, for the Increase and Preservation of Timber in *Dean Forest*, 11,000 Acres were directed to be inclosed; for the Growth and Preservation of Timber; which, as the Timber becomes out of Danger of being prejudiced by the Cattle and Deer, were to be laid open, and the like Quantity inclosed, so as always to keep up the said 11,000 Acres of inclosed Land in the said Forest: And that by an Act, passed in the 9th and 10th of *King William* the Third, for the Increase

and Preservation of Timber in the *New Forest*, the same Provisions were made for inclosing 2,000 Acres, as in the last mentioned Act for inclosing 11,000; and also 200 Acres more Yearly, for 20 Years, were thereby directed to be inclosed, and the said Forest to remain in Possession of the Crown for ever, as a Nursery for Wood only, but that the Act should not extend to alter the Laws relating to Forests, except as therein is particularly mentioned.

By several temporary Acts, which are still in Force, Plank and Timber may be imported from His Majesty's Plantations in *America*, Duty-free; and a Bounty of 20 s. per Ton (Forty Feet to the Ton) is granted on Masts, Yards, and Bow-sprits, imposed from thence, or brought from *Scotland*, and the Commissioners of the Navy are to have the Pre-emption of such Masts, Yards, and Bow-sprits, for 20 Days after Importation: And by an Act 5 *George* the Third, Cap. 45, Bounties are granted upon Deals, Planks, Boards, and Timber, imported from *America*.

There are several Acts to prevent felling, without the King's Licence, such White Pines in *America* as do not grow on Land in private Property, and particularly such Pines of the Diameter of 24 Inches and upwards, at 12 Inches from the Ground, in *Massachusetts Bay*, or such Land as; though private Property now, was not so before 7 *October* 1696; that Day is the Date of the Charter granted by *King William* and *Queen Mary* to that Province; and in that Charter there is a Reservation of all Trees of those Dimensions not growing upon Land which was theretofore granted to any private Persons.

A P P E N D I X.

N^o I.

Navy Office, 9th April 1771:

An ACCOUNT of the Quantity of Timber and Plank used in His Majesty's Navy, from the 1st *January* 1763 to the 31st *December* 1769 (being the latest Period to which the Storekeepers have transmitted their Accounts hitherto) distinguishing each Species, and the *British* from the *Foreign* and *American*, as also each Year; prepared pursuant to an Order of the Committee of the Honourable House of Commons, appointed to consider how His Majesty's Navy may be better supplied with Timber, dated the 21st of last Month.

Species.	Loads	Years:						Total.	
		1763	1764	1765	1766	1767	1768		1769
Timber, Ash	-	112	135	93	84	98	142	197	861
- - - Beech	-	695	1,131	1,401	986	306	902	1,971	7,392
- - - Elm	-	2,246	1,822	2,145	1,480	2,813	2,719	1,749	14,974
- - - Fir	-	1,136	1,447	1,695	1,529	1,922	2,247	1,744	11,720
- - - Oak and Thick Stuff, <i>British</i>	-	14,953	18,829	21,271	26,008	26,908	24,613	22,606	155,188
- - - - - Foreign	-	85	76	109	157	34	80	183	724
- - - - - <i>American</i>	-	-	-	-	-	2	20	49	71
Plank, Beech	4 to 3	9	57	59	118	53	9	170	475
- - - Elm	4 - 3	126	160	102	167	301	1,121	277	2,254
- - - - - 2½ - 1½	-	10	17	28	13	14	26	19	127
- - - Oak, <i>British</i>	4 - 3	1,301	1,590	2,368	1,897	2,313	2,043	2,039	13,551
- - - - - 2½ - 1½	-	485	343	587	411	452	478	469	3,225
- - - Foreign	4 - 3	1,305	1,283	1,655	1,333	1,464	1,542	1,196	9,778

H. Palliser,
J. Williams,
T. Brett,
E. Mason.

N^o 2.

Navy Office, 9th April 1771.

An ACCOUNT of the Stock of Timber for Ship-building and Repairs, in each of His Majesty's Yards, on the 31st of December 1770; prepared pursuant to an Order of the Committee of the Honourable House of Commons, appointed to consider how His Majesty's Navy may be better supplied with Timber, dated the 21st of last Month.

Yards.	Loads	Timber.						Plank.				
		Afh.	Beech.	Elm.	Fir.	Oak.		Beech.	Elm.	Oak.		
						British.	Foreign.			British.		Foreign.
										Inches thick.	Inches thick.	
4½ to 3	4 to 3	4½ to 3	2½ to 1½	4½ to 3.								
Deptford	-	-	-	101	111	915	-	-	54	88	4	70
Woolwich	-	41	-	20	30	1,621	68	-	16	129	6	216
Chatham	-	14	97	113	242	2,014	636	-	-	520	7	130
Sheerness	-	2	-	38	25	641	-	-	15	28	3	48
Portsmouth	-	33	208	105	1,244	4,412	-	10	166	532	17	275
Plymouth	-	-	-	9	497	2,584	-	1	12	18	10	80
Total	-	90	305	386	2,149	12,187	704	11	263	1,315	47	819

H. Palfrey,
J. Williams,
E. Mason,
T. Brett.

Navy Office

N^o 4.—An ACCOUNT of the principal Dimensions and Scantlings of the Frame, Beams, Knees, and to Frigates of 28 Guns inclusive; prepared pursuant to an Order of the Committee of the Honourable dated 21st of

Guns	100		90		80	
	Ft.	In.	Ft.	In.	Ft.	In.
Length by the Keel for Tonnage	151	3½	144	—	134	10½
on the Gun Deck or Lower Deck, from the Rabbit of the Stem to the Rabbit of the Post	186	—	177	8	165	—
Breadth extreme	51	10	50	—	47	—
Depth in Hold from the Strake next the Limber Boards	21	6	21	—	20	—
Burthen in Tons	2,162	—	1,845	—	1,585	—
Room and Space of the Timbers	2	9	2	9	2	6
Floor Timbers next the Flats, sided	1	4	1	4	1	2
— afore and abaft	1	2	1	2	1	1½
— in Midships, moulded or wrought in and out	1	2½	1	2	1	2
— afore and abaft, in and out	1	2	1	2	1	1
Lower Futtocks, sided in the Midships	1	3½	1	3½	1	2
— sided afore and abaft	1	2	1	2	1	1
— moulded or in and out at the Heads in Midships	1	2	1	1½	1	1½
Second Futtocks, sided in the Midships	1	2	1	2	1	2
— afore and abaft	1	1½	1	1½	1	1
— moulded or in and out at the Heads in Midships	1	1½	1	1½	1	1
Third Futtocks, sided in the Midships	1	2	1	2	1	1½
— afore and abaft	1	1½	1	1½	1	1
— moulded or in and out at the Heads in Midships	1	1	1	—½	1	—½

N^o 3.

Navy Office, 9th April 1771.

An ACCOUNT of the Stock of Timber that would be desirable or necessary to be kept in the respective Yards, for the effectual and constant Repairs, Rebuildings, and keeping up the present Navy; prepared pursuant to an Order of the Committee of the Honourable House of Commons, appointed to consider how His Majesty's Navy may be better supplied with Timber, dated the 21st of last Month; *videlicet*,

Oak Timber and Knees, including } Loads { which is calculated to be sufficient for Three Years Con-
 Rough and Sided - - - - - } 66,000 } sumption in all the Yards.

H. Palliser,
 T. Williams,
 T. Brett,
 E. Mason.

9th April 1771.

Thick Stuff, sided, moulded, and used, in the building a Ship of each Class in the Royal Navy, from 100 Guns House of Commons, appointed to consider how His Majesty's Navy may be better supplied with Timber, last Month.

74		70		64		60		50		44		36		32		28	
Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
138	2	131	4	131	—	126	— $\frac{1}{2}$	119	9	117	2	106	2 $\frac{1}{2}$	104	—	99	6
168	6	160	—	159	6	154	—	146	—	140	—	128	4	126	—	120	6
46	9	45	—	44	4	43	6	40	6	36	8	35	8	35	—	33	6
20	—	19	4	19	—	18	4	17	6	16	—	12	4	12	2	11	—
1,606		1,434		1,369		1,268		1,044		837		718		677		593	
2	8 $\frac{1}{2}$	2	5	2	8 $\frac{1}{2}$	2	5	2	9	2	4 $\frac{1}{2}$	2	4 $\frac{1}{2}$	2	3 $\frac{1}{2}$	2	2 $\frac{1}{2}$
1	3 $\frac{1}{2}$	1	2	1	3	1	2	1	2 $\frac{1}{2}$	1	2	1	1	1	1	1	1
1	2 $\frac{1}{2}$	1	1	1	2	1	1	1	1 $\frac{1}{2}$	1	1	1	1	1	1	1	1
1	1 $\frac{1}{2}$	1	1 $\frac{1}{2}$	1	1 $\frac{1}{2}$	1	1 $\frac{1}{2}$	—	11 $\frac{1}{2}$	—	11 $\frac{1}{2}$	—	10	—	10	—	9 $\frac{1}{2}$
1	1 $\frac{1}{2}$	1	— $\frac{1}{2}$	1	— $\frac{1}{2}$	1	1	—	11 $\frac{1}{2}$	—	11 $\frac{1}{2}$	—	10 $\frac{1}{2}$	—	10 $\frac{1}{2}$	—	9 $\frac{1}{2}$
1	3	1	2	1	3	1	2	1	2 $\frac{1}{2}$	1	1 $\frac{1}{2}$	1	1	1	1	1	1
1	2	1	1	1	2	1	1	1	1 $\frac{1}{2}$	1	1 $\frac{1}{2}$	1	1	1	1	1	1
1	— $\frac{1}{2}$	1	1	1	— $\frac{1}{2}$	—	11 $\frac{1}{2}$	—	11 $\frac{1}{2}$	—	10 $\frac{1}{2}$	—	9 $\frac{1}{2}$	—	9 $\frac{1}{2}$	—	8 $\frac{1}{2}$
1	2 $\frac{1}{2}$	1	1 $\frac{1}{2}$	1	2	1	— $\frac{1}{2}$	1	1 $\frac{1}{2}$	1	— $\frac{1}{2}$	—	11 $\frac{1}{2}$	—	11 $\frac{1}{2}$	—	10 $\frac{1}{2}$
1	1 $\frac{1}{2}$	1	— $\frac{1}{2}$	1	1 $\frac{1}{2}$	1	—	1	1 $\frac{1}{2}$	—	11 $\frac{1}{2}$	—	10 $\frac{1}{2}$	—	10 $\frac{1}{2}$	—	10
1	— $\frac{1}{2}$	1	— $\frac{1}{2}$	—	—	—	11	—	10 $\frac{1}{2}$	—	9 $\frac{1}{2}$	—	8 $\frac{1}{2}$	—	8 $\frac{1}{2}$	—	8
1	1 $\frac{1}{2}$	1	1	1	1 $\frac{1}{2}$	1	— $\frac{1}{2}$	1	1 $\frac{1}{2}$	—	11 $\frac{1}{2}$	—	11	—	11	—	10 $\frac{1}{2}$
1	1 $\frac{1}{2}$	1	1	1	1 $\frac{1}{2}$	1	— $\frac{1}{2}$	1	1	—	10 $\frac{1}{2}$	—	10 $\frac{1}{2}$	—	10 $\frac{1}{2}$	—	10
—	11 $\frac{1}{2}$	—	11 $\frac{1}{2}$	—	11 $\frac{1}{2}$	—	10 $\frac{1}{2}$	—	9 $\frac{1}{2}$	—	8 $\frac{1}{2}$	—	7 $\frac{1}{2}$	—	7 $\frac{1}{2}$	—	7 $\frac{1}{2}$

Guns	100		90		80	
	Ft.	In.	Ft.	In.	Ft.	In.
Upper Futtocks, sided in the Midships	1	1½	1	1½	1	1½
- - - - - afore and abaft	1	1½	1	1½	1	1½
- - - - - moulded at the Gun Deck in and out in the Midships	1	1½	1	1½	1	1½
Top Timbers sided	1	1½	1	1½	1	1½
- - - - - moulded or in and out at the Height of the Middle Deck	1	1½	1	1½	1	1½
Upper Deck	9	11½	9	11½	11	11
Orlop Beams sided	1	1½	1	1½	1	1½
- - - - - moulded	1	1½	1	1½	1	1½
- - - - - Knees standard sided	1	1½	1	1½	1	1½
- - - - - lodging sided	10½	10½	10	10	9½	9½
Orlop Clamps upper Strake thick	8	8	8	8	7½	7½
- - - - - lower Strake thick	7	7	7	7	6½	6½
Gun Deck or lower Deck Beams sided	1	6	1	6	1	4½
- - - - - moulded	1	6	1	6	1	4½
- - - - - Knees hanging sided	11½	11½	11½	11½	10½	10½
- - - - - lodging sided	11	11	10½	10½	9½	9½
- - - - - Clamps upper Strake thick	9	9	8½	8½	8½	8½
- - - - - Second Strake thick	8	8	8	8	7½	7½
- - - - - Third Strake thick	7	7	7	7	6½	6½
- - - - - Sperketting lower Edge thick	7½	7½	7	7	7	7
- - - - - upper Edge thick	7½	7½	7	7	6½	6½
Middle Deck Beams sided	1	3	1	2½	1	2½
- - - - - moulded	1	1	1	1	1	1
- - - - - Knees hanging sided	10	10	9½	9½	9	9
- - - - - lodging sided	9½	9½	9	9	8½	8½
- - - - - Standards sided	7	7	6½	6½	6½	6½
- - - - - Clamps thick	6½	6½	6½	6½	6½	6½
- - - - - Sperketting lower Edge thick	5½	5½	5½	5½	5½	5½
- - - - - upper Edge thick	1	1½	1	1½	1	1½
Upper Deck Beams sided	11½	11½	10½	10½	10½	10½
- - - - - moulded	8½	8½	8½	8½	8	8
- - - - - Knees hanging sided	8½	8½	7½	7½	7½	7½
- - - - - lodging sided	6	6	5½	5½	5½	5½
- - - - - Clamps thick	4	4	4	4	4	4
- - - - - Sperketting lower Edge thick	4	4	4	4	4	4
- - - - - upper Edge thick	10	10	9½	9½	9	9
Quarter Deck Beams sided	8½	8½	7½	7½	7	7
- - - - - moulded	6½	6½	6½	6½	6½	6½
- - - - - Knees hanging sided	6	6	5½	5½	5½	5½
- - - - - lodging sided	4	4	4	4	4	4
- - - - - Clamps thick	4	4	4	4	4	4
Quarter Deck Sperketting lower Edge thick	3½	3½	3½	3½	3½	3½
- - - - - upper Edge thick	10	10	9½	9½	9	9
Fore Castle Beams sided	8½	8½	7½	7½	7	7
- - - - - moulded	6½	6½	6½	6½	6½	6½
- - - - - Knees hanging sided	6	6	5½	5½	5½	5½
- - - - - lodging sided	4	4	4	4	4	4
- - - - - Clamps thick	4	4	4	4	4	4
- - - - - Sperketting thick	3	3	3	3	3	3
Round House Beams sided	7½	7½	7	7	6½	6½
- - - - - moulded	5½	5½	5	5	4½	4½
- - - - - Knees hanging sided	5	5	4½	4½	4½	4½
- - - - - lodging sided	4½	4½	4½	4½	4½	4½
- - - - - Clamps thick	4	4	4	4	4	4
Thick Stuff at the Floor Heads, Three Stakes of	9	9	9	9	8½	8½
- - - - - One Strake above and below them of	7½	7½	7½	7½	7	7
- - - - - at the first Futtock Heads, middle Strake thick	8	8	8	8	7½	7½
- - - - - One Strake above and below them of	7	7	7	7	6½	6½
- - - - - on the Ends of the Orlop Beams thick	7	7	7	7	6½	6½
Sheer Strake thick	4	4	4	4	4	4
- - - - - Wale thick	4½	4½	4½	4½	4	4
Channel Wale thick	5½	5½	5½	5½	5½	5½
Main Wale thick	10	10	9½	9½	9	9
Thick Stuff below the main Wale, 1st Strake thick	8	8	8	8	7½	7½
- - - - - 2d	7½	7½	7½	7½	7	7
- - - - - 3d	7	7	7	7	6½	6½
- - - - - 4th	6½	6½	6½	6½	6	6
- - - - - 5th	6	6	6	6	5½	5½
- - - - - 6th	5½	5½	5½	5½	5	5
- - - - - 7th	5	5	5	5	4½	4½
Plank of the Bottom thick	4½	4½	4½	4½	4	4

74		70		64		60		50		44		36		32		28	
Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1	1 1/2	1	1	1	1 1/2	1	1 1/2	1	1 1/2	1	10 1/2	1	10 1/2	1	10 1/2	1	10 1/2
1	1 1/2	1	1 1/2	1	1 1/2	1	1 1/2	1	1 1/2	1	10 1/2	1	10 1/2	1	10 1/2	1	10 1/2
1	1 1/2	1	1	1	1 1/2	1	1 1/2	1	1 1/2	1	10 1/2	1	10 1/2	1	10 1/2	1	10 1/2
10 1/2	3 1/2	9 1/2	3	9 1/2	3	9 1/2	3	8 1/2	3	7 1/2	11	9 1/2	9 1/2	9	9	9	9
1	3 1/2	1	3	1	3	1	3	1	3	1	11	1	9 1/2	1	9	1	9
1	3 1/2	1	3	1	3	1	3	1	3	1	11	1	9 1/2	1	9	1	9
9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
7 1/2	6 1/2	7 1/2	6 1/2	7 1/2	6 1/2	7 1/2	6 1/2	7 1/2	6 1/2	7 1/2	5 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
1	4 1/2	1	4 1/2	1	4 1/2	1	4 1/2	1	4 1/2	1	4 1/2	1	9 1/2	1	8	1	9 1/2
1	4 1/2	1	4 1/2	1	4 1/2	1	4 1/2	1	4 1/2	1	4 1/2	1	8 1/2	1	7 1/2	1	7 1/2
10	9 1/2	9 1/2	8 1/2	9 1/2	8 1/2	9 1/2	8 1/2	9 1/2	8 1/2	9 1/2	8 1/2	8 1/2	8 1/2	7 1/2	7 1/2	7 1/2	7 1/2
9 1/2	8 1/2	9 1/2	8 1/2	9 1/2	8 1/2	9 1/2	8 1/2	9 1/2	8 1/2	9 1/2	8 1/2	8 1/2	8 1/2	7 1/2	7 1/2	7 1/2	7 1/2
7 1/2	6 1/2	7 1/2	6 1/2	7 1/2	6 1/2	7 1/2	6 1/2	7 1/2	6 1/2	7 1/2	5 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
7	6	7	6	7	6	7	6	7	6	7	5 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2
1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2
8 1/2	7 1/2	8 1/2	7 1/2	8 1/2	7 1/2	8 1/2	7 1/2	8 1/2	7 1/2	8 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
5 1/2	5 1/2	5 1/2	4 1/2	5 1/2	4 1/2	5 1/2	4 1/2	5 1/2	4 1/2	5 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
5 1/2	4 1/2	5 1/2	4 1/2	5 1/2	4 1/2	5 1/2	4 1/2	5 1/2	4 1/2	5 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
9 1/2	8 1/2	9 1/2	8 1/2	9 1/2	8 1/2	9 1/2	8 1/2	9 1/2	8 1/2	9 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
6 1/2	6 1/2	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2	5 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
9 1/2	8 1/2	9 1/2	8 1/2	9 1/2	8 1/2	9 1/2	8 1/2	9 1/2	8 1/2	9 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
6 1/2	6 1/2	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2	5 1/2	6 1/2	5 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4

N^o 5.

A LIST of all the English built Ships in the Service of the Company of Merchants trading to the East Indies, on the 31st of December 1770, specifying the Names and actual Tonnage of each, and the Years in which they were respectively built.

N ^o	Ships Names.	Builders Tonnage.	Built in the following Years.	N ^o	Ships Names.	Builders Tonnage.	Built in the following Years.
	Lord Mansfield	632	1759		Houghton	707	1766.
	Duke of Richmond	656			Europa	676	
	York	679			Egmont	700	
	Earl of Elgin	687			Northington	676	
5	Royal Captain	676	1760.	Greenwich	676		
	True Britain	679		Triton	637		
	Admiral Pocock	666		Heitor	688		
	Horsenden	666	1761.	Kalenne	676		
	Chloe	687			Keresst	676	
10	Earl of Ashburnham	679			Queen	804	
	Earl of Middlesex	657		Sea Horse	676	1767.	
	British King	663		Shrewsbury	676		
	Bute	657		Granby	786		
	Talbot	657		Duke of Grafton	804	1768.	
15	Glatton	676	1762.	Bridgewater	804		
	Crittenden	663			Huntingdon		716
	Deptford	676			Hawke	716	
	Pigor	676			Resolution	804	
	Havannah	676		Princes Royal	864	1769.	
20	Speaker	702		Stafford	804		
	Duke of Gloucester	657		Prime	864		
	Vanstuart	676		Warcester	716		
	Kent	657		Latham	716	1770.	
	Northumberland	657	1763.	Morfe	864		
25	Asia	657			Duke of Portland		716
	Duke of Albany	676			Calcutta		761
	Earl of Lincoln	676		Grosvenor	729		
	Anson	657		Colebrooke	716		
	Devonshire	657		Lord Holland	804		
3	Harcourt	676		Rochford	716		
	Ponborne	676		Lord North	761		
	Salisbury	657		London	716		
	Thames	676		Godfrey	716		
	Ankerwyke	676	1764.	Ships building in the Rooms of the			
35	Pacifick	668			Norfolk	716	
	Greenville	676		Neptune	716		
	Speke	720		Osterley	758		
	Dutton	676		Admiral Watson	758		
	Prince of Wales	716		Britannia	804		
40	Duke of King's son	676	1765.	Royal Charlotte	758		
	Lord Camden	707			Plassey	804	
	Duke of Cumberland	716			Fox	758	
	Hampshire	696			Marquis of Rockingham	758	
	Lions	693					
45	Nottingham	701					

Permission was granted for building the above Ships previous to the 15th of last Month.

East India House, London,
the 6th April 1771.

Cha^s Tho. Coggan,
Clerk to the Committee of Shipping.

N^o 6.

N^o 6.

LIST of all the Ships and Vessels which constitute the *East India* Company's Marine Force in the *East Indies*; specifying the Names, Complement of *Europeans* and of *Natives*, and the Number and Calibre of Cannon in each, on the 25th *April* 1770.

Names.	Number of <i>Europeans</i> , Commanders and Officers included.	Number of <i>Christian</i> Topasses.	Number of <i>Lafcars</i> , or Country Sailors.	Number of Topasses and Seapoys put on board as a Detachment.	Total Number of Sol- diers and Seamen on board each Vessel.	Number of Guns. Size of the Guns.
Ship <i>Resolution</i>	188	16	40	50	294	20
Ship <i>Revenge</i>	106	16	34	31	187	20
<i>Bombay</i> Grab	111	16	34	31	192	20 9
<i>Eagle</i> Snow	40	12	20	20	92	16 6
<i>Drake</i> Snow	36	12	20	20	88	14 6
<i>Expedition</i> Grab	39	12	20	20	91	16 4
<i>Success</i> Ketch	40	8	18	18	84	12 4
<i>Viper</i> Ketch	24	6	20	18	68	12 4
<i>Terrible</i> Bomb Ketch	24	8	18	18	68	12 4
<i>Fancy</i> Bomb Ketch	17	8	18	18	61	8 4
<i>Fox</i> Ketch	2	—	4	—	6	2 4
<i>Lively's</i> Prize Gallivat	3	6	20	16	45	6 3
<i>Ranger</i> Ketch	13	6	22	20	61	10 3
<i>Dolphin</i> Schooner	7	6	20	16	49	8 3
<i>Tyger</i> Schooner	18	6	20	16	60	8 3
<i>Bonetta</i> Gallivat	3	6	20	16	45	7 3
<i>Otter</i> Ditto	4	6	20	16	46	7 3
<i>Hazard</i> Ditto	9	6	20	16	51	6 3
<i>Wolf</i> Ditto	8	6	20	16	50	6 3
<i>Antelope</i> Ditto	1	6	20	16	43	3 3
<i>Hawk</i> Ditto	10	6	20	16	52	2 3
<i>Badger</i> Ditto	6	6	20	16	48	4 2
<i>Swift</i> Ditto	14	6	20	16	56	4 2
<i>Greyhound</i> Ditto	2	6	20	16	44	4 2
<i>Sheerwater</i> Ditto	4	6	20	12	42	4 3
<i>Squirrel</i> Ditto	3	6	16	16	41	2 2
<i>Fly</i> Ditto	5	6	16	16	43	1 2

East India House, London,
the 6th *April* 1771.

P. Mitchell, Secretary.

N^o 7.

A LIST of the Number of *European* built Ships in the Service of the *East India* Company each Year, from 1740, until the present Time.

In the Year	1740	—	55 Ships.
	1741	—	58
	1742	—	61
	1743	—	63
	1744	—	62
	1745	—	61
	1746	—	62
	1747	—	62
	1748	—	63
	1749	—	66
	1750	—	66
	1751	—	65
	1752	—	65
	1753	—	65
	1754	—	63
	1755	—	63
	1756	—	63
	1757	—	64
	1758	—	63
	1759	—	63
	1760	—	61
	1761	—	62
	1762	—	65
	1763	—	68
	1764	—	72
	1765	—	73
	1766	—	74
	1767	—	76
	1768	—	76
	1769	—	85
	1770	—	87
At this present Time		—	87

Cba. Tho. Coggan,
Clerk to the Committee of Shipping.

East India House, London,
the 6th April 1771.

N^o 8.

COPIES of such Resolutions of the *East India* Company, as have been made to regulate the Tonnage and Dimensions of the *European* built Ships in their Service, from the Year 1751, when the First Regulations were made by the Court of Directors relating thereto, to the present Time.

At a Court of Directors, the 28th August 1751.

RESOLVED, That it be a standing Order of this Court for the future, That no Tender of any Ship be received, that shall exceed 600 Tons in Measurement, except such Ships as have been already tendered, or are at present upon the Stocks, building in the Room of Ships worn out, or lost in the Company's Service.

And that the Master Attendant, and Surveyor of Shipping, certify the Tonnage of each new Ship that shall be tendered for the Service of the said Company.

At a Court of Directors, the 10th June 1752.

Resolved, That, as some Inconveniences may arise from the Limitation of the Measurement of Ships to be built for the Company's Service, as mentioned in the Order of Court of the 28th August last, it be a standing

Order for the future, that no Tender of any new Ship be received, which shall exceed 106 Feet Keel, and 33 Feet broad for Measurement, or be above 630 Tons when built: as such will be proper Ships for the Company's Service, and able to carry Nine Pounds.

And that the Master Attendant and Surveyor of Shipping, do certify the same of each Ship that shall be tendered for the Service of the Company.

At a Court of Directors, the 4th June 1755.

Resolved, That, for enabling the Ships to be employed in this Company's Service to carry a Third Deck and Nine Pounds, the Owners may be permitted to build them of 33 Feet 6 Inches in Breadth, instead of 33 Feet; to which they were limited by Order of Court of the 10th June 1752.

At

At a Court of Directors, the 31st May 1758.

Ordered, That for the future the Ships to be built for this Company's Service, be not less than 106 Feet by the Keel for Tonnage, and 33 Feet 6 Inches in Breadth; that it be recommended to the Owners, that all such Ships be built with Three Décks, as it will entitle them to a Preference; and that the said Committee do give the necessary Directions for the Owners being apprized thereof.

At a Court of Directors, the 6th November 1765.

Resolved, That no Ship be taken up by the Company in future, which shall exceed 110 Feet Keel, and 34 Feet broad, Tonnage Measure, except such Ships which are now building.

And that the Master Attendant and Surveyor of Shipping, do certify the length and Breadth of each new Ship which shall be tendered for the Company's Service.

At a Court of Directors, the 15th October 1766.

Resolved, That in future no Ship be built to be employed in the Company's Service, which shall exceed 110 Feet Keel, or be less than 34 Feet broad, Tonnage Measure.

And that the Master Attendant, and Surveyor of Shipping, do certify the Length and Breadth of each new Ship which shall be tendered for the Company's Service.

At a Committee of Shipping, the 15th April 1767.

Letter from *George Stamford*, Esquire, dated this Day, was read; requesting the Committee will give him Leave to make an Alteration in the Length of a new Ship building for his Son, agreeable to a Letter inclosed from Mr. *John Randall*, who is of Opinion the Addition of One Frame more in Midships would be a great Improvement in the Strength, Sailing, and Tonnage: In the Strength, as having a greater Distance between her Ports, consequently stronger in her Upper Works; in Sailing, as Experience has proved that the lengthening Ships in Midships has always made them fail better; and in Tonnage, as she will only measure 17½ Tons more, but will carry near 34 Tons more, and the additional Length required will be only 2 Feet 6 Inches.

Mr. *Snodgrass* being called in to the Committee, informed them the several Particulars mentioned in Mr. *Randall's* Letter were true.

Resolved, That, for the Reasons before mentioned, Mr. *Stamford's* Request be granted.

At a Committee of Shipping, the 24th April 1767.

The Minutes of this Committee of the 15th Instant were read; and, except that Part which relates to the Request of Mr. *Stamford*, which the Chairman of the Committee was desired to report to the Court, the said Minutes were then approved.

At a Court of Directors, the 24th April 1767.

The Chairman of the Committee of Shipping acquainted the Court, that, in Consequence of a Letter from Mr. *John Randall*, Ship Builder, dated the 14th Instant, addressed to Mr. *George Stamford*, representing the Utility of the new Ship building for Captain *Stam-*

forth being built 2 Feet 6 Inches longer in her Midships, the Committee had, on the 15th Instant, granted Mr. *George Stamford's* Request in that respect.

And the Court now taking the said Affair into their Consideration; and the above Letter, with the Order of this Court of the 15th October 1766, in relation to the Measurement of Ships to be employed in the Company's Service, being severally read;

Resolved, That this Court do approve of the Transaction of the Committee of Shipping in the said Affair.

Ordered, That it be referred to the Committee of Shipping to re-consider the above-mentioned Order of this Court of the 15th October last, to confer with the Owners thereupon, and to report.

At a Court of Directors, the 15th June 1767.

On reading a Letter from Captain *Brook Sampson*, dated the 11th Instant; praying, as the Ship *Hardwicke*, which he commanded, has performed her Four Voyages, the Court will give him Leave to build a new Ship on her Bottom, of the same Dimensions of that Ship now building by Mr. *Stamford*; he having already the Consent of Captain *Durand*, and the rest of the Owners, for that Purpose.

Ordered, That it be referred to the Committee of Shipping to examine and report.

At a Court of Directors, the 18th December 1767.

Ordered, That it be referred to the Committee of Shipping; to re-consider that Part of their Report now read, regarding the Dimensions of the new Ship building in the Room of the *Hardwicke*, and to report.

At a Court of Directors, the 22^d December 1767.

Ordered, That the Order of this Court of the 15th October 1766, regarding the Measurement of Ships for the Company's Service, be repealed: Also,

That the Reference to the Committee of Shipping made 24th April 1767, to confer with the Owners on the Size of the Ships for the Company's Service, be discharged.

At a Court of Directors, the 8th January 1768.

Resolved, That it is the Opinion of this Court, that in future the Draughts of the Contracts for building Ships to be employed in the Company's Service be laid before the Committee of Shipping, One Month at least before such Contracts are executed; and that the said Committee do report their Opinion thereon to this Court.

At a Court of Directors, the 27th June 1770.

Resolved, That this Court are of Opinion, that it is necessary the Ships employed in the Company's Service should be under some Limitation with respect to Size; and that those to be built in future should be 110 Feet Keel, and not less than 35, or more than 36 Feet broad, Tonnage Measure; and that Ships of the above Size should have all Four Inch Bottoms, and the Scantlings and other Dimensions not to be less than the smallest proposed by the principal Builders in the River of *East India* Ships.

East India House, London,
the 6th April 1771.

P. Micbell, Secretary.

Navy Office, 9th April, 1771.

An ACCOUNT of the Contract Prices for Timber and Plank paid by the Commissioners of His Majesty's Navy since the Year 1737, distinguishing each Year; prepared pursuant to an Order of the Committee of the Honourable House of Commons, appointed to consider how His Majesty's Navy may be better supplied with Timber, dated 21st of last Month.

Timber Oak.	Year.	Deptford.	Woolwich.	Chatham.	Sheerneys.	Portsmouth.	Plymouth.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Cast in Proportion to Streight Meeting at 100 Compass - - - 96 } per Load -	1738	3 - -	3 - -	3 - -	3 1 -	3 - -	3 - -
	1739	3 - -	3 - -	3 - -	3 1 -	3 - -	3 3 -
	1740	3 6 -	3 6 -	3 6 -	3 8 6	3 - -	3 6 -
	1741 } 1742 }	3 6 -	3 6 -	3 6 -	3 8 6	3 - -	3 8 -
	1743	3 10 -	3 10 -	3 10 -	3 12 6	3 - -	3 8 -
	1744	3 13 -	3 13 -	3 13 -	3 15 -	3 3 -	3 11 -
	1745	3 17 -	3 17 -	3 17 -	3 19 -	3 7 -	3 15 -
	1746	4 - -	4 - -	4 - -	4 2 -	3 10 -	3 18 -
	1747	3 18 -	3 18 -	3 18 -	4 - -	3 12 -	4 2 -
	1748 } 1749 }	3 - -	3 - -	3 - -	3 2 -	3 - -	3 7 -
	1750	3 10 -	3 10 -	3 10 -	3 12 -	3 10 -	3 10 -
	1751	4 - -	4 - -	4 - -	4 2 -	3 15 -	3 10 -
	1752 } 1753 }	4 5 -	4 5 -	4 5 -	4 7 -	3 17 -	3 17 -
	1754 } 1755 }	4 5 -	4 5 -	4 5 -	4 7 -	3 17 -	4 7 -
	1756	4 5 -	4 5 -	4 5 -	4 7 -	4 5 -	4 7 -

The Prices of 1756 not having been altered, they are the present Contract Prices.

N. B. Contract Meetings.

- Feet.
- Highest Streight - 270 to 230
 - Compass - 259 to 220
 - Lowest Streight - 70 to 60
 - Compass - 53 to 45
- Meeting Streight from 100 to 190 } Advances One Shilling in every Five Feet.
- Compass - 96 to 182 }
- Streight from 190 to 270 } Advances Six Pence in every Five Feet.
- Compass - 182 to 259 }
- Streight from 100 to 90 } Falls One Shilling in every Five Feet.
- Compass - 96 to 86 }
- Streight from 90 to 80 } Falls Two Shillings in every Five Feet.
- Compass - 86 to 77 }
- Streight from 80 to 70 } Falls Two Shillings and Six Pence in every Five Feet.
- Compass - 77 to 67 }
- Compass - 67 to 53 } Falls Three Shillings in every Five Feet.

Timber Elm.	Year.	Deptford.	Woolwich.	Chatham.	Sheerneys.	Portsmouth.	Plymouth.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Cast in Proportion to Streight Meeting at 100 Feet - - - } per Load -	1738	2 10 -	2 10 -	2 10 -	2 11 -	2 10 -	2 10 -
	1739	2 10 -	2 10 -	2 10 -	2 11 -	2 10 -	2 13 -
	1740	2 16 -	2 16 -	2 16 -	2 18 6	2 10 -	2 13 -
	1741 } 1742 }	2 16 -	2 16 -	2 16 -	2 18 6	2 10 -	2 18 -
	1743	3 - -	3 - -	3 - -	3 2 6	2 10 -	2 18 -
	1744 } 1745 }	3 - -	3 - -	3 - -	3 2 -	2 10 -	2 18 -
	1746 }	3 - -	3 - -	3 - -	3 2 -	2 14 -	3 4 -
	1747	3 - -	3 - -	3 - -	3 2 -	2 10 -	2 17 -
	1748 } 1749 }	2 10 -	2 10 -	2 10 -	2 12 -	2 10 -	2 17 -
	1750	3 - -	3 - -	3 - -	3 2 -	3 - -	3 - -
	1751	3 5 -	3 5 -	3 5 -	3 7 -	3 - -	3 - -
	1752 } 1753 }	3 - -	3 - -	3 - -	3 2 -	3 - -	3 - -
	1754	3 - -	3 - -	3 - -	3 2 -	3 - -	3 10 -

The Prices of 1754 not having been altered, they are the present Contract Prices.

Timber

Timber Beech.	Year.	Deptford.	Woolwich.	Chatham.	Sheerneys.	Portsmouth.	Plymouth.
Catt in Proportion to } Streight Meeting } per Load at 100 Feet.	1738	£. s. d. 2 6 —	£. s. d. 2 6 —	£. s. d. 2 6 —	£. s. d. 2 7 —	£. s. d. 2 6 —	£. s. d. 2 6 —
	1739	2 6 —	2 6 —	2 6 —	2 7 —	2 6 —	2 9 —
	1740	2 12 —	2 12 —	2 12 —	2 14 6	2 6 —	2 9 —
	1741	2 12 —	2 12 —	2 12 —	2 14 6	2 6 —	2 14 —
	1742	2 12 —	2 12 —	2 12 —	2 14 6	2 6 —	2 14 —
	1743	2 16 —	2 16 —	2 16 —	2 18 6	2 6 —	2 14 —
	1744	2 16 —	2 16 —	2 16 —	2 18 —	2 6 —	2 14 —
	1745	2 16 —	2 16 —	2 16 —	2 18 —	2 6 —	2 14 —
	1746	2 14 —	2 14 —	2 14 —	2 18 —	2 8 —	2 18 —
	1747	2 14 —	2 14 —	2 14 —	2 18 —	2 8 —	2 18 —
	1748	2 6 —	2 6 —	2 6 —	2 8 —	2 6 —	2 13 —
	1749	2 6 —	2 6 —	2 6 —	2 8 —	2 6 —	2 13 —
	1750	2 16 —	2 16 —	2 16 —	2 18 —	2 16 —	2 16 —

The Prices of 1750 not having been altered, they are the present Contract Prices.

Timber Alb.	Year.	Deptford.	Woolwich.	Chatham.	Sheerneys.	Portsmouth.	Plymouth.
Girt Measure } per Load	1738	2 14 —	2 14 —	2 14 —	2 15 —	2 14 —	2 14 —
	1739	2 14 —	2 14 —	2 14 —	2 15 —	2 14 —	2 14 —
	1740	2 14 —	2 14 —	2 14 —	2 15 —	2 14 —	2 16 —
	1741	2 14 —	2 14 —	2 14 —	2 15 —	2 14 —	2 16 —
	1742	3 3 —	2 14 —	2 14 —	2 15 —	2 14 —	2 16 —
	1743	3 3 —	3 3 —	3 3 —	3 3 —	2 14 —	2 16 —
	1744	3 3 —	3 3 —	3 3 —	3 3 —	2 14 —	2 16 —
	1745	3 3 —	3 3 —	3 3 —	3 3 —	2 14 —	2 16 —
	1746	3 3 —	3 3 —	3 3 —	3 3 —	2 14 —	2 16 —
	1747	3 3 —	3 3 —	3 3 —	3 3 —	2 14 —	2 16 —
	1748	2 14 —	2 14 —	2 14 —	2 14 —	2 14 —	2 14 —
	1749	2 14 —	2 14 —	2 14 —	2 14 —	2 14 —	2 14 —
	1750	2 14 —	2 14 —	2 14 —	2 14 —	2 14 —	2 14 —
	1751	3 3 —	3 3 —	3 2 —	3 3 —	2 14 —	2 14 —
	1752	2 14 —	2 14 —	2 14 —	2 14 —	2 14 —	2 14 —
	1753	2 14 —	2 14 —	2 14 —	2 14 —	2 14 —	2 14 —
	1754	2 14 —	2 14 —	2 14 —	2 14 —	2 14 —	2 16 —
1755	2 14 —	2 14 —	2 14 —	2 14 —	2 14 —	2 16 —	
1756	3 3 —	3 3 —	3 3 —	3 3 —	2 14 —	2 16 —	
1757	2 14 —	2 14 —	2 14 —	2 14 —	2 14 —	2 16 —	
1758	3 10 —	3 10 —	3 10 —	3 10 —	2 14 —	2 16 —	

The Prices of 1758 not having been altered, they are the present Contract Prices.

Plank Oak of 4½ } and 4 Inches - } . . . per Load	Year.	Deptford.	Woolwich.	Chatham.	Sheerneys.	Portsmouth.	Plymouth.
	1738	6 —	6 —	6 —	6 —	6 —	6 —
	1739	6 —	6 —	6 —	6 —	6 —	6 —
	1740	6 —	6 —	6 —	6 —	6 —	6 —
	1741	6 —	6 —	6 —	6 —	6 —	6 —
	1742	6 —	6 —	6 —	6 —	6 —	6 —
	1743	6 —	6 —	6 —	6 2 6	6 —	6 —
	1744	6 —	6 —	6 —	6 —	6 —	6 —
	1745	6 —	6 —	6 —	6 —	6 —	6 —
	1746	6 2 —	6 2 —	6 2 —	6 2 —	6 2 —	6 2 —
	1747	6 2 —	6 2 —	6 2 —	6 2 —	6 2 —	6 2 —
	1748	6 —	6 —	6 —	6 —	6 —	6 —
	1749	6 —	6 —	6 —	6 —	6 —	6 —
	1750	6 2 —	6 2 —	6 2 —	6 2 —	6 —	6 —
	1751	6 10 —	6 10 —	6 10 —	6 10 —	6 5 —	6 —
	1752	6 10 —	6 10 —	6 10 —	6 10 —	6 5 —	6 2 —
	1753	6 10 —	6 10 —	6 10 —	6 10 —	6 5 —	6 2 —
	1754	6 10 —	6 10 —	6 10 —	6 10 —	6 5 —	6 15 —
	1755	6 10 —	6 10 —	6 10 —	6 10 —	6 10 —	6 15 —
	1756	6 10 —	6 10 —	6 10 —	6 10 —	6 10 —	6 15 —
	1757	6 10 —	6 10 —	6 10 —	6 10 —	6 10 —	6 15 —
	1758	6 10 —	6 10 —	6 10 —	6 10 —	6 10 —	6 15 —
	1759	6 10 —	6 10 —	6 10 —	6 10 —	6 10 —	6 15 —
	1760	6 10 —	6 10 —	6 10 —	6 10 —	6 10 —	6 15 —
1761	6 10 —	6 10 —	6 10 —	6 10 —	6 10 —	6 15 —	
1762	6 10 —	6 10 —	6 10 —	6 12 —	6 10 —	6 15 —	
1763	6 10 —	6 10 —	6 10 —	6 12 —	6 10 —	6 15 —	
1764	6 10 —	6 10 —	6 10 —	6 12 —	6 10 —	6 15 —	
1765	6 10 —	6 10 —	6 10 —	6 12 —	6 10 —	6 15 —	
1766	6 10 —	6 10 —	6 10 —	6 12 —	6 10 —	6 15 —	
1767	6 10 —	6 10 —	6 10 —	6 12 —	6 10 —	6 15 —	
1768	6 10 —	6 10 —	6 10 —	6 12 —	6 10 —	6 15 —	
1769	7 —	7 —	7 —	7 —	7 —	7 —	

The Prices of 1769 not having been altered, they are the present Contract Prices.

	Year.	Deptford.	Woolwich	Chatham.	Sheerness.	Portsmouth.	Plymouth.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Plank Oak of 3½ Inches, per Load -	1738						
	1739						
	1740	5 10	5 10	5 10	5 10	5 10	5 10
	1741						
	1742						
	1743						
	1744	5 10	5 10	5 10	5 12 6	5 10	5 10
	1745						
	1746	5 2	5 2	5 2	5 2	5 2	5 2
	1747						
	1748						
	1749	5 10	5 10	5 10	5 10	5 10	5 10
	1750						
	1751						
	1752						
	1753	6	6	6	6	5 15	5 10
	1754						
1755							
1756							
1757	6	6	6	6 2	6	6 5	

The Prices of 1757 not having been altered, they are the present Contract Prices.

	Year.	Deptford.	Woolwich	Chatham.	Sheerness.	Portsmouth.	Plymouth.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Plank Oak of 3 Inches, per Load	1738						
	1739						
	1740	5	5	5	5	5	5
	1741						
	1742						
	1743						
	1744	5	5	5	5 2 6	5	5
	1745						
	1746	5 2	5 2	5 2	5 2	5 2	5 2
	1747						
	1748						
	1749	5	5	5	5	5	5
	1750						
	1751						
	1752	5 10	5 10	5 10	5 10	5 5	5
	1753						
	1754	5 10	5 10	5 10	5 10	5 5	5 15
	1755						
	1756	5 10	5 10	5 10	5 10	5 10	5 15
	1757						
	1758	5 10	5 10	5 10	5 12	5 10	5 15
	1759						
	1760						
1761							
1762							
1763							
1764	5 10	5 10	5 10	5 12	5 10	5 15	
1765							
1766							
1767							
1768							
1769	6	6	6	6	6	6	

The Prices of 1769 not having been altered, they are the present Contract Prices.

	Year.	Deptford.	Woolwich.	Chatham.	Sheerness.	Portsmouth.	Plymouth.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Plank Oak of 2½ Inches, per Load -	1738						
	1739						
	1740	4 11	4 11	4 11	4 12	4 11	4 11
	1741						
	1742						
	1743	4 11	4 11	4 11	4 13 6	4 11	4 11
	1744						
	1745						
	1746	4 13	4 13	4 13	4 13	4 13	4 13
	1747						
	1748						
	1749	4 11	4 11	4 11	4 11	4 11	4 11
	1750						
	1751						
	1752	4 16	4 16	4 16	4 16	4 16	4 11
1753							
1754							
1755	4 15	4 15	4 15	4 15	4 15	5 5	
1756							
1757	4 16	4 16	4 16	4 18	4 16	5 6	

The Prices of 1757 not having been altered, they are the present Contract Prices.

Plank Oak of 2 Inches, per Load -	1738						
	1739						
	1740	4 2	4 2	4 2	4 2	4 2	4 2
	1741						
	1742						
	1743	4 2	4 2	4 2	4 4 6	4 2	4 2
	1744						
	1745						
	1746	4 4	4 4	4 4	4 4	4 4	4 4
	1747						
	1748						
	1749	4 2	4 2	4 2	4 2	4 2	4 2
	1750						
	1751						
	1752	4 7	4 7	4 7	4 7	4 7	4 2
1753							
1754							
1755	4 4	4 4	4 4	4 4	4 4	4 14	
1756							
1757	4 7	4 7	4 7	4 9	4 7	4 17	

The Prices of 1757 not having been altered, they are the present Contract Prices.

Plank Oak of 1½ Inches, per Load -	1738						
	1739						
	1740	3 10	3 10	3 10	3 10	3 10	3 10
	1741						
	1742						
	1743	3 10	3 10	3 10	3 12 6	3 10	3 10
	1744						
	1745						
	1746	3 12	3 12	3 12	3 12	3 12	3 12
	1747						
	1748						
	1749	3 10	3 10	3 10	3 10	3 10	3 10
	1750						
	1751						
	1752						
1753	3 15	3 15	3 15	3 15	3 15	3 10	
1754							
1755							
1756							
1757	3 15	3 15	3 15	3 17	3 15	4 5	

The Prices of 1757 not having been altered, they are the present Contract Prices.

42 1771. REPORT on the Means of supplying [App^x.

	Year.	Deptford	Woolwich	Chatham.	Sheerness.	Portsmouth.	Plymouth.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Plank Elm of 4 Inches, per Load	1738						
	1739						
	1740	5	5	5	5	5	5
	1741						
	1742						
	1743						
	1744						
	1745						
	1746						
	1747	5	5	5	5 2 6	5	5
	1748						
	1749						
	1750						
	1751						
	1752						
1753							
1754	5	5	5	5	5	5	
1755							
1756							
1757	5	5	5	5	5	5 10	

The Prices of 1757 not having been altered, they are the present Contract Prices.

Plank Elm of 3 Inches, per Load	1738						
	1739						
	1740	4	4	4	4	4	4
	1741						
	1742						
	1743						
	1744						
	1745						
	1746						
	1747	4	4	4	4 2 6	4	4
	1748						
	1749						
	1750						
	1751						
	1752						
1753							
1754	4	4	4	4	4	4	
1755							
1756							
1757	4	4	4	4	4	4 10	

The Prices of 1757 not having been altered, they are the present Contract Prices.

Plank Beech of 4 Inches, per Load	1738						
	1739						
	1740	4 10	4 10	4 10	4 10	4 10	4 10
	1741						
	1742						
	1743						
	1744						
	1745						
	1746						
	1747	4 10	4 10	4 10	4 12 6	4 10	4 10
	1748						
	1749						
	1750						
	1751						
	1752	4 10	4 10	4 10	4 10	4 10	4 10

The Prices of 1752 not having been altered, they are the present Contract Prices.

	Year.	Deptford.	Woolwich	Chatham.	Sheerneys.	Portsmouth.	Plymouth.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Plank Beech of 3 Inches - per Load	1738						
	1739						
	1740	3 10	3 10	3 10	3 10	3 10	3 10
	1741						
	1742						
	1743						
	1744						
	1745						
	1746						
	1747	3 10	3 10	3 10	3 12 6	3 10	3 10
	1748						
	1749						
1750							
1751							
1752	3 10	3 10	3 10	3 10	3 10	3 10	

The Prices of 1752 not having been altered, they are the present Contract Prices.

H. Palliser,
J. Williams,
T. Brett,
E. Mason.

N^o 10.

Navy Office, 9th April 1771.

An ACCOUNT of the Time necessary or expedient (in the Opinion of the Surveyor of the Navy) for sawing Timber before it is built with, and when in the Frame; prepared pursuant to an Order of the Committee of the Honourable House of Commons, appointed to consider how His Majesty's Navy may be better supplied with Timber; dated the 21st of last Month.

THAT it is the Opinion of the Surveyor of the Navy, That the Building Slips in each Yard have new Ships set up on each of them; and that no Ship of the Line have any Thick Stuff or Plank wrought on her till the Frame be complete, and has stood, after it is completed, at least One Year to season, and that of a Frigate Six Months.

That all the Thick Stuff and Plank should be sawn at least One Year before it be used, and put under-Sheds (as soon as it is sawn) and stowed Edgewise with Sticks between them, for the Air to pass freely through the several Pieces.

That the Half Beams as soon as cut be put up in a

perpendicular Direction about the Brows and Standards of the Slips, and not taken down until they have stood so at least Six Months.

That all Knees be sided as soon as they are brought into the Yard, put under Sheds as soon as they are sawn, and Sticks placed between them, stowed Side by Side, and not one upon another.

H. Palliser,
J. Williams,
T. Brett,
E. Mason.

N^o II.—SCANTLING of Timber, &c. of sundry Ships built for the Honourab

For Ships

	Length of Keel.		Extreme Breadth.		Depth in Hold.		Between Decks.		Between Middle and Upper Deck.		Waife.		Keel Square.		Floors.		Lower Futtocks.		Mid. Futtocks.		Uppr Futtocks.									
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Sided.	Mould-ed.	Sided.	Mould-ed.	Sided.	Moulded.	Sided.	Mou'd-ed.								
Two-decked Ships.	101	—	32	—	14	—	5	—	—	—	4	6	1	2	1	—	9½	—	11½	—	9½	—	10½	—	8½	—	10	—	7½	
	546 Tons.																													
Two-decked Ships.	98	—																												
	500 Tons.																													
For Ships of																														
Two-decked Ships.	106	—	33	—	14	2	6	—	—	—	5	—	1	2	1	—	9½	—	1	—	9½	—	11	—	9	—	10½	—	8	
	614 Tons.																													
Three-decked Ships.	106	—	32	6																										
	606 Tons.																													
For Ships of																														
Three-decked Ships.	110	6	36	—	14	5	5	11	6	2	1	6	1	3	1	½	11½	—	1	½	10½	—	1	—	10½	—	11½	—	9½	
	760 Tons.																													
Three-decked Ships.	110	—	34	8																										
	703 Tons.																													
For Ships of 800, and																														
Three-decked Ships.	112	6	38	—	14	9	6	1	6	4	1	6	15	by 16	1	2	1	—	1	1½	1	—	1	1	—	11½	—	1	—	10½
	860 Tons.																													
Three-decked Ships.	112	6	36	8																										
	804 Tons.																													

East India Company by Messieurs. Wells and Hallett.

500 and 546 Tons.

Top Timbers		Lower Deck Beams.	Middle Deck Beams.	Upper Deck Beams.	Lower Deck Knees fided.	Middle Deck Knees.	Upper Deck Knees fided.	Main Wales thick.	Plank of the Bottom.	Lower Deck Clamps, thick.	Middle Deck Clamps, thick.	Upper Deck Clamps, thick.	Lower Deck Spurkettung.	Middle Deck Spurkettung.	Upper Deck Spurkettung.		
Sided.	Mould- ed at the Head.																
Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	In.	In.	Ft.	In.	Ft.	In.	Ft.	In.
10	4	14 by 12	-	11 by 9	8½	-	-	6	6½	3	6 and 5	-	4	4	-	-	3
606 and 614 Tons.																	
10½	4	14 by 12	-	12 by 9	8½	-	-	6½	6½	3	6 and 5	-	4	4	-	-	3
703 and 760 Tons.																	
11½	6½	14 by 12½	12 by 10	9 by 7	9	7	6	6½ & 5½	4 & 3	6 and 5	4	4	4	4	3	3	
804, and 860 Tons.																	
11	6½	14½ by 13	12½ by 10½	10 by 8	9½	7½	6½	6½ & 5½	4	6 and 5	4	4	4	4	4	3	

N^o 12.

The DIMENSIONS and SCANTLINGS (as taken from the Contracts) of several Ships built and building by Messieurs John Perry and Company at Blackwall, for the Service of the Honourable United East India Company, from the Year 1755 to this Time, April the 11th 1771.

Technical Terms made Use of	N ^o 32 from 1756 to 1767 inclusive.		N ^o 9 in 1769, 1770, and now building.
	Smallest.	Largest.	
Dimensions.	Ft. In.	Ft. In.	Ft. In.
Lengths of Keels for Tonnage	106 —	110 —	110 —
Extreme Breadths	33 6	35 —	35 2
Measurements	632 Tons.	716 Tons.	723 Tons.
Scantlings.	Ft. In.	Ft. In.	Ft. In.
Keels Square	1 2	1 2	1 2½
Keelsons Square	1 2	1 ½	1 2½
Stern Posts Square	1 3½	1 3½	1 4
Stems { fided	1 —½	1 —½	1 1½
{ moulded	1 2	1 2	1 2½
Wing Transoms { deep	1 2	1 2	1 2
{ broad	1 6	1 6	1 6
Deck Transoms deep	1 —	1 —	1 2
Floor Timbers { long	22 4	22 4	23 —
{ fided	1 —	1 —	1 —½
{ moulded	— 10	— 10	— 11½
Lower Futtocks { fided	1 —	1 —	1 —½
{ moulded	— 9½	— 9½	— 10½
Middle Futtocks { fided	— 11	— 11	— 11
{ moulded	— 9	— 9	— 10½
Upper Futtocks { fided	— 10½	— 10½	— 11½
{ moulded	— 8½	— 8½	— 9½
Top Timbers { fided	— 10½	— 10½	— 11½
{ moulded	— 4	— 4	— 6½
Plank upon the Bottom thick	— 3	— 3	— 4
Moft of the Plank on the Inside thick	— 3	— 3	— 4
Lower Deck Beams { fided	1 2	1 2	1 2
{ moulded	1 —½	1 —	1 —½
Lower Deck Knees fided	— 8	— 8½	— 9
Lower Deck Standards fided	— 11	— 11	nonc.
Upper Deck Beams { fided	1 —	1 —	1 —
{ moulded	— 10	— 10	— 10
Upper Deck Knees fided	— 6	— 6½	— 7
Upper Deck Standards fided	— 9½	— 9½	nonc.
Quarter Deck Beams { fided	— 8	— 8	— 9
{ moulded	— 6	— 6	— 7
Quarter Deck Knees fided	— 5	— 5½	— 6
Forecastle Beams { fided	— 8	— 8	— 9
{ moulded	— 6	— 6	— 7
Forecastle Knees fided	— 5	— 5	— 6

N^o 13.

Gentlemen,

IN Pursuance of an Order from the Committee appointed by the House of Commons, to consider how His Majesty's Navy may be better supplied with Timber, I beg Leave to offer the underwritten Scantlings, taken from the Contracts of Ships built for the *East India* Company, except only that of Five Hundred Tons; they not having lately built any so small.

	Ship of 860 Tons.	Ship of 800 Tons.	Ship of 700 Tons.	Ship of 600 Tons.	Ship of 500 Tons.
	Inches.	Inches.	Inches.	Inches.	Inches.
Stern Post at the Head	16 Square	16 Square	16 Square	15½ Square	14 Square
Wing Transom	19 by 15	19 by 15	18 by 14	17 by 13	16 by 12
Floor Timbers	14 — 12½	13½ — 12½	13 — 11½	12½ — 10	12 — 9
Lowest Futtocks	13½ — 12½	13½ — 11½	13 — 10	12 — 9½	11 — 8½
Middle Futtocks	13 — 11½	12½ — 11½	12 — 10	11 — 9	10 — 8
Upper Futtocks	12½ — 10½	12½ — 10½	11 — 9	10½ — 8½	9½ — 7½
Top Timbers { at the Heel	12 — 11½	12 — 11½	11½ — 9	10½ — 8½	9 — 7½
{ at the Heads	10½ — 6½	10½ — 6½	9 — 5	8 — 4	7½ — 4
Lower Deck Beams	14½ — 13	14 — 13	14 — 12½	13½ — 12	13 — 11½
Middle Deck Beams	12½ — 10½	12½ — 10½	12 — 10	11½ — 10	11 — 9
Upper Deck Beams	10 — 8	9½ — 7½	8½ — 6½	8 — 6	7 — 5

I am, Gentlemen,

Rotherhithe,
12th April 1771

Your most obedient humble Servant,
John Randall.

N^o 14.

Rotherhithe, April 18th, 1771.

PROPOSALS for the Preservation of Timber fit for building the Royal Navy.

IF the *East India* Company's Ships were confined to the Burthen of 600 Tons, and to the Scantlings of the *Crown* of 44 Guns and 800 Tons Burthen, built by Messieurs *Taylor* and *Randall* in the Year 1745, and now in Messieurs *Wells*' Wet-dock (which Ships I should apprehend quite sufficient for the Company's Service) there would then be Timber enough in the Inland Parts of *England* to build as many Ships, to carry 74, 64, and 50 Guns, as would be required for a Century to come.

Again, if all the Men of War, of 70 Guns and upward, were built in His Majesty's Yards, that, with the annual Repair of the whole Navy, would be Work sufficient for all the Hands at present employed in the Yards; all the Ships of War under that Size might then be built at a much less Expence in the Merchants

Yards than they are at present in the King's Yards; the Merchant Builders would then buy only such sized Timber as suited those smaller Classes of Ships, by which Means the principal Timber would be wholly left for the Use of Government.

The Ships thus built in the Merchants Yards would be under the Inspection of the Surveyors and Builders of the Navy, and might stand long enough in the Frame to season the Timbers, as in His Majesty's Yards.

I shall now proceed to set down the Dimensions and Scantlings of the Ship *Crown*, with some small Variations, which I think may be admitted for the Ship of Six Hundred Tons.

	Crown. 814 Tons.		Ship of 600 Tons.		
	Ft.	In.	Ft.	In.	
Length by Keel for Tonnage	108	10	100	—	
Breadth to a Four Inch Plank	37	6	33	8	
Depth in Hold	16	—	14	—	
Height between Decks	6	8	6	—	
Height between Middle and Upper Deck	—	—	6	2	
Depth in Wafte	5	5	1	3	
Burthen in Tons	—	814	—	602	
Tumbling Home of the Top Timbers	4	8½	2	4	
S C A N T L I N G S.					
Keel Square	in Midships	1	2½	1	2
	forward	1	1	1	1
	abaft	—	9½	1	—½
False Keels thick	upper	—	5	—	5
	lower	—	4	—	4
Stem sided and moulded	1	1	13	by 14 In.	
— Square at the Head	1	3	13	— 14	
Stern Post Square at the Head	1	6	15	— 15	
Wing Transom	18	by 12	17	— 13	
Deck Transom	—	— 11	15	— 12	
Hawse Pieces sided	18	In. —	18	In. —	
Floor Timber sided and moulded	12½	— 11	12½	— 11	
Lower Futtocks	12½	— 11	12½	— 11	
Second Futtocks	11½	— 10½	11½	— 10½	
Third Futtocks	11	— 10	—	— none	
Upper Futtocks	11	— 9½	11	— 9½	
Top Timbers	lower End	11	— 9	11	— 9
	upper End	9	— 4½	9	— 4½
Plank of the Bottom, thick	—	— 3	—	— 4	
Shift of the Timbers	6	— 4	6	— 6	
Room and Space	2	— 4	2	— 5	

On a Comparison of the above Scantlings it will appear, that I have set down Four Inch Plank for the Bottom of the Ship of 600 Tons; whereas that of 800 has only Three Inch Plank.

I would beg Leave to observe, that as the Company's Ships are frequently ashore both in the River of Thames and India, with their Cargoes in (which are very heavy) on this Account, the additional Thickness of

the Bottom will, in my Opinion, be of much Service and Security to the Ships and Cargoes.

The Whole of the above is submitted, with due Deference, to the Judgment of the honourable Committee, by their

Most obedient humble Servant,
John Randall.

N^o 15.

Gentlemen,
IN Pursuance of an Order from the Committee appointed by the House of Commons, to consider how His Majesty's Navy may be better supplied with Tim-

ber, I beg Leave to offer the under-mentioned Scantlings, taken from the Contracts of Ships built for the Service of the East India Company, except only that of Five Hundred Tons, they not having lately built One so small.

	Ship of 860 Tons.	Ship of 800 Tons.	Ship of 700 Tons.	Ship of 600 Tons.	Ship of 500 Tons.	
	Inches.	Inches.	Inches.	Inches.	Inches.	
Stern Post at the Head	16 Square	16 Square	16 Square	15½ Square	14 Square	
Wing Transom	19 by 15	19 by 15	18 by 14	17 by 13	16 by 12	
Floor Timbers	14 — 12½	13½ — 12½	13 — 11½	12½ — 10	12 — 9	
Lower Futtocks	13½ — 12½	13½ — 11½	13 — 10	12 — 9½	11 — 8½	
Middle Futtocks	13 — 11½	12½ — 11½	12 — 10	11 — 9	10 — 8	
Upper Futtocks	12½ — 10½	12½ — 10½	11 — 9	10½ — 8½	9½ — 7½	
Top Timbers	at the Heel	12 — 11½	12 — 11½	11½ — 9	10½ — 8½	9 — 7½
	at the Heads	10½ — 6½	10½ — 6½	9 — 5	8 — 4	7½ — 4
Lower Deck Beams	14½ — 13	14 — 13	14 — 12½	13½ — 12	13 — 11½	
Middle Deck Beams	12½ — 10½	12½ — 10½	12 — 10	11½ — 10	11 — 9	
Upper Deck Beams	10 — 8	9½ — 7½	8½ — 6½	8 — 6	7 — 5	

Deptford,
12th April 1771.

I am, Gentlemen,
Your most obedient humble Servant,
William Dudman.

N^o 16.

A summary View of the Judgment of the different Dealers in the different Counties, according to Number of Years, respecting the proportionate Decrease of Oak Timber.

Persons.	Counties, &c.	Years.	Decrease.
Wood and Palmer	Whitehaven in the North	40	Seven-eighths.
Okill	Lancashire, Cheshire, North Wales	50	Three-fourths.
Galightly	{ Lancashire, Cheshire, Shropshire, Stafford, } Wales	50	Seven-tenths.
Yoxal	Cheshire	30	One-half.
Walford	Shropshire	30	Four-fifths.
Bridge	Carnarvon, Denbigh, Merioneth, Flint	15	Two-thirds.
Moslin, Esquire	In Denbigh, advertised for Sale	1	One-third.
James	Caermarthen, Pembroke, Cardigan	30	Nine-tenths.
Morgan	Cardiganshire, &c.	13	Seven-eighths.
Lomax	Brecknockshire	30	Two-thirds.
Moore	Worcester, Gloucester, Hereford, Monmouth	40	Four-fifths.
Smith	Worcestershire, Warwickshire	40	Four-fifths.
Rooke	{ Devon, Dorset, Somerset, Cornwall } { Hants, Surrey, Kent, Sussex }	40 40	Four-fifths. Nine-tenths.
Steele	The South Parts	40 to 50	Seven-eighths.
Chitty	Timber, Counties in general	40	Nine-tenths.
Dearsey	Essex, &c.	14	Three-fourths.
Shields	Yorkshire	40	Four-fifths.
White	Hampshire	40	Three-fourths.
Morris	Surrey, &c.	20	Three-fourths.
Martin	Newport, Greenock, Ayr, Dumfries	21	No Supply.
Muller	River Clyde, Port Glasgow	17	No Supply.
Palmer	Shropshire, Montgomeryshire	several	Great Consumption.
H Williams	Pembrokeshire	from a Youth	Great Destruction.
W. Williams	{ Glamorgan, Monmouth, Gloucester, Hereford, } Shropshire	15	Almost entire Destruction.
Matthews	Bristol	10	{ Not One Quarter of the } Choice.
Andrews	Plymouth	30	{ Decrease very considera- } ble.
Bird	London	—	Very little remaining.
Goldsworth	General	in 19	{ Price advanced from £. 3. } { to £. 4 5 s. }
Mills	Surrey, Kent, Sussex	40	Almost all taken down.
Sir J. Phillips	Pembrokeshire and elsewhere	—	{ In Danger to cease to be a } { Maritime Nation. }

N^o 17.—An ACCOUNT of the Quantities of Oak Plank and Oak Timber imported into

Imported from	From Christmas 1760 to Christmas 1761.						1762.						
	Oak Plank. Quantities.			Oak Timber. Quantities.			Oak Plank. Quantities.			Oak Timber. Quantities.			
	Load.	Feet	Number	Load.	Feet.	Number.	Load	Feet.	Number	Load	Feet.	Number.	
Denmark, Norway	509	28	-	240	31	-	-	13	-	10	3	-	
East Country	4,105	35	-	62	46	-	3,396	15	-	10	11	-	
Flanders	-	-	-	-	-	-	-	-	-	-	-	-	
Germany	-	-	-	-	-	-	-	48	-	-	-	-	
Holland	-	-	-	2	14	-	-	-	-	-	-	-	
Ireland	24	24	-	-	-	-	11	35	-	-	-	-	
Russia	16	10	-	-	-	-	-	-	-	3	28	-	
Streights	-	-	-	-	-	-	-	-	-	-	-	-	
British Plantations.	Canada	-	-	-	-	-	-	-	-	-	-	-	
	Carolina	-	-	-	-	-	-	-	-	-	-	-	
	Havannah	-	-	-	-	-	-	-	-	-	-	-	
	Mountserrat	-	-	-	-	-	-	-	-	-	-	-	
	Nevis	-	-	-	-	-	-	-	-	-	-	-	
	New England	-	-	-	4	-	-	9	6	40	19	22	-
	Newfoundland	8	45	-	-	-	-	-	-	-	-	-	
	New Providence	-	-	-	35	-	-	-	-	-	-	-	
	New York	81	-	-	-	-	-	5	10	-	-	-	
	Pennsylvania	-	-	-	-	-	-	-	-	-	-	-	
Virginia and Maryland	13	41	187	-	10	-	100	43	148	-	-		
Total	4,459	33	187	345	1	-	3,524	20	188	43	14	-	

Ditto continued from

Imported from	From Christmas 1765 to Christmas 1766.						1767.						
	Oak Plank. Quantities.			Oak Timber. Quantities.			Oak Plank. Quantities.			Oak Timber. Quantities.			
	Load.	Feet	Number	Load.	Feet.	Pieces.	Load	Feet	Number	Load.	Feet	Pieces	
Denmark and Norway	6	15	-	4	17	-	266	40	-	98	-	-	
East Country	1,639	5	-	226	36	-	2,364	22	-	474	23	-	
Germany	14	35	-	74	4	-	14	9	-	5	-	-	
Holland	-	-	-	20	44	-	-	-	-	16	34	-	
Ireland	23	3	-	-	-	-	38	10	-	-	-	-	
Russia	21	13	-	20	15	-	248	9	-	50	-	-	
British Plantations.	Canada	2	-	-	-	1,785	29	37	-	2	33	-	
	Carolina	15	4	-	65	20	47	36	-	-	28	-	
	Florida	-	-	-	-	-	-	-	-	-	-	-	
	Georgia	-	-	5	25	25	229	-	-	-	-	-	
	Mountserrat	-	-	50	-	-	-	-	-	-	-	-	
	New England	1,641	20	20,631	191	13	593	1,652	41	9,488	547	41	1,657
	Newfoundland	73	20	-	13	16	-	420	47	-	8	35	-
	New York	94	31	-	31	33	1,170	55	-	2,087	107	42	264
	Nova Scotia	-	-	-	35	24	-	-	-	-	17	30	-
	Pennsylvania	5	-	-	-	-	-	94	20	-	-	-	-
Tortola	-	-	320	-	-	-	-	-	-	-	-	-	
Virginia and Maryland	1,005	48	101	180	2	1,876	903	49	2,574	421	19	1,270	
Total	4,541	44	21,107	888	49	5,653	6,096	20	14,149	1,750	35	3,191	

Custom House, London,
24th April 1771.

England for Ten Years last past; distinguishing the Places from whence imported, and each Year.

1763.			1764.			1765.								
Oak Plank. Quantities.			Oak Timber. Quantities.			Oak Plank. Quantities.			Oak Timber. Quantities.					
Load.	Feet.	Number.	Load.	Feet.	Pieces.	Load.	Feet.	Number.	Load.	Feet.	Number.	Load.	Feet.	Pieces.
79	42	-	70	5	-	16	6	-	58	43	-	4	41	-
4,970	42	-	99	31	-	3,447	4	-	193	40	-	2,021	18	-
-	-	-	-	-	-	-	-	-	-	-	-	35	25	-
24	23	-	-	-	-	146	12	-	226	47	-	40	12	-
-	-	-	-	18	-	-	-	-	11	28	-	-	-	-
37	37	-	-	20	-	71	34	-	-	-	-	27	11	-
98	44	-	-	-	-	9	1	-	2	39	-	3	-	-
-	-	-	-	-	-	25	-	-	-	-	-	-	-	-
2	-	23	-	-	-	83	20	-	121	18	266	128	25	1,770
-	-	-	-	-	420	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	30	-	-	-	-	42	-	-
-	-	-	-	-	-	-	-	-	-	-	-	32	-	-
57	24	17,379	43	20	-	1,464	-	887	47	-	-	2,599	41	-
-	-	-	-	-	-	28	-	-	-	-	-	642	28	-
-	-	-	-	-	-	-	-	-	-	-	-	27	-	-
39	-	414	-	-	-	150	27	243	-	-	-	214	30	373
-	-	-	-	-	-	140	-	-	-	-	-	1,300	-	-
42	-	-	-	-	-	275	-	677	100	-	-	1,214	28	-
5,352	12	17,816	213	44	420	5,857	4	1,837	762	15	266	8,333	9	2,909
-	-	-	-	-	-	-	-	-	-	-	-	1,422	25	159

Christmas 1765 to Christmas 1770.

1768.			1769.			1770.								
Oak Plank. Quantities.			Oak Timber. Quantities.			Oak Plank. Quantities.			Oak Timber. Quantities.					
Load.	Feet.	Number.	Load.	Feet.	Pieces.	Load.	Feet.	Number.	Load.	Feet.	Number.	Load.	Feet.	Pieces.
-	-	-	32	23	-	1	25	-	11	2	-	5	3	-
1,085	1	-	204	30	-	1,923	28	-	188	35	-	3,790	30	-
32	11	-	-	-	-	117	45	-	22	11	-	553	30	-
89	27	-	41	33	-	5	8	-	138	32	-	111	11	-
7	27	-	3	-	-	61	24	-	-	-	-	-	-	-
-	-	-	108	15	-	-	-	-	-	25	-	-	-	2
-	-	159	134	-	297	-	-	105	94	27	494	-	-	25
21	-	-	-	-	-	-	-	-	1	-	-	1,000	-	38
-	-	-	-	-	-	-	-	-	-	-	-	-	-	12
-	-	-	-	-	-	-	-	-	-	-	-	-	-	38
-	-	-	-	-	-	-	-	-	28	-	-	1,000	-	43
-	-	-	-	-	-	-	-	-	-	-	-	100	-	-
212	20	3,785	1,107	3	534	-	-	18,270	1,566	32	535	164	39	447
142	23	-	-	-	-	30	-	-	-	-	-	2,468	4	486
3	16	703	144	25	86	-	-	4,947	-	-	-	71	13	-
-	-	142	126	39	-	313	42	1,019	70	-	533	809	3	650
-	-	453	-	-	-	-	-	34,674	15	-	-	5,676	-	-
834	28	1,813	201	20	1,280	22	-	15	82	-	-	-	-	-
2,428	3	7,055	2,103	38	2,197	2,446	2	59,030	2,190	14	1,562	4,690	23	9,243
-	-	-	-	-	-	-	-	-	-	-	-	7,540	2	2,504

John Tomkyns, Assistant Inspector General.

N^o 18.

AN ACCOUNT

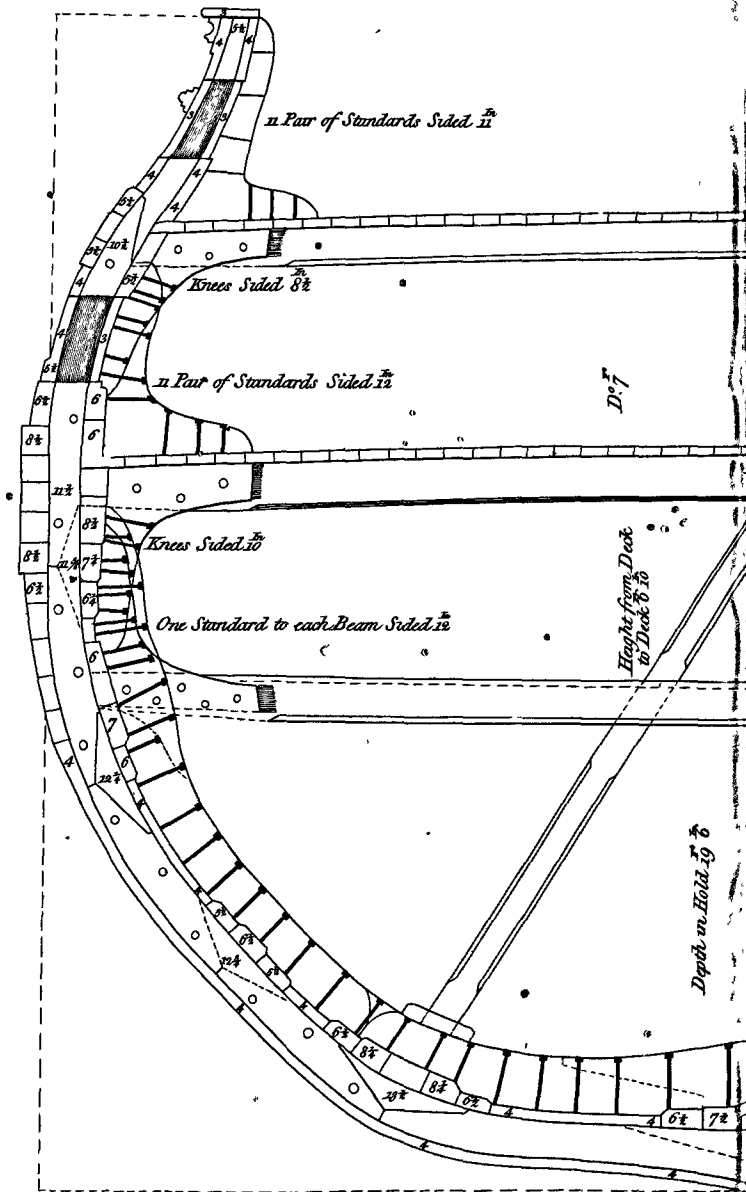
Of the Nett Duties now payable at Importation, on Oak Plank and Oak Timber.

	By British	By Aliens,
	Subjects in British Ships.	or in Foreign Ships.
	£. s. d.	£. s. d.
Oak Plank pays <i>per</i> the Load, containing 50 solid Feet, of any } Nett Part of <i>Europe</i> , except <i>Ireland</i> and <i>France</i> - - - - - }	— 17 2½	— 17 11½
— of <i>Ireland</i> , and all other Places, except <i>France</i> or any } Nett <i>French</i> Colony or Plantation - - - - - }	— 14 4½	— 15 1½
— of the <i>British</i> Plantations in <i>America</i> - - - - - Free	— —	— —
Oak Timber pays <i>per</i> the Load, containing 50 solid Feet, of any } Nett Part of <i>Europe</i> , except <i>Ireland</i> and <i>France</i> - - - - - }	— 8 7½	— 8 11½
— of <i>Ireland</i> , and all other Places, except <i>France</i> or any } Nett <i>French</i> Colony or Plantation - - - - - }	— 7 2½	— 7 6½
— of the <i>British</i> Plantations in <i>America</i> - - - - - Free	— —	— —

Custom House, London,
24th April 1771.

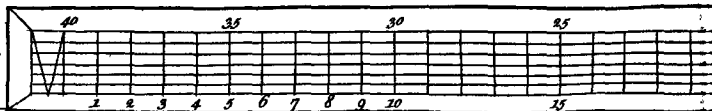
John Tomkyns,
Assistant Inspector General.

A 74 Gun Ship of War

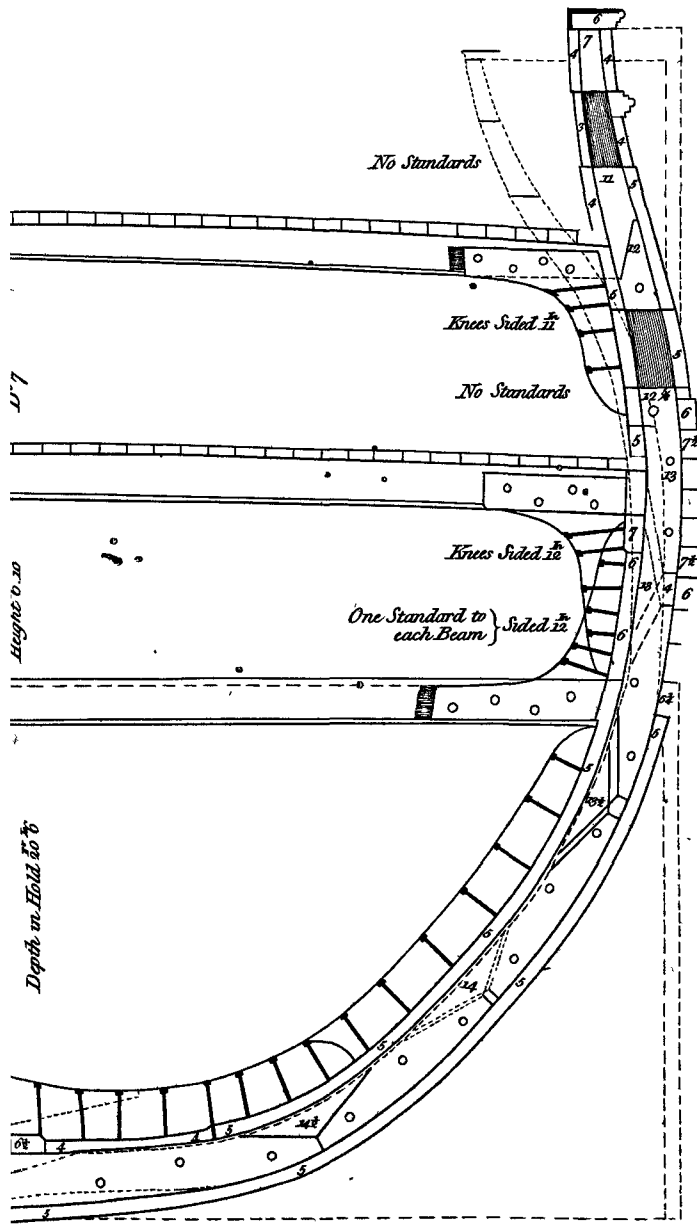


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July 1803

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N^o. of Turns 1644.



N^o 20.

An ACCOUNT of the Number of Ships sent out each Year by the *East India* Company for these Five Years past; together with the Tonnage of all such Stores or Merchandize as have been shipped in those Years for or on Account of the said Company, under the Directions of the Committee of Shipping; distinguishing the Tonnage by Weight from that by Measurement.

	Tonnage of Stores or Merchandize shipped by the Company.		
	By Weight.	By Measurement.	Total.
22 Ships taken up in - - - - 1765	Tons 7,567	Tons 2,866	Tons 10,533
24 - - - - - 1766	8,630	3,823	12,453
27 - - - - - 1767	8,288	3,779	12,067
32 - - - - - 1768	10,460	4,295	14,755
30 - - - - - 1769	11,425	4,043	15,468

Cha. Tho. Coggan,

Clerk to the Committee of Shipping.

East India House, London,

24th April 1771.

Memorandum. Exclusive of the above, the Tonnage of the Ship's Stores and Provisions, Private Trade to the Commander and Officers, Passengers Baggage, and Necessaries to Persons in *India*, amounts to 400 Tons each Ship.

Cha. Tho. Coggan,

Clerk to the Committee of Shipping.

A
R E P O R T
FROM THE
C O M M I T T E E

Appointed to examine the several Laws in being relative to

The ASSIZE of BREAD.

Reported by THOMAS POWNALL, Esq; 21st. December. 1772.

VOL. III.

A

R E P O R T

FROM THE

C O M M I T T E E

APPOINTED TO EXAMINE

The several LAWS in being relative to The ASSIZE of BREAD.

The 21st December 1772.

THE Committee appointed to examine the several Laws now in being relative to the Assize of Bread, and to report the same, together with their Opinion thereupon, to the House, have, in obedience to the Orders of this House, examined all the Laws respecting the Assize of Bread.

They have also (as far as the Journals of the House could afford them Information) examined the Proceedings of this House on this Subject.

Your Committee have examined several Evidences, from the several Branches of this Business; *viz.* the Corn Factor, the Mealman, and the Baker. And,

Your Committee do find, That from Time immemorial, and in all Times, to the Thirty-first Year of the Reign of *George* the Second, there was in all Assize Tables, made under the Law, a Wheaten Bread made of Flour the whole Produce of the Wheat, the said Flour weighing, at an Average, Three Fourths of the Weight of the Wheat whereof it was made.

Your Committee are informed, and do find, That such Flour doth contain the whole Nutrition or Substance of the Wheat; and that such is the best Medium standard, and the most proper, which can be introduced in Bread in common Use.

That, in the Thirty-first Year of the Reign of *George* the Second, an Act passed, intituled, "An Act for the due making of Bread, and to regulate the Price and Assize thereof, and to punish Persons who shall adulterate Meal, Flour, or Bread," wherein, amongst

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other Matters, it is directed, that, where an Assize shall be set, no other Sort or Sorts of Bread except the Wheaten and Household, as set in the Tables annexed to the said Act, should be made or sold, under a Penalty expressed in the said Act.

Which Sorts of Bread, although there be no specific Description of them in the said Act, nor any such Description to be collected from the said Tables, are holden forth to us to be made by a Division of the Flour (representing the whole Wheat) into Two Parts; the Wheaten Bread intended by that Act being supposed to be made of the finer Half, and the Household Bread to be made of the coarser Half.

That the Wheaten Bread made of the Flour (representing the Whole of the Wheat) which had from Time immemorial been set and stood in all Assize Tables heretofore made, and was the Basis and Standard of all, was by this last mentioned Act excluded and prohibited from being made and sold.

Your Committee do find that this Act has never been, from the Time of passing the same, nor is at this Day, in actual Operation, according to the true Intent and Meaning thereof: That the Flour is not in Fact so divided, nor the Bread so made as is described: That very little Household Bread whatsoever is made: That no Household Bread, such as is supposed and was intended by the Act, is made: That the Wheaten Bread which is made and sold, is not the Wheaten Bread intended by that Act.

Q

T. A.

That in Consequence of the old Standard Wheaten Bread being excluded, while the Law, directing other Sorts to be made, is found not to operate in Practice, great Confusions and many Inconveniences have arisen, and do exist; and, amongst others, the Market hath been prevented from being supplied, in Times of Scarcity, with a Bread made of such Flour as the Law permitted to be imported for that Purpose.

That Your Committee, considering these Consequences and Effects of the quitting the old Medium Standard Wheaten Bread made as above described, do find, that if that Standard Bread made of Flour, which is the whole Produce of the Wheat, the said Flour weighing, on an Average, Three Fourths of the Weight of the Wheat whereof it is made, was again introduced, under certain Regulations and Restrictions, it would tend to prevent the said Confusions, and to remedy the said Inconveniences: And Your Committee find, That the Columns calculated for the Wheaten Bread, in the now repealed Assize Tables of the Act of the 8th of *Ann*, would be the proper Assize for the said Bread, and will have this further Benefit and Advantage, that when Wheat (the Baker's Allowance included) is at Seven Shillings the Bushel, the Wheaten Twelve-Penny Loaf of this Standard Bread would contain 7 lb. 7 oz. 3 dr. of Bread, whereas the Twelve-Penny Wheaten Loaf, according to the Assize of *George the Second*, doth contain only 6 lb. 8 oz. 4 dr. and so in the like Proportion.

Although Your Committee may apprehend that, within the Cities of *London* and *Westminster*, and within the Markets dependant upon, and connected with the same, some Inconveniences might arise, if the Magistrate, whenever he should direct this Standard Wheaten Bread to be made, and to set an Assize thereon, should for the present be permitted to prohibit the Wheaten now in Use from being made and sold, or omit to set an Assize thereon: Yet they do not find, that, when and where, in any other Parts of the Kingdom, the Magistrate shall set an Assize upon, and direct this Standard Bread to be made, any Inconvenience could

arise, if there was no Assize set for any Bread of a finer Sort, nor any such permitted to be made without a Licence.—On the other Hand, they find that, in order not to enhance the Price of Bread upon any Persons who are used, or should be willing to be supplied with Bread of an inferior and cheaper Sort than the said Standard Bread, the Bakers shall be at Liberty to bake and sell the said inferior Sorts of Bread, provided they be restrained by severe Penalties from selling, at the Price of Standard Bread, any Bread which shall not come up to the full Standard in its Composition.

Upon the whole, Your Committee came to the following Resolutions:

Resolved,

That it is the Opinion of this Committee, That if the Magistrates were by Law permitted (when and where they shall think fit to set an Assize on Bread) to introduce again, under certain Regulations and Restrictions, the old Standard Bread made of Flour, which is the whole Produce of the Wheat, the said Flour weighing, on an Average, Three-Fourths of the Weight of the Wheat whereof it is made, it would tend to prevent many Inconveniences which have arisen in the Assize and making of Bread for Sale.

Resolved,

That it is the Opinion of this Committee, That the Columns calculated for the Wheaten Bread, in the now repealed Tables of the Act of the 8th of *Queen Ann*, intitled, *An Act to regulate the Price and Assize of Bread*, would be the proper Assize for said Standard Wheaten Bread: And that the Twelve-Penny Loaf of this Standard Wheaten Bread, containing, the whole Flour of the Wheat (the said Flour weighing, on an Average, Three-Fourths of the Weight of the said Wheat) would, upon a Medium, contain One Pound of Bread in Eight more than the Twelve-Penny Loaf of the present Wheaten Bread made under the Act of the 31st of *George the Second*.

④

A

R E P O R T

FROM THE

C O M M I T T E E

Appointed to enquire into the Manner of conducting the several

A S S A Y O F F I C E S

In London, York, Exeter, Bristol, Chester, Norwich, *and*
Newcastle upon Tyne.

Together with an APPENDIX referred to in the said Report.

Reported by THOMAS GILBERT, Esq; 29th April 1773.

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THE APPENDIX:

N^o 1.—Account of the Number of Goldsmiths, Silversmiths, and Plateworkers, Freemen and Inhabitants of the City of London, &c. now Members of the Company of Goldsmiths; &c. &c.

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N^o 2.—Account of the Quantity of Gold Plate and Silver Plate broken at the Assay Office, Goldsmith's Hall, from 23d May 1771 to 29th May 1772; &c. &c.

pp. 87 to 91.

N^o 3.—Account of the Members of the Company of Goldsmiths and Watchmakers of the City of Chester; &c. &c.

p. 91.

N^o 4.—Account of the Members of the Company of Goldsmiths in the City of Exeter; &c.

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N^o 5.—Account of the Members of the Goldsmiths and Silversmiths Company of Newcastle-upon-Tyne, &c. &c.

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N^o 6.—Extracts from such Parts of the Charters of the Goldsmiths Company of the City of London, as relate to the Regulation of the Assays of Wrought Plate; &c.

pp. 94 to 97.

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TO THE

THIRD VOLUME OF REPORTS

OF THE

HOUSE OF COMMONS:

1771 - - - 1773.

I N D E X

TO THE

THIRD VOLUME OF REPORTS:

1771 - - - 1773.

✓ Assay Offices.
✓ Bread.
Cotton.

East India.
Gold and Silver.
Linen Trade.

✓ Naval Timber.
✓ Speaker's Warrant

(N. B.—The letter *a* after the number of the page refers to the first column, the letter *b* to the second.)

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Howell, Thomas, Esq.

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Powell, Thomas, Esq.

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