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# THE CONTINENTAL SYSTEM

## An Economic Interpretation

BY

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## EDITOR'S PREFACE

THE author of the present inquiry into the Continental System during the beginning of the last century is known as one of the most prominent political economists in Scandinavia and as a thorough investigator of the history of commerce. Among other things he has done very useful work by his suggestive researches concerning the economy of the World War.

When the Carnegie Endowment for International Peace publishes the book, the obvious explanation is that the Continental blockade in many ways throws light on the economic blockade among the belligerent powers involved by the World War.

That the Napoleonic Continental System could by no means have such far-reaching effects as those of the World War already appears from the great difference in dimensions, and from the fact that the separate nations at that time were far more independent of each other economically than they are at the present time with its extraordinary degree of international division of labour. But the author further shows how powerless the governments were at that time compared with those of the present day in the face of attempts at breaking the blockade, and to how slight an extent the measures were supported by the populations themselves. These great changes in the conditions of power and in the general view are highly interesting from a sociological point of view. But even if Napoleon had been in possession of sufficient power his own policy shows to how slight an extent a real international blockade was aimed at by the Continental System.

HARALD WESTERGAARD.

## AUTHOR'S PREFACE

FOR the aim and character of this short study the reader is referred to the Introduction and the Bibliographical Note. A few words may be added, however, as to the conditions under which it was written.

The book represents a sort of synthesis of earlier studies of the mercantile system and its outgrowths, on the one side, and the result of extensive theoretical and practical work—private, academic, and government—in the field of present-day war economics, on the other. In its original form it was written very rapidly during the winter of 1917-18, under strong pressure of other work, and was presented to my history teacher, Professor Harald Hjärne, on the seventieth anniversary of his birth, at the beginning of May 1918. Probably the atmosphere of a rather strict blockade in a neutral country will be found to pervade it as a more or less natural consequence of the time of its production.

When the Carnegie Endowment for International Peace, through its representative for Scandinavia, my esteemed colleague, Professor Harald Westergaard, proposed that I should treat the subject for its series, I overhauled my earlier text, changing its outward arrangement in several respects and making a number of additions, partly based on new materials. As before, however, I was restricted to such information as was to be found in my own country, and consequently I cannot hope to have escaped error altogether, especially as the field is very large and some of my sources not above suspicion. But what I hope is that the leading ideas of the book, that is, the interpretation of the Continental System, will prove substantially correct.

As the book appears in an English translation, it may be

well for me to point out that I have not had American readers principally in mind. Had that been the case, the brief outline of American policy with regard to the Continental System (part II, chapter IV) would have been either enlarged or omitted, altogether, since it cannot contain, in its present form, much that is unknown to educated American readers.

The British Orders in Council of 1807 have been reproduced in an appendix, as they are far more inaccessible than the Napoleonic decrees, and are, moreover, very often misunderstood and sometimes even misquoted.

The English text is, in the main, the work of my colleague Mr. C. S. Fearenside, M.A. (Oxford), Junior Lecturer in English at the University College of Commerce. There can be no question about the desirability of writing a book from the beginning in the language in which it is to appear, since the association of ideas with language, at least in political and social sciences, is far too close to allow a text to pass entirely unscathed through the ordeal of a translation. But in this case too much was already written in Swedish to leave more than one course open to me. Mr. Fearenside has found it the best plan to follow the Swedish original very closely, instead of attempting to recast the sentence structure on English lines. I am very grateful to him, not only for the work of translation, but also for numerous valuable suggestions regarding the outward arrangement of the text.

My wife has been my best helpmate throughout the work, and to the Carnegie Endowment I am deeply indebted for the reading of the proof.

ELI F. HECKSCHER.

UNIVERSITY COLLEGE OF COMMERCE,  
STOCKHOLM, *July 4, 1919.*

# CONTENTS

	PAGE
Chronological Table . . . . .	xiv
Introduction . . . . .	3

## PART I

### ANTECEDENTS OF THE CONTINENTAL SYSTEM

Foreword . . . . .	9
<b>CHAPTER I. COMMERCIAL POLICY . . . . .</b>	<b>13</b>
Beginning of Anglo-French commercial war (1660-1786) . . . . .	13
Smuggling . . . . .	15
Licences . . . . .	16
Anglo-French commercial treaty of 1786 (Eden Treaty) . . . . .	18
Renewal of Anglo-French commercial war (1793-9) . . . . .	25
<b>CHAPTER II. MARITIME BLOCKADE . . . . .</b>	<b>30</b>
Mercantilist import of the blockade . . . . .	31
Function of capture at sea . . . . .	32
Evidence of James Stephen in <i>War in Disguise</i> . . . . .	33
Attacks on enemy exports, not imports . . . . .	35
Colonial trade . . . . .	39
Trading with the enemy . . . . .	40
British measures (1793-1802) . . . . .	43
French measures (1793-9) . . . . .	47
<b>CHAPTER III. CONTINENTAL BLOCKADE . . . . .</b>	<b>51</b>
<b>CHAPTER IV. ECONOMIC POSITION OF GREAT BRITAIN . . . . .</b>	<b>59</b>
British national debt . . . . .	60
British credit system . . . . .	64
Exports and war on the Continent . . . . .	66
Exports of gold . . . . .	71
Economic dislocations . . . . .	73



## PART II .

## ORIGIN AND EXTERNAL COURSE OF THE CONTINENTAL SYSTEM

	PAGE
<b>CHAPTER I. COMMERCIAL WAR BEFORE THE BERLIN DECREE</b>	<b>77</b>
Military war (1799-1802) . . . . .	77
Peace of Amiens (1802) . . . . .	79
Blockade (1803-6) . . . . .	81
French customs policy . . . . .	83
<b>CHAPTER II. THE BERLIN DECREE</b>	<b>88</b>
Preamble . . . . .	89
Regulations . . . . .	90
Significance . . . . .	91
Execution . . . . .	95
<b>CHAPTER III. BRITISH COUNTER-MEASURES AND FRENCH     RETORT</b>	<b>98</b>
Possible lines of British policy . . . . .	98
Colonial carrying trade . . . . .	101
First Order in Council (January 7, 1807) . . . . .	110
Orders in Council (November 11—December 18, 1807) . . . . .	114
Territorial expansion of the Continental System (1807) . . . . .	122
First Milan decree (November 23, 1807) . . . . .	123
Second Milan decree (December 17, 1807) . . . . .	123
<b>CHAPTER IV. POLICY OF THE UNITED STATES</b>	<b>127</b>
American position . . . . .	127
Embargo Act (December 22, 1807) . . . . .	129
Bayonne decree (April 17, 1808) . . . . .	135
Non-intercourse Act (March 1, 1809) . . . . .	136
Freedom of trade (1810-11) . . . . .	139
Revocation of Continental decrees (1810-12) . . . . .	139
Revocation of Orders in Council (1812) . . . . .	144
General survey . . . . .	146
<b>CHAPTER V. THE CONTINENTAL SYSTEM IN EUROPE (1808-12)</b>	<b>149</b>
The 'Coast System' . . . . .	149
Disappearance of the French colonial empire . . . . .	149
The convulsions of 1810 . . . . .	151
The final collapse . . . . .	153

# CONTENTS

xi

## PART III

### INTERNAL HISTORY AND WORKING OF THE CONTINENTAL SYSTEM

	PAGE
<b>CHAPTER I. TREATMENT OF CONFISCATED GOODS . . .</b>	<b>157</b>
<b>CHAPTER II. RESULTS OF THE SELF-BLOCKADE (1806-9)</b>	<b>162</b>
Execution of the self-blockade . . . . .	162
Napoleon's orders in December 1806 . . . . .	162
Results in 1807 . . . . .	169
Transmarine markets (1808) . . . . .	173
British speculation in South America . . . . .	176
New trade routes <i>via</i> Heligoland and Sweden (1808) . . . . .	178
Diminished vigilance during the Austrian campaign (1809) . . . . .	180
Rees-Bremen barrier (Schönbrunn decree of July 18, 1809) . . . . .	183
D'Ivernois's epigram . . . . .	185
<b>CHAPTER III. SMUGGLING AND CORRUPTION; FISCALISM AND</b>	
<b>LICENSING . . . . .</b>	<b>187</b>
Smuggling . . . . .	187
Bourrienne's anecdote . . . . .	188
Rist's description of Hamburg smuggling . . . . .	189
Normality of smuggling . . . . .	192
Commercial organization of smuggling . . . . .	194
Official corruption . . . . .	195
Fiscalism . . . . .	197
Prize decree (January 12, 1810) . . . . .	199
Trianon tariff (August 5, 1810) . . . . .	201
Fontainebleau decree (October 18, 1810) . . . . .	202
Napoleon's complicity . . . . .	203
Licensing system . . . . .	205
Great Britain . . . . .	205
False ship's papers (Brougham's description) . . . . .	210
France . . . . .	213
Licence decree (July 25, 1810) . . . . .	215
Obligation to export . . . . .	216
French shipping monopoly . . . . .	218
<b>CHAPTER IV. THE TRIANON AND FONTAINEBLEAU POLICY IN</b>	
<b>OPERATION (1810-12) . . . . .</b>	<b>221</b>
Administration of new policy . . . . .	221
Customs courts and the military cordon . . . . .	222

	PAGE
Confiscations . . . . .	225
<i>Autos-da-fé</i> . . . . .	227
New commercial routes (1810-12) . . . . .	230
Bacher's account . . . . .	231
Baltic trade . . . . .	234
Gothenburg . . . . .	236
CHAPTER V. THE BRITISH CRISIS OF 1810-12 . . . . .	238
CHAPTER VI. SELF-DESTRUCTION OF THE SYSTEM . . . . .	248

## PART IV

EFFECTS OF THE CONTINENTAL SYSTEM ON THE ECONOMIC LIFE OF  
GREAT BRITAIN AND THE MAINLAND

CHAPTER I. DIFFERENT TYPES OF EFFECT . . . . .	257
France . . . . .	259
The rest of the Continent . . . . .	259
Great Britain . . . . .	262
Countries having intercourse with Great Britain . . . . .	264
CHAPTER II. EFFECTS ON FRANCE . . . . .	266
Luxury industries . . . . .	266
Woollen and linen industries . . . . .	268
Cotton industry . . . . .	269
Fundamental processes . . . . .	282
Iron industry . . . . .	283
Chemical industry . . . . .	286
Substitutes for colonial goods . . . . .	289
Beet sugar industry . . . . .	291
CHAPTER III. EFFECTS ON THE REST OF THE CONTINENT . . . . .	295
French policy of interests . . . . .	295
Saxony . . . . .	302
Switzerland . . . . .	306
Grand Duchy of Berg . . . . .	311
Industries in other countries . . . . .	316
Countries producing raw materials . . . . .	317
Entrepôt countries . . . . .	319
General situation on the Continent . . . . .	320

## CONTENTS

xiii

	PAGE
<b>CHAPTER IV. EFFECTS ON THE UNITED KINGDOM</b>	<b>324</b>
Limitation of obstacles to exports . . . . .	324
Rate of industrial development . . . . .	328
Effects of dislocation of exports . . . . .	330
Possibility of preventing imports . . . . .	335
British imports of foodstuffs . . . . .	336
Food policy of Napoleon and his opponents . . . . .	340
Great Britain and Norway . . . . .	347
British support on the Continent . . . . .	348
British currency . . . . .	356
British credit system . . . . .	362
<b>CONCLUSION. COMPARISON WITH THE PRESENT DAY</b>	<b>364</b>
<b>BIBLIOGRAPHICAL NOTE</b>	<b>375</b>
Bibliographies . . . . .	375
Source publications . . . . .	376
General surveys . . . . .	376
France . . . . .	378
Great Britain . . . . .	380
Germany . . . . .	381
United States . . . . .	384
Scandinavia . . . . .	384
Other countries . . . . .	385
<b>APPENDIX I. The British Orders in Council, 1807</b>	<b>389</b>
<b>APPENDIX II. French customs duties on colonial produce, 1802-10</b>	<b>408</b>
<b>INDEX</b>	<b>410</b>

Confiscations .  
*Autos-da-fé* .  
 New commer

Bach

## B<sup>a</sup> CHRONOLOGICAL TABLE

C

- beginning of Anglo-French commercial war  
 CHAP<sup>r</sup> Anglo-French commercial treaty of Utrecht  
 Publication of Adam Smith's *Wealth of Nations*  
 C<sup>r</sup> 180 League of Armed Neutrality  
 1786 Anglo-French commercial treaty (Eden Treaty)  
 1788 French industrial crisis  
 1789 Convocation of French States General  
 1791 New French protective tariff  
 1793 (Feb.) Outbreak of Anglo-French war  
     Captures authorized by Great Britain  
     (Mar.) French prohibitive customs law  
     (June) British food blockade directed against France  
     (Sept.) French Navigation Act  
     (Oct.) Truculent French prohibitive measure  
     (Nov.) British naval instructions against French colonial trade  
 1794 (Mar.) Scandinavian League of Armed Neutrality  
     (Aug.) Revocation of British food blockade  
 1796 (July) French enactment against neutral trade  
 1797 (Feb.) British bank restriction  
 1798 (Jan.) New British naval blockade (*entrepôt* principle)  
     Passage of French 'Nivôse Law'  
 1799 (Dec.) Repeal of 'Nivôse Law'  
 1800 (Dec.) New League of Armed Neutrality  
 1801 (Mar.-Apr.) Battle of the Baltic; collapse of Armed Neutrality  
 1802 (Mar.) Peace of Amiens  
 1803 (Apr.) French duties on cotton goods  
     (May) Renewal of Anglo-French war  
     (June-July) British blockade of Elbe and Weser  
 1804 (beginning) Confiscation of British goods in Holland  
     (Apr.) Blockade of French ports  
 1805 (May) Restriction of American carrying trade (*Essex* case)  
     (Oct.) Battle of Trafalgar  
     Publication of James Stephen's *War in Disguise*  
     (Oct.-Dec.) Collapse of Austria; Peace of Pressburg  
 1806 (Jan.) Death of William Pitt; Ministry of 'All the Talents'  
     (Feb.-Apr.) Codification of French prohibitive customs duties

## CHRONOLOGICAL TABLE

xv

- 1806 (Apr.) American Non-importation Act  
 (May) North Sea blockade instituted by Fox  
 (Sept.) Death of Fox  
 (Oct.) Collapse of Prussia  
 (Nov.) Berlin decree  
 (Dec.) Execution of the Continental System in Hamburg
- 1807 (Jan.) 'First' (Whig) Order in Council  
 (Mar.) 'All the Talents' succeeded by Portland Ministry  
 (June) Anglo-American affair of the *Chesapeake*  
 (Sept.) Bombardment of Copenhagen; British occupation of Heligoland  
 (Nov.) New (Tory) Orders in Council  
 (Nov.) First Milan decree  
 (Dec.) Second Milan decree  
 (Dec.) American Embargo Act  
 (end) French occupation of Etruria; Leghorn in French hands
- 1808 (Apr.) Bayonne decree against America  
 (May-June) Spanish insurrection; opening-up of new trans-marine markets to Great Britain  
 (Sept.) Closing of French-Dutch frontier
- 1809 (Mar.) American Non-intercourse Act  
 Diminished vigilance along North Sea coast  
 (Apr.) New (formally milder) Order in Council  
 (Jan.-July) British occupation of French colonies  
 (July) French Schönbrunn decree; new customs cordon in western Germany  
 (Oct.) Peace of Vienna; Trieste in French hands
- 1810 (Jan.) French prize decree  
 (Mar.) Rambouillet decree against America  
 (Mar.-July) Incorporation of Holland with the French Empire  
 (May) Freedom of American trade  
 (July) French licence decree  
 (July-Aug.) Outbreak of grave crisis in Great Britain and France  
 (Aug.) Trianon tariff  
 Fictitious revocation of French Continental decrees  
 (Oct.) Fontainebleau decree  
 Great British mercantile fleet in the Baltic  
 (Dec.) Incorporation of the North Sea coast with the French Empire  
 (Dec.) Rupture between France and Russia (new Russian tariff)  
 Rest of French colonial empire lost
- 1811 (Mar.) American Non-importation Act  
 Continuation of crisis in Great Britain and France

## CHRONOLOGICAL TABLE

- 1812 (Feb.) Abatement of British crisis  
(June) Revocation of British Orders in Council as against  
America  
British-American war  
(June–Nov.) Napoleon's Russian campaign
- 1813 (Jan.) Insurrections in Hamburg and Grand Duchy of Berg  
Wars of Liberation
- 1814 (Apr.) Abdication of Napoleon  
Revocation of Continental decrees

## BIBLIOGRAPHICAL NOTE

FINALLY, it seems expedient to give a rapid summary of the most important materials that throw light on the Continental System itself. The present writer's studies as regards the sources themselves, as well as the works in which those sources have been worked up, were necessarily limited to what was accessible in Swedish libraries, since it was practically impossible to obtain books from abroad during the period in which this book was in preparation; nor had the writer either time or opportunity to visit foreign libraries. On the whole, the Swedish libraries cannot be regarded as poorly equipped for a subject such as the present one; but the lack of contemporary British and American publications was nevertheless strongly felt. Consequently, in this book remarks to the effect that information of one sort or another was inaccessible mean simply that sources containing it were unknown to the author. The more important collections, in so far as they are known to the author, are included herein.

### BIBLIOGRAPHIES

Mr. Dunan's bibliography contained in *Revue des études napoléoniennes*, vol. III (Paris, 1913), merits study owing to its freshness and searching appreciation of the various works (it even contains corrections of mistakes in detail); but it is far from complete as regards the several countries, particularly as regards British and American literature. This, to a certain extent, is supplemented by a valuable article by Dr. Lingelbach in the *American Historical Review* (January 1914), vol. XIX, containing a discussion principally of manuscript sources, with copious extracts. An extensive and more comprehensive, but less copious, bibliography, together with a criticism of the manuscript sources, forms an introduction to the Russian work mentioned below, *i. e.*, Tarle, *Kontinental'naja blokada* (Moscow, 1913).



## SOURCE PUBLICATIONS

The collection of original documents which must always remain the principal source for the history of the Napoleonic age is *Correspondance de Napoléon Ier*, published on the initiative of Napoleon III in two parallel editions, both in thirty-two volumes, which are quite identical as to contents (Paris, 1858-69 and 1870, respectively). To facilitate the use of either edition, Napoleon's letters are referred to by number in the preceding pages. In the first fifteen volumes of the *Correspondance* practically everything of interest has been included; but after that a selection was made out of regard to the prestige of the empire, a selection which applied especially to the letters written to Napoleon III's father, King Louis of Holland. This has led to a number of collections, among which the collection issued by Lecestre in two volumes, *Lettres inédites de Napoléon Ier* (Paris, 1897), would seem to be the only one offering anything of importance for the history of the Continental System. That collection includes certain of the most characteristic letters of Napoleon, but the general impression created through them is too one-sided and violent owing to their being compressed into two small volumes.

Besides these must be mentioned the well-known work of Martens, *Nouveau recueil de traités*, which in its first part, for 1808-14 (Göttingen, 1817), contains a fairly abundant collection of the various blockade decrees. Of perhaps greater value, however, are the documents collected in different parts of the original *Recueil*, including earlier declarations and instructions which are less accessible. The American official publication, *American State Papers (Foreign)*, vol. III, is also supposed to contain a collection of the most important laws and regulations of all the belligerents governing neutral trade.

## GENERAL SURVEYS

These are not very numerous and are of less value than might be expected. The first of a serious tendency appears to be Kiesselbach's *Die Continentalsperre in ihrer ökonomisch-*

*politischen Bedeutung* (Stuttgart & Tübingen, 1850). It is very far from impartial and is sadly confused on the economic side; but a large number of what have been taken to be recent discoveries will be found there, especially in regard to the matters treated in part I, chapter IV, of the present work. The book is throughout dominated by the ideas of Friedrich List and advocates the necessity of combating England in order to free the Continent from the bondage of the 'agricultural state'. I know only by name the next work, by Sautijn Kluit, *Geschiedenis van het Continentaal stelsel* (Amsterdam, 1865). An Italian work by Baron Lombroso, *Napoleone I e l'Inghilterra: Saggio sulle origini del blocco continentale e sulle sue conseguenze economiche* (Rome, 1897), should properly come next in chronological order. It is a somewhat undigested collection of abstracts and information gathered from different sources. Quite recently two general surveys on a fairly large scale have been attempted. One of them is a German-Austrian work by Peez and Dehn, *Englands Vorherrschaft*, vol. I, *Aus der Zeit der Kontinentalsperre* (Leipzig, 1912), an uncritical and biased work, mainly directed against England, which, however, does not lack information of value and may lead a critical reader to more authentic accounts. Of quite another kind is Tarle's *Kontinental'naja blokada* (Moscow, 1913), which is based on exhaustive studies, especially in the French archives, and contains a great mass of material; but the first part of it—and the only one that has so far appeared—treats of nothing but French commerce and industry. Owing to the language in which it is written I have been able to use the text only to a very limited extent, but the notes and appendices are accessible to everybody and contain an abundance of valuable information. Last in time probably comes the work of Dr. Frank E. Melvin, *Napoleon's Navigation System* (New York, 1919); but it had not reached me at the time of writing. There is yet another work, however, which, though dominated by a somewhat antiquated conception of history, as well as by a very obvious pro-British and anti-French bias, may probably be regarded as containing the best survey that

has so far appeared of the ideas of the Continental System and their application, namely, the last three chapters of Mahan, *The Influence of Sea Power upon the French Revolution and Empire, 1793-1812*, vol. II (London, 1893). Despite its weaknesses, this work is still well worth reading. Its general thesis has several times been discussed in the preceding pages.

Of general historical surveys of the time, two should be named in this connexion, namely, Sorel, *L'Europe et la révolution française*, vols. I-VIII (Paris, 1885-1904), which has been sufficiently characterized in the preceding pages; and Thiers, *Histoire du Consulat et de l'Empire*, the twelfth part of which (Paris, 1855) contains bk. XXXVIII, entitled *Blocus continental*, which despite a highly uncritical admiration of Napoleon—particularly surprising with regard to the Trianon policy—is based upon materials which still give value to an unusually absorbing account.

A contemporary source of great value in regard to commercial conditions, especially in the north of Europe, is Oddy, *European Commerce, showing New and Secure Channels of Trade with the Continent of Europe* (London, 1805), published little more than a year before the Berlin decree. The full and greatly needed particulars of the commerce and economic character of the northern countries, particularly Russia, are supplemented by a lengthy section on Great Britain, which is, however, more in the nature of an economic pamphlet, and besides, distinctly inferior to the rest.

#### FRANCE

With regard to source publications, of course, we have here to take into consideration the *Correspondance de Napoléon Ier*, the *Bulletin des lois*, &c., and *Le Moniteur*, all of them very helpful. A contemporary, secondary, though very abundant source is Chaptal, *De l'industrie française*, vols. I-II (Paris, 1819). It suffers from the very obvious vanity and prejudices of its author, who, however, probably had a better acquaintance than most of his contemporaries with the economic life of France under Napoleon. Of the almost innumerable memoirs

of the Napoleonic age scarcely more than two bear on the question in hand, both by ministers of Napoleon, namely, Mollien, *Mémoires d'un ministre du trésor public*, vols. I-III (1845—here used, Gomel ed., Paris, 1898); and Chaptal, *Mes souvenirs sur Napoléon* (Paris, 1893), of which the former is beyond comparison both the more useful and the more trustworthy. Chaptal's reminiscences have the same weaknesses as his book, and also exhibit a rancour toward Napoleon that is difficult to explain. Of Mollien, on the other hand, the words of Macaulay in reference to George Savile, Marquess of Halifax, hold good to an unusual extent, namely, that he saw the events of his own day 'from the point of view from which, after the lapse of many years, they appear to the philosophic historian'.

Of secondary works we must first refer once more to Tarle's book, which in the volume so far published chiefly falls under this section. A detailed survey of the economic history of France throughout this period is given in Levasseur, *Histoire des classes ouvrières et de l'industrie en France de 1789 à 1870*, 2d ed., vol. I (Paris, 1903). Darmstädter, who would seem to be the foremost living German authority of the administrative history of the Napoleonic age, has treated the economic life of France under the Continental System and during the crisis of 1810-11 in the first of his two treatises, *Studien zur napoleonischen Wirtschaftspolitik in Vierteljahrschrift für Social- und Wirtschaftsgeschichte*, vol. II (Leipzig, 1904). The only thing lacking there is a thorough grasp of the deeper economic character of the question in hand. An excellent monograph on one particular problem is Roloff's *Die Kolonialpolitik Napoleons I.* (*Historische Bibliothek*, vol. x; Munich and Leipzig, 1899). Moreover, the periodical *Revue des études napoléoniennes* (Paris) contains several minor contributions to the history of the Continental System in France. The periodical *Revue Napoléonienne*, edited from Rome by Baron Lumbroso, also contains some studies which bear on the subject, as does even more the *Revue d'histoire des doctrines économiques et sociales* (later called *Revue d'histoire économique et sociale*).

The literature concerning the various incorporated territories is treated below under the countries to which they belonged just before the World War of 1914.

#### GREAT BRITAIN

With regard to published sources there is a very perceptible scarcity of all collections. Naturally enough there is nothing corresponding to Napoleon's correspondence; but there is not even any collection of official documents or legal enactments other than statutes. This makes Hansard's *Parliamentary Debates* (after 1803) our main source in a very high degree, because it contains, in addition to the debates themselves, a number of official papers which otherwise appear only in the *London Gazette*, which was rather inaccessible to me. Besides Hansard, however, there is, so far as I can judge, very comprehensive and useful material in the great collection of Blue Books or *Parliamentary Papers*, of which, however, very few were accessible to me. The same is the case with the pamphlet literature of the period. Among the writings falling under this head is Stephen's *War in Disguise: or the Frauds of the Neutral Flags* (London, 1805; reprinted in 1917), which has been repeatedly cited in the preceding pages and needs only to be mentioned here. The many accessible volumes of Life and Letters, Memoirs and Correspondence, &c., which largely have the character of sources, owing to the number of original documents included, have proved to contain very little material of importance for the history of the Continental System.

As regards secondary works, the foremost place must be given to those of Dr. J. Holland Rose, of which, however, only the articles *Napoleon and British Commerce* (1893), *Britain's Food Supply in the Napoleonic War* (1902), both reprinted in his collection of essays, *Napoleonic Studies* (London, 1904), contain a somewhat detailed discussion of the problems that concern us; and even these are based mainly on politico-historical studies. On the other hand, there are abundant economic materials, though but little worked up, in three books:

Smart, *Economic Annals of the Nineteenth Century*, vol. I, 1801-20 (London, 1910), which, as the name implies, is a purely chronological account of the more important economic events, based mainly on Hansard; Tooke, *A History of Prices, and of the State of the Circulation, from 1793 to 1837*, vols. I-II (London, 1838), in which the indispensable material is made to support certain rather dubious economic theories of the author; and finally Porter, *The Progress of the Nation* (many editions). The English work corresponding to Levasseur's work is Cunningham's *Growth of English Industry and Commerce*, vol. II, *In Modern Times*, 3d ed. (Cambridge, 1903); but this fundamental work gives much less on the Continental System than Levasseur's, simply because that incident takes a far more humble place in the economic history of Great Britain than in that of France. There is, therefore, really no comprehensive summary for the United Kingdom. A special problem is treated in Miss Audrey Cunningham's *British Credit in the Last Napoleonic War* (Girton College Studies, vol. II, Cambridge, 1910), which has been sufficiently discussed in the preceding pages. Two valuable short studies on the currency problems of the time have been published by Mr. R. G. Hawtrey in *The Economic Journal*, vol. XXVIII (London, 1918), and reprinted in the volume *Currency and Credit* (London, 1919); of these the *Bank Restriction of 1797* bears more directly upon the problems treated in this book.

#### GERMANY

Here we find by far the greatest flood of literature; but the political conditions in Germany during that period rendered possible only investigations for particular areas so that many of the volumes are far too special to find a place here. There is no comprehensive survey of the economic history of Germany as a whole in modern times. Curiously enough, Prussia seems to be the important territory in Germany whose position with regard to the Continental System has been least fully treated.

A sort of substitute for a comprehensive survey is offered by the work which has been frequently cited in the preceding

pages, namely, König's *Die sächsische Baumwollenindustrie am Ende des vorigen Jahrhunderts und während der Kontinentalsperre* (published in *Leipziger Studien aus dem Gebiet der Geschichte*, vol. v : 3, Leipzig, 1899). This has developed into a very detailed and useful study of the history of the Leipzig Fair during this period, based on excellent archive materials; and owing to the importance of the Leipzig Fairs in the economic life of Germany, it contributes greatly to our knowledge of the position of the whole of Central Europe during the self-blockade. According to an announcement published in German periodicals, the Saxon Royal Commission for History at the end of 1915 awarded a certain sum to Dr. König for a work which he submitted on the influence of the Continental System on the industry of Saxony; but of the fate of this work I have been unable to obtain information. With the work of König we may connect an article by Tarle, *Deutsch-französische Wirtschaftsbeziehungen zur napoleonischen Zeit* in Schmoller's *Jahrbuch für Gesetzgebung*, &c., vol. xxxviii (Leipzig, 1914), which is also based on valuable archive material, with sections on Hamburg, the Grand-Duchy of Berg, and the rest of Germany:

For the Hanse Towns, which are the most important in this connexion, there is a particularly copious literature, of which we may mention: Servières, *L'Allemagne française sous Napoléon Ier* (Paris, 1904), a work which, despite its comprehensive title, deals only with the Hanse Towns, but which, though written by an historical dilettante, is valuable owing to its employment of much French archive material; Wohlwill, *Neuere Geschichte der Freien und Hansestadt Hamburg, insbesondere von 1789 bis 1815* (*Allgemeine Staatengeschichte. Dritte Abt., Deutsche Landesgeschichten*, 10. Werk, Gotha, 1914), a comprehensive account by the leading authority on the modern history of the Hanse Towns, and especially Hamburg, but meagre in the sphere of economics; Vogel, *Die Hansestädte und die Kontinentalsperre* in *Pfingstblätter des Hansischen Geschichtsvereins* (vol. ix, 1913), an unusually good little survey which suffers only from its popular form and its scanty refer-

ences; Max Schäfer, *Bremen und die Kontinentalsperre*, in *Hansische Geschichtsblätter*, vol. xx, 1914, the chief value of which consists in the statistical materials included. Of contemporary accounts, Rist's *Lebenserinnerungen*, vol. II (Poel ed., Gotha, 1880), and Bourrienne's *Mémoires sur Napoléon, le Directoire, le Consulat, l'Empire et la Restauration*, chiefly vol. VII (Paris, 1829), are the most important; but the former is in all respects the most useful and reliable.

For the states of the Confederation of the Rhine, König's work has already been mentioned. But by far the principal work, as an historical account, is Schmidt's *Le Grand-Duché de Berg, 1806-1813* (Paris, 1905), which casts more light on the Continental System as a whole than most works; the parts which are mainly concerned with the matter are chapters x and xi. Darmstädter's *Das Grossherzogtum Frankfurt* (Frankfurt-am-Main, 1901) has also an account of the Continental System in the small district covered by the book, which is excellent but much shorter and more anecdotal than Schmidt's.

There are three books dealing with the more important German territories that were incorporated in the French Empire: Zeyss, *Die Entstehung der Handelskammern und die Industrie am Niederrhein während der französischen Herrschaft* (Leipzig, 1907), is an impartial and helpful account of the Roer department on the left bank of the Rhine; Herkner, *Die oberelsässische Baumwollindustrie und ihre Arbeiter (Abhandlungen aus dem staatswissenschaftlichen Seminar zu Strassburg i. E., vol. IV, Strassburg, 1887)*, gives a somewhat meagre account of the extremely important Mülhausen district during this period, by way of an introduction to a social-political study of the present day. Darmstädter, *Die Verwaltung des Unter-Elsass (Bas-Rhin) unter Napoleon I., 1799-1814*, in *Zeitschrift für die Geschichte des Oberrheins*, N.F., vol. XIX (Heidelberg, 1904), treats, in its last sections, the economy of the Strassburg district under the Continental System.



## UNITED STATES

The principal work for the history of the United States during this period, namely, Henry Adams's *History of the United States of America during the Administrations of Thomas Jefferson and James Madison*, vols. I-IX (New York, 1889-91), has not been accessible to me. Good surveys of the general course of political events are given by Edward Channing, *The Jeffersonian System*, in *The American Nation; a History*, vol. XII (ed. by Albert Bushnell Hart, New York, 1906), and J. B. McMaster in the *Cambridge Modern History*, vol. VII (Cambridge, 1903). For the actual course of the trade war, however, there is a work which largely makes the others superfluous, namely, Mahan's *Sea Power and its Relations to the War of 1812*, vol. I (London, 1905). In merits and defects alike it is similar to his better-known general work which has previously been mentioned.

## SCANDINAVIA

The lack of any kind of comprehensive survey for Sweden makes itself felt very strongly; but it may be hoped that the great history of Gothenburg that is now being planned will largely fill the gap. Moreover, a fairly complete collection of the letters of Governor von Rosen of Gothenburg from that time would probably prove to be of great value. A rather small number of them are available in Ahnfelt, *Ur Svenska hofvets och aristokratiens lif*, vol. V (Stockholm, 1882), Schinkel-Bergman, *Minnen ur Sveriges nyare historia*, vol. VI (Stockholm, 1855), and von Engeström, *Minnen och anteckningar*, vol. II (Tegnér ed., Stockholm, 1876); and, moreover, Fröding has based, mainly on such letters, an article bearing on our subject in his collection of essays, *Det forna Göteborg* (Stockholm, 1903). There are statistical materials for the exports of Gothenburg in Bergwall, *Historisk Underrättelse om Staden Göteborgs betydligaste Varu-Utskeppningar* (Gothenburg, 1821). Some contributions toward an English presentment of the period may be found in *Memoirs and Correspondence of Admiral Lord de Saumarez*, vol. II (Ross ed., London, 1838). The only comprehensive account, necessarily brief from the nature of the

book, is offered by Clason, in Hildebrand's *Sveriges Historia intill tjugonde seklet*, vol. ix: A (Stockholm, 1910); and the same writer has illustrated a special point in the first of his collected essays published under the title of *Gustaf IV Adolf och den europeiska krisen under Napoleon* (Stockholm, 1913).

In comparison with this both Denmark and Norway are infinitely better represented in the literature. For Denmark we have Holm, *Danmark-Norges Historie fra den store nordiske Krigs Slutning til Rigerens Adskillelse (1720-1814)*, vol. vii (Copenhagen, 1912), which, however, treats only the external history, as the author did not live to conclude the only remaining part (vol. viii), which was to have treated the internal history of the period 1800-14. But this inconvenience is considerably diminished by the fact that we may fall back on a very full and useful account of this very subject in Rubin, *1807-1814; Studier til Københavns og Danmarks Historie* (Copenhagen, 1892).

The state of affairs in Norway has long been illustrated by a well-known work which has partly the character of contemporary source, namely, Aall, *Erindringer som Bidrag til Norges Historie fra 1800-1815*, vols. i-iii (Christiania, 1844-5); and, moreover, there has recently appeared an exhaustive description for the first half of the period of the Continental System, by Worm-Müller, *Norge gjennem nødsaarene 1807-1810* (Christiania, 1918), largely based on manuscript sources and very rich in details.

#### OTHER COUNTRIES

Only the most important works can be mentioned in this place. For Italy, mention may be made of the second article in Darmstädter's *Studien in Vierteljahrschrift für Social- und Wirtschaftsgeschichte*, vol. iii (1905), which treats of Napoleon's commercial policy, mainly with regard to the Kingdom of Italy (North Italy); and Rambaud's *Naples sous Joseph Bonaparte, 1806-1808* (Paris, 1911), in which, however, economic questions have been awarded an extremely limited amount of space.

For Switzerland, a doctoral dissertation by de Cérenville, *Le*

*système continental et la Suisse, 1803-1813* (Lausanne, 1906), provides a full and many-sided survey, based partly on an abundant collection of Swiss monographs on the industrial development of different cantons, and partly on Swiss archive materials; but, on the other hand, the work almost completely lacks contact with the general literature on the Continental System and is far too biased against the French.

As regards Belgium, we may mention the extremely interesting historical introduction to the two volumes of Varlez, *Les salaires dans l'industrie gantoise* (Royaume de Belgique, Ministère de l'industrie et du travail, Brussels, 1901, 1904).

With regard to Holland, there is a fairly extensive collection of publications, especially as regards the reign of King Louis. Foremost among these, perhaps, is Rocquain's *Napoléon Ier et le Roi Louis* (Paris, 1875), with the correspondence of the two brothers, which, however, was not accessible to me; but Napoleon's side of the correspondence is contained in full in Lecestre's edition of *Lettres inédites*. Moreover, a valuable collection of letters from Louis, chiefly to his Dutch ministers, is contained in Duboseq, *Louis Bonaparte en Hollande; d'après ses lettres* (Paris, 1911). Of secondary works can be mentioned only Wichers, *De regeering van Koning Lodewijk Napoleon, 1806-1810* (Utrecht, 1892).

For Russia there are scattered notices of the Continental System in Vandal, *Napoléon et Alexandre Ier*, vols. I-III (Paris, 1891-6), and valuable particulars in Oddy's work; but, on the whole, it would seem that the internal condition of Russia under the Continental System was a *terra incognita*, at least for students of Western Europe.

Finally, I would refer to my own work, *Världskrigets ekonomi in Skrifter utgifna af Handelshögskolan* (Stockholm, 1915) for general economic ideas and comparisons with the recent war.

## **APPENDICES**

## APPENDIX I

### THE BRITISH ORDERS IN COUNCIL, 1807<sup>1</sup>

#### I

#### First (Whig) Order

JANUARY 7, 1807.

*Order in Council ; prohibiting Trade to be carried on between Port and Port of Countries under the dominion or usurped controul of France and her allies.*

At the Court at the Queen's Palace, the 7th of January 1807 ; Present, The King's most excellent Majesty in council.—Whereas, the French government has issued certain Orders, which, in violation of the usages of war, purport to prohibit the Commerce of all Neutral Nations with his majesty's dominions, and also to prevent such nations from trading with any other country, in any articles, the growth, produce, or manufacture of his majesty's dominions : and whereas the said government has also taken upon itself to declare all his majesty's dominions to be in a state of blockade, at a time when the fleets of France and her allies are themselves confined within their own ports by the superior valour and discipline of the British navy : and whereas such attempts on the part of the enemy would give to his majesty an unquestionable right of retaliation, and would warrant his majesty in enforcing the same prohibition of all commerce with France, which that power vainly hopes to effect against the commerce of his majesty's subjects ; a prohibition which the superiority of his majesty's naval forces might enable him to support, by actually investing the ports and coasts of the enemy with numerous squadrons and cruisers, so as to make the entrance or approach thereto manifestly dangerous : and whereas his majesty, though unwilling to follow the example of his enemies, by proceeding to an extremity so distressing to all nations not engaged in the war, and carrying on their accustomed trade, yet feels himself bound by a due regard to the just defence of the rights

<sup>1</sup> The Orders in Council are here reprinted from Hansard, vol. x, pp. 126-48. Although the text, unfortunately, is not very good, it has been followed literally in all respects, including spelling, capitalization, &c. A collation, kindly undertaken at my request by Dr. Knut Petersson, with the text of the Orders as inserted in the *London Gazette* (all except II, III, VIII, X, and XII of the following series), has shown almost complete conformity with the rendering of Hansard. The chronological order of the original has been preserved ; but for the different Orders issued under the same date, the order of the original has been slightly changed to one more logical. The headings have been italicized by the editor for the sake of convenience, and signatures have been omitted. No. iv is signed 'Steph. Cottrell' ; all the rest 'W. Fawkener' or 'Fawkner'.

and interests of his people, not to suffer such measures to be taken by the enemy, without taking some steps on his part to restrain this violence, and to retort upon them the evils of their own injustice : his majesty is thereupon pleased, by and with the advice of his privy council, to order, and it is hereby ordered, That no vessel shall be permitted to trade from one port to another, both which ports shall belong to or be in the possession of France or her allies, or shall be so far under their controul, as that British vessels may not freely trade thereat : and the commanders of his majesty's ships of war and privateers shall be, and are hereby instructed to warn every neutral vessel coming from any such port, and destined to another such port, to discontinue her voyage, and not to proceed to any such port ; and any vessel after being so warned, or any vessel coming from any such port, after a reasonable time shall have been afforded for receiving information of this his majesty's Order, which shall be found proceeding to another such port, shall be captured and brought in, and, together with her cargo, shall be condemned as lawful prize : and his majesty's principal secretaries of state, the lords commissioners of the admiralty, and the judges of the high court of admiralty, and courts of vice admiralty, are to take the necessary measures herein as to them shall respectively appertain.

## II

FEBRUARY 4, 1807

*Order in Council : approving Draught of an additional Instruction to the Commanders of His Majesty's Ships of War and Privateers, directing that Neutral Vessels, laden with Cargoes consisting of the Articles therein enumerated, coming for importation to any Port of the United Kingdom (provided they shall not be coming from any Port in a state of strict and rigorous Blockade), shall not be interrupted ; and that in case any such Articles shall be brought for Adjudication before the High Court of Admiralty, or any Court of Vice Admiralty, the same shall be forthwith liberated, upon a Claim being given by or on behalf of the Merchant or Merchants to whom such Articles shall be coming for Importation.*

At the Court at the Queen's Palace, the 4th of Feb. 1807 ; present the King's most excellent Majesty in Council.—Whereas there was this day read at the Board, the annexed Draught of an Additional Instruction to the commanders of his majesty's ships of war and privateers, directing that they do not interrupt Neutral Vessels laden with Cargoes consisting of the Articles thereafter enumerated, coming for importation to any port of the united kingdom (provided they are not coming from any port in a state of strict and rigorous Blockade) ; and in case any such vessel, so coming with such articles, shall be brought for adjudication

before the high court of admiralty, or any court of vice admiralty, that the same shall be forthwith liberated, upon a claim being given by or on behalf of the merchant or merchants to whom such Articles are coming for Importation: his majesty taking the said Draught of Additional Instruction into consideration, was pleased, with the advice of his privy council, to approve thereof, and to order, as it is hereby ordered, That the right hon. earl Spencer, one of his majesty's principal secretaries of state, do cause the said Instruction to be prepared for his majesty's royal signature.

*Draught of an Additional Instruction to the Commanders of our Ships of War and Privateers.*

Our will and pleasure is, That you do not interrupt Neutral Vessels laden with cargoes consisting of the Articles hereinafter enumerated, coming for Importation to any port of our united kingdom (provided they are not coming from any port in a state of strict and rigorous blockade); and in case any such vessel so coming with such Articles, shall be brought for adjudication before our high court of admiralty, or any court of vice admiralty, we hereby direct that the same shall be forthwith liberated, upon a claim being given by or on behalf of the merchant or merchants to whom such Articles are coming for Importation.

ENUMERATION OF ARTICLES

Grain, viz. corn, meal and flour, (if importable according to the provisions of the corn laws); rice, Spanish wool, Mohair yarn, madder and madder roots, malts, shumack, argol, galls, cream of tartar, safflower, valone, brimstone, Spanish wine, indigo, saffron, verdigrease, cochineal, orchella weed, cork, olive oil, fruit, ashes, juniper berries, barilla, organzined, thrown, and raw silk (not being of the production of the East Indies or China); quicksilver, bullion coined and uncoined; goat, kid, and lamb skins, rags, oak bark, flax, seeds, oil of turpentine, pitch, hemp, timber, fir, oak, oak plank, masts, and yards.

III

FEBRUARY 18, 1807

*Order in Council; approving Draught of Additional Instructions directing that the Ships and Goods belonging to the Inhabitants of Hamburgh, Bremen and other places and countries in the north of Germany, which Vessels and Goods shall be engaged in the Trade to or from the Ports of the United Kingdom, shall, until further Order, be suffered to pass free and unmolested, &c.*

At the Court at the Queen's Palace, the 18th of Feb. 1807; present, the King's most excellent Majesty in Council.—Whereas there was this day read at the board the annexed draught of Additional instructions

to the commanders of ships of war and privateers, and to the judge of the high court of admiralty, and the judges of the courts of vice-admiralty, directing, that the ships and goods belonging to the Inhabitants of Hamburgh, Bremen, and other places and countries in the north of Germany, which vessels and goods shall be employed in a trade to or from the ports of the united kingdom, shall until further order, be suffered to pass free and unmolested, notwithstanding that the said countries are or may be in the possession or under the controul of France and her allies ; and that all such ships and goods so trading, which may have been already detained, shall be forthwith liberated, and restored : his majesty, taking, *etc.* [almost identical with no. II].

*Additional Instructions to the Commanders of Ships of War and Privateers, to the Judge of the High Court of Admiralty, and the Judges of the courts of Vice Admiralty.*

Our will and pleasure is, That the ships and goods belonging to the inhabitants of Hamburgh, Bremen, and other places and countries in the north of Germany, which vessels and goods shall be employed in a trade to or from the ports of our united kingdom, shall, until further order, be suffered to pass free and unmolested, notwithstanding that the said countries are or may be in the possession or under the controul of France and her allies ; and all such ships and goods so trading which may have been already detained shall be forthwith liberated and restored.

#### IV

AUGUST 19, 1807

*Order in Council ; directing, that all Vessels under the flag of Mecklenburgh, Oldenburgh, Papenburgh, or Kniphausen, shall be forthwith warned not to trade in future at any hostile Port, unless such vessels shall be going from or coming to a Port of the United Kingdom, &c.*

At the Court at the Queen's Palace, the 19th of August 1807 ; present, the King's most excellent Majesty in Council.—His majesty, taking into consideration the measures recently resorted to by the enemy for distressing the commerce of the united kingdom, is pleased, by and with advice of his privy council, to order, and it is hereby ordered, That all vessels under the flag of Mecklenburgh, Oldenburgh, Papenburgh, or Kniphausen, shall be forthwith warned not to trade in future at any hostile port, unless such vessels shall be going from or coming to a port of the united kingdom ; and in case any such vessel, after having been so warned, shall be found trading, or to have traded after such warning ; or in case any vessels or goods, belonging to the inhabitants of such countries, after the expiration of 6 weeks from the



date of this order, shall be found trading, or to have traded after such 6 weeks have expired, at any hostile port, such vessel and goods, unless going from or coming to a port of the united kingdom, shall be seized and brought in for legal adjudication, and shall be condemned as lawful prize to his majesty : etc. [almost identical with no. 1].

V

Principal (Tory) Order : Blockade Ordinance

NOVEMBER 11, 1807

*Order in Council ; declaring the Dominions of his Majesty's Enemies, and of Countries under their Controul, in a state of Blockade, under the Exceptions specified in the said Order.*

At the Court at the Queen's Palace, the 11th Nov. 1807 ; present, the King's most excellent Majesty in Council.—Whereas certain Orders, establishing an unprecedented system of warfare against this kingdom, and aimed especially at the destruction of its commerce and resources, were some time since issued by the government of France, by which 'the British islands were declared to be in a state of blockade,' thereby subjecting to capture and condemnation all vessels, with their cargoes, which should continue to trade with his majesty's dominions.—And whereas by the same Orders, 'all trading in English merchandize is prohibited ; and every article of merchandize belonging to England, or coming from her colonies, or of her manufacture, is declared lawful prize : '—And whereas the nations in alliance with France, and under her controul, were required to give, and have given, and do give, effect to such Orders :—And whereas his majesty's Order of the 7th of January last, has not answered the desired purpose, either of compelling the enemy to recall those Orders, or of inducing neutral nations to enterpose, with effect, to obtain their revocation ; but, on the contrary, the same have been recently enforced with increased rigour :—And whereas his majesty, under these circumstances, finds himself compelled to take further measures for asserting and vindicating his just rights, and for supporting that maritime power which the exertions and valour of his people have, under the blessing of Providence, enabled him to establish and maintain ; and the maintenance of which is not more essential to the safety and prosperity of his majesty's dominions, than it is to the protection of such states as still retain their independence, and to the general intercourse and happiness of mankind :—His majesty is therefore pleased, by and with the advice of his privy council, to order, and it is hereby ordered, That all the ports and places of France and her allies, or of any other country at war with his majesty, and all other ports or places in Europe, from which, although not at war with his majesty, the British flag is excluded, and all ports or places in the colonies belonging

to his majesty's enemies, shall from henceforth be subject to the same restrictions, in point of trade and navigation, with the exceptions hereinafter mentioned, as if the same were actually blockaded by his majesty's naval forces, in the most strict and rigorous manner: and it is hereby further ordered and declared, that all trade in articles which are of the produce or manufacture of the said countries or colonies, shall be deemed and considered to be unlawful; and that every vessel trading from or to the said countries or colonies, together with all goods and merchandize on board, and all articles of the produce or manufacture of the said countries or colonies, shall be captured and condemned as prize to the captors.—But, although his majesty would be fully justified, by the circumstances and considerations above recited, in establishing such system of restrictions with respect to all the countries and colonies of his enemies, without exception or qualification; yet his majesty, being nevertheless desirous not to subject neutrals to any greater inconvenience than is absolutely inseparable from the carrying into effect his majesty's just determination to counteract the designs of his enemies, and to retort upon his enemies themselves the consequences of their own violence and injustice; and being yet willing to hope that it may be possible (consistently with that object) still to allow to neutrals the opportunity of furnishing themselves with colonial produce for their own consumption and supply; and even to leave open, for the present, such trade with his majesty's enemies as shall be carried on directly with the ports of his majesty's dominions, or of his allies, in the manner hereinafter mentioned:—His majesty is therefore pleased further to order, and it is hereby ordered, That nothing herein contained shall extend to subject to capture or condemnation any vessel, or the cargo of any vessel, belonging to any country not declared by this Order to be subjected to the restrictions incident to a state of blockade, which shall have cleared out with such cargo from some port or place of the country to which she belongs, either in Europe or America, or from some free port in his majesty's colonies, under circumstances in which such trade from such free port is permitted, direct to some port or place in the colonies of his majesty's enemies, or from those colonies direct to the country to which such vessels belong, or to some free port in his majesty's colonies, in such cases, and with such articles, as it may be lawful to import into such free port;—nor to any vessel, or the cargo of any vessel, belonging to any country not at war with his majesty, which shall have cleared out from some port or place in this kingdom, or from Gibraltar or Malta, under such regulations as his majesty may think fit to prescribe, or from any port belonging to his majesty's allies, and shall be proceeding direct to the port specified in her clearance;—nor to any vessel, or the cargo of any vessel belonging to any country not at war with his majesty, which shall be coming from any port or

place in Europe which is declared by this Order to be subject to the restrictions incident to a state of blockade, destined to some port or place in Europe belonging to his majesty, and which shall be on her voyage direct thereto : but these exceptions are not to be understood as exempting from capture or confiscation any vessel or goods which shall be liable thereto in respect of having entered or departed from any port or place actually blockaded by his majesty's squadrons or ships of war, or for being enemies' property, or for any other cause than the contravention of this present Order.—And the commanders of his majesty's ships of war and privateers, and other vessels acting under his majesty's commission, shall be, and are hereby instructed to warn every vessel which shall have commenced her voyage prior to any notice of this Order, and shall be destined to any port of France, or of her allies, or of any other country at war with his majesty, or to any port or place from which the British flag as aforesaid is excluded, or to any colony belonging to his majesty's enemies, and which shall not have cleared out as is hereinbefore allowed, to discontinue her voyage, and to proceed to some port or place in this kingdom, or to Gibraltar or Malta ; and any vessel which, after having been so warned, or after a reasonable time shall have been afforded for the arrival of information of this his majesty's Order at any port or place from which she sailed, or which, after having notice of this Order, shall be found in the prosecution of any voyage contrary to the restrictions contained in this Order, shall be captured, and, together with her cargo, condemned as lawful prize to the captors.—And whereas, countries, not engaged in the war, have acquiesced in the Orders of France, prohibiting all trade in any articles the produce or manufacture of his majesty's dominions ; and the merchants of those countries have given countenance and effect to those prohibitions, by accepting from persons styling themselves commercial agents of the enemy, resident at neutral ports, certain documents, termed 'Certificates of Origin,' being certificates obtained at the ports of shipment, declaring that the articles of the cargo are not of the produce or manufacture of his majesty's dominions ; or to that effect :—And whereas this expedient has been directed by France, and submitted to by such merchants, as part of the new system of warfare directed against the trade of this kingdom, and as the most effectual instrument of accomplishing the same, and it is therefore essentially necessary to resist it :—His majesty is therefore pleased, by and with the advice of his privy council, to order, and it is hereby ordered, That if any vessel, after reasonable time shall have been afforded for receiving notice of this his majesty's Order at the port or place from which such vessel shall have cleared out, shall be found carrying any such certificate or document as aforesaid, or any document referring to or authenticating the same, such vessel shall be adjudged

lawful prize to the captor, together with the goods laden therein, belonging to the person or persons by whom, or on whose behalf, any such document was put on board.—And the right hon. the lords commissioners of his majesty's treasury, etc. [almost identical with no. 1].

## . VI

NOVEMBER 11, 1807

*Order in Council ; containing certain Regulations under which the Trade to and from the enemies Country shall be carried on.*

At the Court at the Queen's Palace, the 11th Nov. 1807: present, the King's most excellent Majesty in Council.—Whereas articles of the growth and manufacture of foreign countries cannot by law be imported into this country, except in British ships, or in ships belonging to the countries of which such articles are the growth and manufacture, without an Order in council specially authorizing the same :—His majesty, taking into consideration the Order of this day's date, respecting the trade to be carried on to and from the ports of the enemy, and deeming it expedient that any vessel, belonging to any country in alliance or at amity with his majesty, may be permitted to import into this country articles of the produce or manufacture of countries at war with his majesty :—His majesty, by and with the advice of his privy council, is therefore pleased to order, and it is hereby ordered, That all goods, wares, or merchandizes, specified and included in the schedule of an act, passed in the 43rd year of his present majesty's reign, intituled, ' an act to repeal the duties of customs payable in Great Britain, and to grant other duties in lieu thereof,' may be imported from any port or place belonging to any state not at amity with his majesty, in ships belonging to any state at amity with his majesty, subject to the payment of such duties, and liable to such drawbacks, as are now established by law upon the importation of the said goods, wares, or merchandize, in ships navigated according to law : and with respect to such of the said goods, wares, or merchandize, as are authorized to be warehoused under the provisions of an act, passed in the 43rd year of his present majesty's reign, intituled, ' an act for permitting certain goods imported into Great Britain, to be secured in warehouses without payment of duty,' subject to all the regulations of the said last-mentioned act ; and with respect to all articles which are prohibited by law from being imported into this country, it is ordered, That the same shall be reported for exportation to any country in amity or alliance with his majesty.—And his majesty is further pleased, by and with the advice of his privy council, to order, and it is hereby ordered, That all vessels which shall arrive at any port of the united kingdom, or at the port of Gibraltar, or Malta,

in consequence of having been warned pursuant to the aforesaid order, or in consequence of receiving information in any other manner of the said Order, subsequent to their having taken on board any part of their cargoes, whether previous or subsequent to their sailing, shall be permitted to report their cargoes for exportation, and shall be allowed to proceed upon their voyages to their original ports of destination (if not unlawful before the issuing of the order) or to any port at amity with his majesty, upon receiving a certificate from the collector or comptroller of the customs at the port at which they shall so enter (which certificate the said collectors and comptrollers of the customs are hereby authorized and required to give) setting forth, that such vessels came into such port in consequence of being so warned, or of receiving such information as aforesaid, and that they were permitted to sail from such port under the regulations which his majesty has been pleased to establish in respect to such vessels: but in case any vessel so arriving shall prefer to import her cargo, then such vessel shall be allowed to enter and import the same, upon such terms and conditions as the said cargo might have been imported upon, according to law, in case the said vessel had sailed after having received notice of the said Order, and in conformity thereto.—And it is further ordered, That all vessels which shall arrive at any port of the united kingdom, or at Gibraltar, or Malta, in conformity and obedience to the said Order, shall be allowed, in respect to all articles which may be on board the same, except sugar, coffee, wine, brandy, snuff, and tobacco, to clear out to any port whatever, to be specified in such clearance; and, with respect to the last mentioned articles, to export the same to such ports and under such conditions and regulations only as his majesty, by any licence to be granted for that purpose, may direct.—And, etc. [identical with no. v].

## VII

NOVEMBER 11, 1807

*Order in Council; declaring the future Sale and Transfer of enemies Vessels to the Subjects of a Neutral Country, to be invalid.*

At the Court at the Queen's Palace, the 11th Nov. 1807; present, the King's most excellent Majesty in Council.—Whereas the sale of ships by a belligerent to a neutral, is considered by France to be illegal:—and whereas a great part of the shipping of France and her allies has been protected from capture during the present hostilities by transfers, or pretended transfers, to neutrals:—And whereas it is fully justifiable to adopt the same rule, in this respect, towards the enemy, which is applied by the enemy to this country:—His majesty is pleased, by and with the advice of his privy council, to order, and it is hereby ordered,

That in future the sale to a neutral of any vessel belonging to his majesty's enemies shall not be deemed to be legal, nor in any manner to transfer the property, nor to alter the character of such vessel : and all vessels now belonging or which shall hereafter belong to any enemy of his majesty, notwithstanding any sale or pretended sale to a neutral, after a reasonable time shall have elapsed for receiving information of this his majesty's Order at the place where such sale or pretended sale was effected, shall be captured and brought in, and shall be adjudged as lawful prize to the captors. And, etc. [identical with no. v].

## VIII

NOVEMBER 18, 1807

*Order in council ; approving Draught of Instructions to the Commanders of his Majesty's Ships of War and Privateers, &c. to act in due conformity to and execution of the Order in Council of the 11th of November, declaring the Dominions of his Majesty's Enemies and of Countries under their Controul, in a state of Blockade.*

At the Court at the Queen's Palace, the 18th Nov. 1807 ; present, the King's most excellent Majesty in Council.—Whereas there was this day read at the Board, the annexed Draught of Instructions to the Commanders of all ships of war and privateers, and to the judge of the high court of admiralty, and the judges of the courts of vice admiralty, strictly charging and enjoining them to act in due conformity to and execution of his majesty's Order in Council of the 11th of this instant, declaring the dominions of his majesty's enemies, and of countries under their controul in a state of blockade, under the exceptions specified in the said Order : his majesty, taking the said draught of instructions into consideration, was pleased, with the advice of his privy council, to approve thereof, and to order, as it is hereby ordered, That the right hon. lord Hawkesbury, one of his majesty's principal secretaries of state, do cause the said instructions (a copy whereof is hereunto annexed) to be prepared for his majesty's royal signature.

*Draught of Instructions to the Commanders of his Majesty's Ships of War and Privateers, and to the judge of the High Court of Admiralty, and Judges of the Courts of Vice Admiralty.*

Whereas by our Order in Council of the 11th Nov. instant, it is recited and ordered as follows ; to wit, &c. [Here the said Order is recited, as in no. v, ante, p. 398.] Our will and pleasure is, and we do hereby direct, by and with the advice of our privy council, that the commanders

of our ships of war and privateers do act in due conformity to and execution of our aforesaid Order in Council ; and we do further order and declare, That nothing in the said Order shall extend or be construed to extend to prevent any vessel, not belonging to a country declared to be under the restrictions of blockade as aforesaid, from carrying from any port or place of the country to which such vessel belongs, any articles of manufacture or produce whatever, not being enemies property, to any port or place in this kingdom.—And we do further direct, That all articles of British manufacture, upon due proof thereof, (not being naval or military stores) shall be restored by our courts of admiralty or vice admiralty, on whatever voyage they may have been captured, to whomsoever the same shall appear to belong : and we do further direct, with respect to vessels subject only to be warned, that any vessel which shall belong to any country not declared by the said Order to be under the restrictions of blockade and which shall be proceeding on her voyage direct to some port or place of the country to which such vessel belongs, shall be permitted to proceed on her said voyage ; and any vessel bound to any port in America or the West Indies, to which port or place such vessel does not belong, and which is met near to America or the West Indies, shall be permitted, at the choice of the master of such vessel to proceed either to Halifax, or to one of our free ports in the West Indies, at the option of such master, which choice of the master, and the port chosen by and assigned to him, shall be written on one or more of the principal ship's papers ; and any vessel subject to warning, met beyond the equator, shall in like manner be permitted to proceed, at the choice of the master of such vessel, either to St. Helena, the Cape of Good Hope, or the island of Ceylon, and any such vessel which shall be bound to any port or place in Europe, shall be permitted, at the choice of the master of such vessel, to proceed either to Gibraltar or Malta, or to any port in this kingdom, at the option of such master, which request of the master, as well as the port chosen by and assigned to him, shall be in like manner written upon one or more of the principal ships' papers : and we do further direct, that nothing in the above Order contained, shall extend or be construed to extend to repeal or vacate the additional instructions of the 4th day of February last, directing that neutral vessels laden with cargoes consisting of the articles therein enumerated, coming for importation to any port of our united kingdom (provided they are not coming from any port in a state of strict and rigorous blockade) shall not be interrupted.

## IX

NOVEMBER 25, 1807

*Order in Council; establishing certain Regulations as to Vessels clearing out from this Kingdom, with reference to the Order of the 11th of November instant.*

At the Court at the Queen's Palace, the 25th Nov. 1807; present, the King's most excellent Majesty in Council.—Whereas his majesty, by his Order in council, dated 11th of Nov. instant, respecting the trade to be carried on with his majesty's enemies, was pleased to exempt from the restrictions of the said Order all vessels which shall have cleared out from any port or place in this kingdom under such regulations as his majesty may think fit to prescribe, and shall be proceeding direct to the ports specified in the respective clearances: his majesty, taking into consideration the expediency of making such regulations, is pleased, by and with the advice of his privy council, to order, and it is hereby ordered, That all vessels belonging to countries not at war with his majesty, shall be permitted to lade in any port of the united kingdom any goods, being the produce or manufacture of his majesty's dominions, or East India goods or prize goods (all such goods having been lawfully imported) and to clear out with, and freely to convey the same to any port or place in any colony in the West Indies or America, belonging to his majesty's enemies, such port or place not being in a state of actual blockade, subject to the payment of such duties as may, at the time when any such vessels may be cleared out, be due by law on the exportation of any such goods, or in respect of the same being destined to the ports of the colonies belonging to his majesty's enemies, and likewise to lade, clear out with, and convey as aforesaid, any articles of foreign produce or manufacture which shall have been lawfully imported into this kingdom, provided his majesty's licence shall have been previously obtained for so conveying such foreign produce or manufactures: and it is further ordered, That any vessel, belonging as aforesaid, shall be permitted to lade in any port of the united kingdom any goods, not being naval or military stores, which shall be of the growth, produce, or manufacture of this kingdom, or which shall have been lawfully imported, (save and except foreign sugar, coffee, wine, brandy, snuff, and cotton) and to clear out with, and freely to convey the same to any port; to be specified in the clearance, not being in a state of actual blockade, although the same shall be under the restrictions of the said Order, and likewise to lade, clear out, and convey foreign sugar, coffee, wine, brandy, snuff, and cotton, which shall have been lawfully imported, provided his majesty's licence shall have been previously obtained for the exportation and conveyance thereof: and it is hereby further



ordered, That no vessel shall be permitted to clear out from any port or place in this kingdom, to any port or place of any country subjected to the restrictions of the said Order, with any goods which shall have been laden, after notice of the said Order, on board the vessel which shall have imported the same into this kingdom, without having first duly entered and landed the same in some port or place in this kingdom ; and that no vessel shall be permitted to clear out from any port or place in this kingdom to any port or place whatever, with any goods, the produce or manufacture of any country subjected to the restrictions of the said Order, which shall have been laden, after notice as aforesaid, on board the vessel importing the same, without having so duly entered and landed the same, or with any goods whatever which shall have been laden after such notice in the vessel importing the same, in any port or place of any country subjected to the restrictions of the said Order, without having so duly entered and landed the same in some port or place in this kingdom, except the cargo shall consist wholly of flour, meal, grain, or any article or articles the produce of the soil of some country which is not subjected to the restrictions of the said Order, except cotton, and which shall have been imported in an unmanufactured state direct from such country into this kingdom, in a vessel belonging to the country from which such goods have been brought, and in which the same were grown and produced : and it is further ordered, That any vessel belonging to any country not at war with his majesty, may clear out from Guernsey, Jersey, or Man, to any port or place under the restrictions of the said Order, which shall be specified in the clearance, not being in a state of actual blockade, with such articles only, not being naval or military stores, as shall have been legally imported into such islands respectively, from any port or place in this kingdom direct ; and with respect to all such articles as may have been imported into the said islands respectively, from any port or place under the restrictions of the said Order, it shall not be permitted to any vessel to clear out with the same from any of the said islands, except to some port or place in this kingdom. And, etc. [identical with no. v].

## X

NOVEMBER 25, 1807

*Order in Council ; approving Draught of Additional Instructions to the Commanders of Ships of War and Privateers, &c. for protecting Goods going from and coming to any Port of the United Kingdom, to whomsoever the Property may appear to belong.*

At the Court at the Queen's Palace, the 25th Nov. 1807 ; present, the King's most excellent Majesty in Council.—Whereas there was this day read at the Board, the annexed Draught of Additional Instructions

to the commanders of all ships of war and privateers, and to the judge of the high court of admiralty, and the judges of the courts of vice admiralty, for protecting goods going from and coming to any port of the united kingdom, to whomsoever the property may appear to belong: his majesty, taking the said Draught of Instruction into consideration, was pleased, with the advice of his privy council, to approve thereof, and to order, as it is hereby ordered, That, etc. [almost identical with no. VIII].

*Draught of an Additional Instruction to the Commanders of Our Ships of War and Privateers, and to the Judge of Our High Court of Admiralty, and the Judges of Our Courts of Vice Admiralty.*

Our will and pleasure is, that vessels belonging to any state nor [not] at war with us, laden with cargoes in any ports of the united kingdom, and clearing out according to law, shall not be interrupted or molested in proceeding to any port in Europe (except ports specially notified to be in a state of strict and rigorous blockade before our order of the 11th Nov. instant) or which shall hereafter be so notified, to whomsoever the goods laden on board such vessels may appear to belong: and we do further direct, that vessels belonging as aforesaid, coming from any port in Europe (except as before excepted) direct to any port of the united kingdom with goods for importation, shall not be interrupted in the said voyages, to whomsoever the goods laden on board the said vessels may appear to belong: and in case any vessel which shall be met with, and asserted by her master to be so coming, shall be detained, on suspicion of not being really destined to this kingdom, such vessel shall be brought to the most convenient port in the course of her asserted destination, and the captors are hereby required to enquire, with all convenient speed, into the alledged destination, and in case any vessel and goods so brought in and detained shall be proceeded against in our high court of admiralty, or in any courts of vice admiralty, we hereby direct that the same shall be forthwith restored, upon satisfactory proof being made that the cargo was coming for importation to a port of this kingdom.

XI

NOVEMBER 25, 1807

*Order in Council; respecting Enemies Produce and Manufacture on board British Ships.*

At the Court at the Queen's Palace, the 25th Nov. 1807; present, the King's most excellent Majesty in Council.—Whereas his majesty, by his Order in Council of the 11th Nov. inst. was pleased to order and

## THE BRITISH ORDERS IN COUNCIL, 1807 403

declare that all trade in articles which are of the produce or manufacture of the countries and colonies mentioned in the said order, shall be deemed and considered to be unlawful (except as is therein excepted): his majesty, by and with the advice of his privy council, is pleased to order and declare, and it is hereby ordered and declared, That nothing in the said Order contained shall extend to subject to capture and confiscation any articles of the produce and manufacture of the said countries and colonies, laden on board British ships, which would not have been subject to capture and confiscation if such Order had not been made. And, etc. [identical with no v].

### XII

NOVEMBER 25, 1807

*Order in Council ; appointing Times at which Notice shall be presumed to have been received of the Order of the 11th instant at the different places specified in the said Order.*

At the Court at the Queen's Palace, the 25th Nov. 1807 ; present, the King's most excellent Majesty in Council.—Whereas it has been represented that it would be expedient to fix certain periods, at which it shall be deemed that a reasonable time shall have elapsed for receiving information, at different places, of his majesty's Order in council of the 11th Nov. instant, respecting the trade with his majesty's enemies, and in their produce and manufactures : his majesty, taking the same into consideration, and being desirous to obviate any difficulties that may arise in respect thereto, and also to allow ample time for the said Order being known to all persons who may be affected thereby, is pleased, by and with the advice of his privy council, to order and declare, and it is hereby ordered and declared, That information of the said Order of the 11th Nov. instant, shall be taken and held to have been received in the places hereinafter mentioned, at the periods respectively assigned to them ; namely, ports and places within the Baltic, Dec. 21st 1807 ; other ports and places to the northward of Amsterdam, Dec. 11th 1807 ; from Amsterdam to Ushant, Dec. 4th 1807 ; from Ushant to Cape Finisterre, Dec. 8th 1807 ; from Cape Finisterre to Gibraltar, inclusive, Dec. 13th 1807 ; Madeira, Dec. 13th 1807 ; ports and places within the Straights of Gibraltar, to Sicily and Malta, and the west coast of Italy, inclusive, Jan. 1st 1808 ; all other ports and places in the Mediterranean, beyond Sicily and Malta, Jan. 20th 1808 ; ports and places beyond the Dardanelles, Feb. 1st 1808 ; any part of the north and western coast of Africa, or the islands adjacent, except Madeira, Jan. 11th 1808 ; the United States, and British possessions in North America and the West Indies, Jan. 20th 1808 ; Cape of Good Hope, and the east coast of South

404 THE BRITISH ORDERS IN COUNCIL, 1807

America, March 1st 1808 ; India, May 1st 1808 ; China, and the coast of South America, June 1st 1808 ; and every vessel sailing on or after those days from those places respectively, shall be deemed and taken to have received notice of the aforesaid Order : and it is further ordered, That if any vessel shall sail within twenty days after the periods above assigned respectively, from any of the said places, in contravention of the said Order of the 11th Nov. instant, and shall be detained as prize on account thereof ; or shall arrive at any port in this kingdom, destined to some port or place within the restriction of the said Order, and proof shall be made to the satisfaction of the court of admiralty, in which such vessel shall be proceeded against, in case the same shall be brought in as prize, that the loading of the said vessel had commenced before the said periods, and before information of the said Order had actually been received at the port of shipment, the said vessel, together with the goods so laden, shall be restored to the owner or owners thereof, and shall be permitted to proceed on her voyage, in such manner as if such vessel had sailed before the day so specified as aforesaid ; and it is further ordered, That no proof shall be admitted, or be gone into, for the purpose of shewing that information of the said Order of the 11th Nov. instant had not been received at the said places respectively, at the several periods before assigned. And, etc. [identical with no. v].

XIII

NOVEMBER 25, 1807

*Order in Council ; establishing certain Regulations as to Vessels clearing out from the Ports of Gibraltar and Malta, with reference to the Order of the 11th Nov. instant.*

At the Court at the Queen's Palace, the 25th Nov. 1807 ; present the King's most excellent Majesty in Council.—Whereas his majesty, by his Order in Council, dated the 11th Nov. instant, respecting the trade to be carried on with his majesty's enemies, was pleased to exempt from the restrictions of the said Order all vessels belonging to any country not at war with his majesty, together with their cargo, which shall be coming from any port or place in Europe which is declared in the said Order to be subject to the restrictions incident to a state of blockade, direct to some port or place in Europe belonging to his majesty ; and also all vessels which shall be cleared out from Gibraltar or Malta under such regulations as his majesty may think fit to prescribe, and which shall be proceeding direct to the ports specified in their respective clearances : and whereas it is expedient to encourage the trade from Gibraltar and Malta to countries under the restrictions of the said Order subject to regulations to be made in respect thereto :

his majesty is therefore pleased to prescribe the following regulations in regard to such trade accordingly, and, by and with the advice of his privy council, to order, and it is hereby ordered, That all sorts of flour and meal, and all sorts of grain, tobacco, and any other article in an unmanufactured state, being the growth and produce of any country not being subjected by the said Order to the restrictions incident to a state of blockade (except cotton, and naval and military stores) which shall have been imported into Gibraltar or Malta, direct from the country where the same were grown and produced, shall, without any licence, be permitted to be cleared out to any port or place, not being in a state of actual blockade, without the same being compelled to be landed: but neither the said article of cotton, however imported, nor any article which is not the growth, produce, or manufacture of this kingdom, or which has not been imported in a British ship, or from this kingdom direct, (except fish), and which shall have been laden at the port of original shipment, after the period directed by an Order of this date to be taken as the time at which notice of the said Order of the 11th Nov. shall be considered as having been received at such port of shipment, shall be permitted to be exported from Gibraltar or Malta, except to some port or place in this kingdom: and all other articles of the growth, produce and manufacture of this kingdom, or which shall have been imported into Gibraltar or Malta in a British ship, or from some port or place in this kingdom, together with the article of fish, however imported, may be exported to any ports or places in the Mediterranean or Portugal, under such licence only as is hereinafter directed to be granted by the governor of Gibraltar and Malta respectively: and it is hereby further ordered, That licences be granted by the governors, lieutenant governors, or other persons having the chief civil command at Gibraltar or at Malta respectively, but in his majesty's name, to such person or persons as the said governors, lieutenant governors, or persons having the chief civil command shall think fit, allowing such person or persons to export from Gibraltar direct, to any port in the Mediterranean or to any port of Portugal, or to any port of Spain without the Mediterranean, not further north than Cape Finisterre, and from Malta direct to any port being within the Mediterranean, with any articles of the produce or manufacture of his majesty's dominions; and any articles which shall have been imported into Gibraltar or Malta from this kingdom, to whomsoever such articles shall appear to belong (not being naval or military stores) in any vessel belonging to any country not at war with his majesty, or in any vessel not exceeding one hundred tons burthen, and being unarmed, belonging to the country to which such vessel shall be cleared out and going; and also to import in any such vessel or vessels as aforesaid, from any port within the Mediterranean, to Gibraltar or Malta, or from any port in

Portugal or Spain as aforesaid, to Gibraltar, such port and such destination respectively to be specified in such licence, any articles of merchandize, whatsoever and to whomsoever the same may appear to belong, such articles to be specified in the bill of lading of such vessel, subject however to such further regulations and restrictions with respect to all or any of the said articles so to be imported or exported, as may be inserted in the said licences by the governors, lieutenant governors, or other persons having the chief civil command at Gibraltar or Malta for the time being respectively, as to them shall from time to time seem fit and expedient.—And it is further ordered, That in every such licence shall be inserted the names and residence of the person or persons to whom it shall be granted, the articles and their quantities permitted to be exported, the name and description of the vessel and of the master thereof, the port to which the vessel shall be allowed to go, which shall be some port not under actual blockade; and that no licence so to be granted, shall continue in force for longer than two months from its date, nor for more than one voyage, or any such licence be granted, or acknowledged to be valid, if granted, to permit the clearance of any vessel to any port which shall be actually blockaded by any naval force of his majesty, or of his allies.—And it is further ordered, That the commanders of his majesty's ships of war and privateers, and all others whom it may concern, shall suffer every such vessel sailing conformably to the permission given by this Order, or having any licence as aforesaid, to pass and repass direct between Gibraltar or Malta and such port as shall be specified in the licence, in such manner, and under such terms, regulations, and restrictions, as shall be expressed therein.—And it is further ordered, That in case any vessel so sailing as aforesaid, for which any such licence as aforesaid shall have been granted, and which shall be proceeding direct upon her said voyage, shall be detained and brought in for legal adjudication, such vessel, with her cargo, shall be forthwith released by the court of admiralty or vice admiralty, in which proceedings shall be commenced, upon proof being made that the parties had duly conformed to the terms, regulations, and restrictions of the said licence; the proof of such conformity to lie upon the person or persons claiming the benefit of this Order, or obtaining or using such licence, or claiming the benefit thereof.—And it is hereby further ordered, That no vessel belonging to any state on the coast of Barbary, shall be prevented from sailing with any articles of the growth or produce of such state, from any port or place in such state to any port or place in the Mediterranean or Portugal, such port or place not being actually blockaded by some naval force belonging to his majesty, or his allies, without being obliged to touch at Gibraltar or Malta.—And, etc. [identical with no. v].

THE BRITISH ORDERS IN COUNCIL, 1807 407

XIV

DECEMBER 18, 1807

*Order in Council ; declaring that his Majesty's Orders of the 11th of Nov. shall not extend to permit the Produce of enemies Colonies in the West Indies to be brought direct to any British Port in Europe.*

At the Court at Windsor, the 18th Dec. 1807 ; present, the King's most excellent Majesty in Council :

His majesty is pleased, by and with the advice of his privy council, to order, and it is hereby ordered, That nothing in his majesty's Order in Council of the 11th of Nov. last, shall extend or be construed to extend, to permit any vessel to import any articles of the produce or manufacture of the enemy's colonies in the West Indies, direct from such colonies to any port of this kingdom, and it is further ordered, That all vessels which may arrive in the ports of this kingdom direct from the colonies aforesaid, shall nevertheless be released, upon proof being made that the charter-party or other agreement for the voyage was entered into before notice of this Order. And, etc. [identical with no. v].

## APPENDIX II

FRENCH CUSTOMS DUTIES ON COLONIAL PRODUCE, 1802-10<sup>a</sup>

Commodities	From French colonies						From foreign colonies					
	1802 <sup>b</sup>	1803 <sup>b</sup>	1804	1805	1806	1810	1802	1803	1804	1805	1806	1810
Sugar, raw . . .	30	30	..	..	45	300	45	45	..	..	55	300
clay . . .	50	50	..	..	80	400	75	75	..	..	100	400
refined . . .	100	.. <sup>c</sup>	..	..	..	..	100	.. <sup>d</sup>	..	..	..	..
Molasses . . .	18	18	..	..	..	..	..	.. <sup>d</sup>	..	..	..	..
Coffee . . .	50	50	..	75	125	400	75	75	..	100	150	400
Cocoa . . .	50	50	..	95	175	1,000	75	75	..	120	200	1,000
Tea, green (kilo.)	..	..	..	{ (+5%) <sup>e</sup>	{ (+10%) <sup>e</sup>	{ 600	..	..	..	{ (+5%) <sup>e</sup>	{ (+10%) <sup>e</sup>	{ 600
other sorts (kilo.)	..	..	..	2	3	{ 150	..	..	..	2	3	{ 150
Preserves . . .	50	16	..	..	..	..	..	..	..	..	..	..
Tafia (hectolitre)	10	10	..	..	..	..	..	..	..	..	..	..
Liqueurs (litre)	1	1	..	..	..	..	1.50	1.50	..	..	..	..
Ginger . . .	6	6	..	..	..	..	9	9	..	..	..	..
Cloves (kilo.) . . .	..	..	..	3	3	600	..	..	..	3	3	600
Pepper, white . . .	..	{ 30 <sup>f</sup>	40 <sup>f</sup>	80	135	{ 600	..	{ 60	40 <sup>f</sup>	100	150	{ 600
black . . .	..	..	..	..	..	{ 400	..	..	..	..	..	{ 400
Cassia . . .	6	6	..	..	..	..	9	9	..	..	..	..
Cinnamon, ordinary	..	..	..	..	..	1,400	..	..	..	..	..	1,400
fine . . .	..	..	..	..	..	2,000	..	..	..	..	..	2,000
Nutmeg . . .	..	..	..	..	..	2,000	..	..	..	..	..	2,000
Cochineal . . .	..	..	..	..	..	2,000	..	..	..	..	..	2,000
Hyswin . . .	..	..	..	..	..	900	..	..	..	..	..	900
Annatto . . .	4	4	..	..	..	..	6	6	..	..	..	..
Indigo . . .	10	10	..	..	..	900	15	15	..	..	..	900



FRENCH CUSTOMS DUTIES ON COLONIAL PRODUCE 1802-10<sup>a</sup>

Commodities	From French colonies						From foreign colonies					
	1802 <sup>b</sup>	1803 <sup>b</sup>	1804	1805	1806	1810	1802	1803	1804	1805	1806	1810
Madder . . . . .	..	..	..	2, 6, 15 <sup>c</sup>	2, 6, 15 <sup>c</sup>	..	..	..	..	2, 6, 15 <sup>c</sup>	2, 6, 15 <sup>c</sup>	..
Pernambuco . . . . .	..	..	..	..	..	120	..	..	..	..	..	120
Logwood . . . . .	..	..	..	..	..	80	..	..	..	..	..	80
Dyewood, ground . . . . .	..	..	..	..	..	100	..	..	..	..	..	100
Mahogany and Mar- quetry wood . . . . .	10	10	..	20	20	50	15	15	..	25	25	50
Tortoise shell . . . . .	30	30	..	..	120	..	45	45	..	..	120	..
Hides, dry, with hair on (per hide) . . . . .	0-25	0-25	..	..	..	..	0-40	0-40	..	..	..	..
Raw cotton . . . . .	2	2	1	..	60	{ 200 <sup>h</sup> 800	3	3	1	..	60	{ 200 <sup>h</sup> 800

<sup>a</sup> The tariffs referred to are : Thermidor 3, year x ; Floréal 8, year xi ; Ventôse 22, year xii ; Pluviôse 17, year xiii ; February 22, March 4, April 30, 1806 ; August 5, 1810 (Trianon tariff). Duties are given in francs per quintal métrique (100 kilograms), unless otherwise stated. Consumption duty is always included.

<sup>b</sup> In the tariffs of 1802 and 1803 non-specified commodities pay half duty when coming from French colonies.

<sup>c</sup> Refined sugar prohibited in 1803 ; export bounty 50 francs.

<sup>d</sup> Molasses prohibited in 1803 ; when coming from foreign colonies.

<sup>e</sup> Tea, 1805 : value below 10 fr. per kg. : 2 fr. per kg. ; value from 10 fr. per kg. upward : 2 fr. + 5 per cent. *ad valorem*. Tea, 1806 : value below 8 fr. per kg. : 3 fr. per kg. ; value from 8 fr. per kg. upward : 3 fr. + 10 per cent. *ad valorem*.

<sup>f</sup> Pepper, 1803 : the lower duty when coming from Cayenne or the French colonies in the east, in French bottoms. Pepper, 1804 : colonial duty as above when imported through French commerce from beyond the Cape except from Isle-de-France (Mauritius) and Réunion.

<sup>g</sup> According to different stages of manufacture.

<sup>h</sup> Raw cotton : from Brazil, Cayenne, Surinam, Demerara and Georgia long staple 800 fr. ; from the Levant by sea, 400 fr. ; from the Levant by Cologne, Coblenz, Mainz, Strassburg, 200 fr. ; from other countries except Naples, 600 fr. ; from Naples, old duty, 60 fr.

## INDEX

- Aall, Jacob, cited, 211, 384.  
 Abbeville, textile centre, 21.  
 Aberdeen, petition against licence system, 209.  
 Achard, German chemist, 291.  
 Adams, Henry, cited, 383.  
 Addington. *See* Lord Sidmouth.  
 Ahnfelt, cited, 180, 384.  
 Aix-la-Chapelle, textile centre, 269, 313.  
 Alexander I, Emperor of Russia, 142, 152-153, 235, 318.  
 Algiers, 124.  
 Altona, 55, 188, 224; American trade with, 137; English goods barred from, 163, 168.  
 Alum, production of, 288.  
 Amelia Island, 137, 143.  
 Amiens: textile centre, 21; Peace of, 42, 45, 61, 67, 79.  
 Ammonia, production of, 288.  
 Amsterdam: 60; licence bribing in, 207; prices of licences in, 210; economic crisis in, 239; importance of foreign trade to, 260.  
 Antwerp: 104, 223; auctions of confiscated goods at, 227; importance of foreign trade to, 260; prices of cotton in, 276.  
 Archangel: 209; trade route via, 233.  
 Armed Neutrality, League of: (1780), 31; (1794), 50; (1800), 77.  
 Artois, Province of, 21.  
 Ashley, cited, 15.  
 Assignats, 63, 65, 268.  
 Aube Department, 273.  
 Auckland, Lord (William Eden), 20, 122.  
 Auctions of confiscated goods, 158, 227.  
 Austerlitz, defeat of Third Coalition at, 88.  
 Austria: 78; subsidiary to France, 122; ceding of land to France, 149; French campaign against, 180, 183; importation of American cotton, 185; resistance of tariff, 225; new trade connexions of, 231; effect of French blockade on, 260 *et seq.*  
 Autos-da-fé, 203, 227 *et seq.*  
 Azores, cotton trade route via, 138.
- Bacher, French minister to Confederation of the Rhine, 296; report on new trade routes, 231-232.
- Baden: Trianon decree in, 225; emigration of cotton workers from, 232; decline in industrial development of, 306, 310; closing of frontier of, 316.  
 Baines, cited, 169, 266.  
 Balance of trade: 11, 70; attempt to ruin English, 341; English (1805-1809), 352.  
 Ballot, cited, 22, 74, 169, 266.  
 Bank of England: released from note redemption, 64; decrease of metallic reserve of, 70, 349, 358, 362.  
 Bank Restriction Act (1797), 64, 361 *et seq.*  
 Bankruptcies: in England, 240, 363; of French cotton manufacturers, 279.  
 Barcelona, 77, 107.  
 Barère, French Jacobin, 28.  
 Baring, Alexander, junior partner of Baring Bros., attack on licence system by, 206 *et seq.*  
 Baring Bros., British commercial house, 170, 206, 372.  
 Basel, 271, 276.  
 Bassett, cited, 46, 50.  
 Batavia, 107; American trade with, 104.  
 Bathurst, Lord, 120, 234; statement on licences, 368-369.  
 Bauwens, Liéven, French cotton manufacturer, 270 *et seq.*, 279, 281.  
 Bavaria: 315; new trade connexions of, 231; measures against Switzerland, 309.  
 Bayonne, 57.  
 Bayonne decree (1808), 135-136.  
 Bayreuth, 232.  
 Beauharnais, Eugene de. *See* Eugene.  
 Beck, cited, 285.  
 Becher, Johann Joachim, cited, 59.  
 Belgium, 259, 271; French policy towards, 56.  
 Berchtesgaden, trade route through, 232.  
 Berg, Grand Duchy of; customs rates on woollens and textiles, 24; effect of customs prohibitions on, 84; insurrections in, 154; blockade of, 183; importance of foreign trade to, 260; French decree against textiles of, 298; industrial conditions in, 311 *et seq.*  
 Bergamo, trade route via, 233.  
 Bergen-op-Zoom, 167.  
 Bergwall, cited, 138, 180, 183, 237, 384.

- Berkeley, Bishop, statement on export of gold, 368.
- Berlin decree, 84, 88 *et seq.*, 215, 250.
- Bernadotte, Crown Prince of Sweden, cited, 72, 166.
- Bernstorff, A. P., Danish statesman, 31.
- Beugnot, governor of Düsseldorf, 295, 313-314.
- Binz, Professor Arthur, cited, 296.
- Birmingham, 38, 104.
- Blücher, Prussian field-marshal, 97.
- Bohemia: 301; extension of customs cordon to, 232; dependency on foreign trade, 260; industrial development of, 316.
- Bonaparte, Joseph, King of Naples, 86, 89, 180, 298.
- Bonnard, French metallurgist, 284.
- Bordeaux: licence bribing in, 207; freight rates in, 233; licence system in, 250; importance of foreign trade to, 260.
- Bosnia, 191, 276.
- Boucher de Perthes, French customs officer, 191-192.
- Bourdon, Léonard, cited, 55.
- Bourrienne, French minister in Hamburg, 97, 166, 187, 195-196, 204, 223, 229; statement on smuggling, 188-189, 203.
- Brandy: French export of, to England, 71, 192; special licence to import, 118; as return freight, 217, 250; loss of market for, 317.
- Brazil: 53; removal of Portuguese government to, 122, 175, 247; English trade with, 243, 326.
- Breda, 167.
- Bremen: 54; blockade of, 81; repressive measures against, 82; corn exports of, 95; increased trade of, 96; French occupation of, 97; decline of shipping in, 170, 179; customs line breaking in, 194; bribing of customs officials in, 195; customs courts at, 223; importance of foreign trade to, 260; cotton prices in, 276; corn and wheat prices in, 319.
- Bremerlebe, 163.
- Brest, blockade of, 81, 108.
- Brissot, leader of the Girondists, 59, 63.
- Brodnitz, cited, 38.
- Brody, trade route to, 232-233.
- 'Broken voyages,' 102, 128.
- Brougham, Henry (later Lord Brougham): iii; cited, 114; attacks of, on licence system, 206; description of false ships' papers, 211 *et seq.*
- Brown Bread Act (1800), 339.
- Brune, Marshal, French governor-general of Hamburg, 165-166, 195.
- Buenos Aires, English naval expedition against, 176.
- Bullion Committee (1810), report of, 206, 357, 360.
- Burke, cited, 61-62.
- Büsch, cited, 48, 50.
- Buxton, Sir Thomas Fowell, 354.
- Cadiz, 104; cotton trade route via, 138.
- Cahiers*, 21.
- Caillard, cited, 56.
- Calais, freight rates to London, 233.
- Calico: effect of English competition on French, 21; prohibitions on importation of, 85; aid given to factories in Saxony, 231; printing of, 303 *et seq.*; in England, 330.
- Camphor, production of, 288.
- Canning, George: 113, 135, 138, 168, 326; statement on British measures, 99, 110, 121.
- Captures at sea, 32-33, 94, 106, 109.
- Caracas, American coffee trade with, 104.
- Cartagena, American trade with, 104.
- Castlereagh, Lord, English foreign secretary, 207.
- Caulaincourt, French ambassador at St. Petersburg, 235, 318, 345.
- Certificates of origin, 25-26.
- Ceylon, 119.
- Châlons-sur-Marne, textile centre, 21.
- Champagny, French minister of the interior, 73, 125, 204, 234; note of, 140, 142, 296, 343.
- Channing, cited, 101, 131, 146-147.
- Chaptal, Jean A., minister of the interior, cited, 22, 60, 73-74, 193, 266, 269, 271, 277, 279, 282, 288 *et seq.*, 292, 294, 342.
- Chapuisat, cited, 29, 187, 306.
- Charleston (South Carolina): 102-103, 133; accumulation of cotton in, 143.
- Chemical industry, development of, 286 *et seq.*
- Chemnitz, calico production in, 303-304.
- Chesapeake* affair, 129.
- Cinnamon, duty on, 202.
- 'Circuitous voyages,' 45, 103, 108.
- Clason, cited, 50, 180, 237.
- Clérembault, French consul at Königsberg, 204, 234.
- Cloth: 296, 312; English embargo on French, 14; French importation of English, 166; increase of manufacture in Copenhagen, 316.
- Cloves, duty on, 202.

- Coal: confiscation of English, 163; scarcity in Hamburg, 316; shipped from Newcastle and Sunderland, 329.
- 'Coast system': 78; extension of, 88, 149.
- Cochineal: 293; duty on, 202; price of, 290.
- Cocoa, increase of customs rates on, 85, 202.
- Coffee: increase of customs rates on, 85, 117, 202; exported from West Indies, 102; special licence to import, 118; rise in prices of, 170; decline in price of, 172, 247; exported from Gothenburg, 180, 182, 236; smuggling of, 188; substitutes for, 291; shortage of, 320.
- Colbert: 22; mercantilist theory of, 10.
- Collin de Sussy, Count, French director-general of customs, 183, 197.
- Cologne: auctions of confiscated goods at, 227; textile centre, 269, 313.
- Colonial trade: 36, 39; restrictions on, 81; conflict for, 101-102; British measures against American, 105; shifting of, 230; decline of, 244-245.
- Commerce nouveau*, 36.
- Commercial wars, 11-12; between England and France, 13 *et seq.*, 24 *et seq.*, 81 *et seq.*, 126.
- Confederation of the Rhine: 309, 315; subsidiary to France, 122; blockade of, 183-184; Trianon decree in, 225; enforcement of French laws in, 249; customs union in, 295-296; industrial conditions in, 299.
- Constantinople, trade route via, 233.
- Copenhagen: condition of markets of, 104; bombardment of, 122, 168, 347.
- Corn: seizures of cargoes of, 33, 43; importation to France, 44; exported from Germany, 95; exported to West Indies, 102; fall in prices of, 319; prohibition of export, 342; corn policy of Napoleon, 344-345.
- Cotton: effect of English industrial revolution on French, 21; steam used in spinning, 22; customs duties on, 24, 201; prohibition of importation of, 85-86; of export, 118-119, 347; decline in British importation of, 134, 173, 329; stored in Charleston, 143; American exportation to Liverpool (1806-1814), 147; shortage in France, 169; export of, 171, 181; importation of American, 185; aid given to factories in Saxony, 231; manufactures (1803-1815), 246; fall in prices of, 247; development of industry, 269 *et seq.*; raw prices in Great Britain and on Continent (1806-1814), 274 *et seq.*; development of industry in Saxony, 303 *et seq.*
- Credit system of England, 64 *et seq.*, 157 *et seq.*, 333, 362-363.
- Cretet, French minister of the interior, 94.
- Creusot works, French iron manufactory, 284.
- Crises: British, 238 *et seq.*, 330; French, 248 *et seq.*, 273, 278, 314.
- Croatia, 149.
- Cuba: sugar production in, 101, 104; trade with England, 175.
- Cunningham, Miss Audrey, cited, 62-63, 66-67, 69, 80, 211, 331, 336, 349.
- Customs. *See* Duties.
- Customs courts, establishment of French, 203, 222 *et seq.*
- Cuxhaven, French seizure of, 82, 163.
- Dalmatia, French acquisition of, 149.
- Daniels, cited, 134, 138.
- Danzig: export of foodstuffs from, 216; shipping licences granted in, 219; exports of timber and corn, 251, 340, 345.
- Darmstadt, 301.
- Darmstädter, cited, 175, 185, 198, 226, 228 *et seq.*, 249, 266, 295, 318.
- Davout, Marshal, Prince of Eckmühl, French governor-general of Hamburg, 195, 197, 252.
- De Cérenville, 87; cited, 157, 178, 187, 199, 229, 254, 291, 295, 306.
- Decrès, Admiral, French minister of marine, 91, 125, 128, 135.
- De Guer, Chevalier, 66, 69-70.
- Delessert, beet sugar manufacturer, 292.
- Denmark: 43, 54; French attacks on commerce of, 48; dependency on England, 52; opposed to Russia, 57; member of Armed Neutrality League, 77; effect of licence system on, 219; decree of, 225; coffee substitute factories, 291; condition of industry in, 316.
- De Watteville, cited, 78, 193.
- D'Hauterive, 73.
- Dislocations, economic, 73, 239, 262, 321, 330.
- Dollfus, Mieg & Cie, of Mülhausen, 282.
- Duboscq, cited, 168, 178, 180, 183, 185, 367.
- Dumonceau, General, French general, 163.

- Dunan, Marcel, cited, 4, 375.  
 Dunkirk : 193 ; corn exported to, 216.  
 Dupont de Nemours, 56.  
 Duties (customs) : English and French, 14 ; lowering of, 20, 26 ; on woollen and textiles, 24 ; increase of colonial, 85, 117 ; Alexander's custom ukase, 152 ; receipts from, in France, 197, 221 ; rates of, 200 ; regulations of, 222.  
 Dyestuffs : 283 ; advancement in production of, 289 *et seq.*  
 East Friesland : 41, 107, 162 ; barring of imports from, 82.  
 Eden treaty : terms of, 20-21, 250 ; efforts to renew, 79.  
 Edward III, King of England, 38.  
 Ehrenberg, Professor Richard, cited, 355, 372.  
 Elbe : 230 : barring of, 54, 56-57 ; blockade of, 81, 108, 123 ; raising of blockade, 82 ; French control of, 88, 97, 163 *et seq.*, 182.  
 Eldon, Lord, English Lord Chancellor, 110.  
 Embargo Act (1807), 130 *et seq.*, 170, 173, 319.  
 Emden : 41, 56 ; markets of, 104 ; military cordon from, 162, 224.  
 Ems : 162, 183 ; blockade of, 81, 151, 182 ; raising of blockade of, 82.  
 Enforcement Act (1809), 132, 136.  
 Erskine, Lord, 92, 138, 272.  
 Essex case, 107-108, 128.  
 Etruria : 95 ; subsidiary to France, 122 ; incorporated with France, 149, 171 ; blockade of, 151.  
 Eudel, head of French customs in Hamburg, 223.  
 Eugene, Viceroy of Italy, 199-200, 215, 219, 297, 341.  
 Exchange : English foreign, 65-66, 70 ; unfavourable English rate of, 253, 353 *et seq.* ; decline in Russian, 317.  
 Exports : decline in English (1792-1800) 42 ; strangling of, 57 ; during Seven Years War, 68 ; attack on English, 70 ; rise in English, 80-81, 96 ; of corn through Bremen, 95 ; effort to cripple French, 99-100 ; growth of United States, 103-104, 109, 146 ; English (1807-1809) 174, 177, 243 *et seq.* ; English, to America (1807-1809), 175 ; French plan to increase, 216-217, 300 ; of gold, 357 *et seq.* ; effect of blockade on English, 324 *et seq.*, 350-351.  
 Fierante, Jewish traders, 183, 232.  
 Finland, conquest of, 123.  
 Fiscalism, 17, 158, 161, 253, 346.  
 Fischer, J. C., Swiss manufacturer, 285.  
 Fisher, cited, 180, 187, 347.  
 Fisheries : special regulations for, 132-133 ; scarcity of salt for, in Holland, 317.  
 Fiume cotton importation, 183.  
 Flax : diminished importation in England, 173 ; imports to England (1803-1815), 242 ; need of spinning machine, 277 ; Girard's flax spinning machine, 283 ; difficulty of importation of, 307.  
 Flushing, 193.  
 Fontainebleau, decree (1810) : 153, 194, 202 ; operation of, 221 *et seq.*, 243.  
 Foodstuffs : blockade of, 44 ; shortage of, in West Indies, 133 ; exceptions from regulations for importation of, 206 ; shortage of, in Norway, 208 ; effect of licences on exports of, 216 ; on imports of, 250 ; English imports of, 336 *et seq.*  
 Foreign trade : of the United States (1790-1807), 103 (1807-1817), 146 ; advantage of licences to, 207-208.  
 Foster : British minister to United States, 208 ; British chargé d'affaires in Stockholm, 348.  
 Fouché, French minister of police, 164, 296, 343.  
 Fox, Charles James, British foreign secretary, 108-109.  
 Frankfurt-am-Main : 354-355 ; barring of imports from, 82 ; seizures of British goods in, 162 ; increased trade of, 184-185 ; decree of France for, 225 ; auctions of confiscated goods at, 227 ; Fair at, 307.  
 Frederick VI, King of Denmark, 122, 154, 168, 347.  
 'Free goods,' 36, 78, 105, 118.  
 Freight, rise in rates, 233.  
 Fröding, cited, 237.  
 Galanti, statement on smuggling, 194.  
 Gallatin, secretary of the treasury of the United States, 320.  
 Gaudin, French minister of finance, 71, 93, 136, 192, 343.  
 Geering, cited, 266, 306, 326.  
 Geneva, 27, 196, 307 ; decline of watch-making industry in, 310.  
 Genoa, 276.  
 Ghent : cotton industry in, 270, 278, 280 ; prices of cotton in, 274.  
 Gibraltar, 56, 120, 123.

- Girard, French inventor, 283.  
 Gold: reserve, 66-67; exportation from England, 71, 354 *et seq.*, 368.  
 Gothein, cited, 306.  
 Gothenburg: 160, 234-235; American trade with, 137; colonial trade through, 179; transfer of English trade to, 182; smuggling methods in, 191; licence bribing in, 207; as trade centre, 222; 236-237.  
 Grade, cited, 211, 237, 348.  
 Grenville, Lord: prime minister, 109; measures of, 110; resignation of, 113; opinion of Orders in Council, 115, 121; statement on prices, 173.  
 Grey, Earl (Lord Howick), 109 *et seq.*, 122.  
 Guadeloupe: French possession, 101; British occupation of, 150, 243; bribing for trading licences with, 207.  
 Guiana: French possession, 101, 104; British occupation of, 150.  
 Haiti: sugar production in, 101; British occupation of, 150.  
 Halifax, 119, 133.  
 Hamburg: 54, 89, 170, 235; fluctuation of rate of exchange on, 70, 356-357; blockade of, 81, 95; repressive measures against, 82; increased trade of, 96; French seizure of, 96-97; markets of, 104; military cordon in, 162-163; decline in shipping of, 179; smuggling in, 189-190, 194; bribing of customs officials at, 195; enforced importation of goods to, 217; customs court at, 223; importance of foreign trade, 260; industrial conditions in, 316.  
 Hamburgerberg, 188-189, 226.  
 Hanover: 54, 152; French occupation of, 82.  
 Hanse Towns: 52, 54, 57, 168; French attacks upon commerce of, 82; closing to trade, 93, 95, 163; trade with United States, 96, 137; French annexation of, 152, 222, 224; rise of prices in, 170; licence system in, 216, 219, 345-346; enforced exportation to, 217; economic crisis in, 239.  
 Hardenberg, Prussian statesman, 160.  
 Hasse, cited, 169.  
 Haugwitz, Prussian foreign minister, 56.  
 Hauptmann, Gerhart, German author, 316.  
 Havana, 107, 133.  
 Havre: blockade of, 108; importance of foreign trade to, 260.  
 Hawtrey, cited, 67, 357, 381.  
 Heckscher, Eli F., cited, 374.  
 Heligoland: 54; English possession of, 168; trade route via, 178-179; cotton stores at, 182; scarcity of licences in, 205; proposed capture of, 224.  
 Hemp: rise in price of, 172; decline in English importation of, 173; freight rates of, 233; imports to England (1803-1815), 242; difficulty of importation to Switzerland, 307; scarcity on Continent, 320.  
 Herkner, cited, 266.  
 Herries, J. C., commissary in chief of English finance, 354-355.  
 Hjärne, Professor, cited, 23, 251.  
 Hoeniger, cited, 319, 367.  
 Holland: 52, 95, 209, 219; French measures against, 28; alliance with France, 57; decline of, as maritime nation, 59; French domination of, 79, 82, 122; prohibition of English intercourse, 83; stagnation of trade of, 104, 317; blockade of, 151; French incorporation of, 151, 200, 241, 312; trade through, 170; smuggling in, 177, 181 *et seq.*, 367; trade with Ghent, 271; corn trade with England, 344.  
 Holm, Professor Edvard, cited, 37, 46, 50, 78, 122, 168, 211, 219, 348.  
 Holstein, 54, 168; military cordon around, 162; decline in shipping of, 170; expansion of colonial trade of, 182; smuggling in, 194; treatment of colonial goods, 226.  
 Hope & Co., English commercial house, 170, 372.  
 Horner, Francis, chairman of Bullion Committee, 206.  
 Hull, petitions against licence system, 209.  
 Huntsman, English metallurgist, 285.  
 Huskisson, British statesman, 186, 333.  
 Imports: abolition of prohibitions on, by Eden Treaty, 20; prohibition of English, 25; United States (1790-1807), 103, (1807-1817), 146; increase of Gothenburg, 236, 241; of French continental states diminished, 262; of Sweden and America increased, 265; of foodstuffs by England, 336 *et seq.*

- Indigo: 366; stored in Leipzig, 185; smuggling of, 188; duty on, 202; freight rates on, 233; prices of, 289-290.
- Industrial Revolution, 17, 240, 304, 308.
- Instructions: of 1793, 43, 45, 105; of 1794, 45; of 1798, 45, 105-106, 113; of 1803, 105-106.
- Insurance: special premiums on enemy goods, 42, 368; rise in marine rates, 165, 171; on smuggled goods, 194, 203.
- Iron: effect of British competition on French production, 21; condition of, industry in France, 283 *et seq.*; in Saxony, 303; in Grand-Duchy of Berg, 314; English exportation of, 330.
- Isle-de-France (Mauritius): effect of wars on trade of, 101; American trade with, 104; British occupation of, 150; bribes for trading licences with, 207.
- Istria, French acquisition of, 149.
- Italy: 261, 313; prohibitions on exports of, 86; subsidiary to France, 122, 297; blockade of North, 151; export obligation of, 217; shipping licences in, 219; enforcement of French laws in, 249; market for cotton goods, 271; French policy in, 297, 309; increase of trade of, 300; closing of frontier of, 316; corn exportation of, 342 *et seq.*
- Jamaica, sugar production in, 101.
- Java, British possession of, 150.
- Jay Treaty, 44.
- Jefferson, President, 127, 131, 138.
- Jena, battle of, 88.
- Jenny-Trümpy, A., cited, 266, 326.
- Jerome, King of Westphalia, 183, 198.
- Jesuit's Bark, prohibition of export of, 118-119, 347.
- Johnson, Emory, cited, 38, 97, 101.
- Karlshamn, seizure of English vessels at, 235.
- Kersaint, Girondist naval officer, 52-53, 66.
- Kieselbach, cited, 29, 62, 66-67, 193, 203, 229.
- Kiewning, cited, 295.
- Klinckowström, cited, 46.
- Kniphäusen, Order in Council affecting, 114.
- König, cited, 87, 158, 164, 168-169, 185, 187, 229, 274, 290, 292, 303.
- Königsberg, 183, 185, 204; colonial goods shipped through, 231-232.
- Krefeld, textile centre, 313.
- Labour: unrest of, 73; efforts to improve conditions of, in England, 334.
- Labouchère, French head of Hope & Co., 170, 372.
- Lachevardière, French consul in Hamburg, 164-165, 195, 204.
- Laissez-faire*, theory of, 17, 19, 73, 332, 334.
- La Plata, American trade with, 104.
- La Rochelle: dependency on foreign trade, 260; influence of shortage of raw materials on, 321.
- Larsson, Hugo, cited, 50.
- Lasalle, Henri, cited, 62.
- Lauenburg, French annexation of, 152.
- Lavoisier, French chemist, 286.
- Leather: effect of British competition on French production of, 21; exported from England, 166.
- Leblanc, French chemist, 288.
- Lecky, cited, 36.
- Lecouteulx, cited, 56.
- Leghorn: closed to English trade, 123; French incorporation of, 149; cotton imported through, 171.
- Legrand, cited, 87.
- Leipzig: seizures of British goods in, 162; Fair at, 164, 169, 185, 301, 306, 309; price of coffee in, 170; of cotton, 177, 275; cessation of cotton imports of, 185; smuggling through, 195; colonial goods stored at, 226, 231; prices of sugar in, 292.
- Lemberg, trade routes to, 233.
- Lenoir, Richard, 73, 271, 278-279.
- Levasseur, Emile, cited, 15-16, 20, 24, 29, 80, 87, 97, 163, 203, 230, 266, 269, 274, 279, 281, 292, 343.
- Leyden: 299; smuggling in, 178.
- Licences: system of, 16-17, 41, 71, 108, 118 *et seq.*, 142, 249 *et seq.*, 342 *et seq.*, 368; opposition to, 205 *et seq.*
- Linen: English embargo on French, 14; effect of blockade on, 268 *et seq.*; condition of industry in Saxony, 303 *et seq.*; in other countries, 316.
- Linvald, cited, 111, 168.
- Lisbon: 53; condition of markets of, 104; cotton trade route via, 138, 171.
- Liverpool: decline of cotton imports of, 134, 173; imports of American cotton (1806-1814), 147.
- Liverpool, Lord (Lord Hawkesbury), 186.

- Louis XIV, 23.  
 Louis XVI, 25.  
 Louis, of Holland: 71, 93, 162, 177, 181, 184; abdication of, 151; attitude toward blockade, 180, 367.  
 Lübeck: French seizure of, 97; military cordon about, 162, 164.  
 Lunéville, 78.  
 Lyons: 23, 60, 298; loss of cotton workers in, 232.
- Macauley, Lord, cited, 61-62.  
 McCulloch, cited, 176-177, 336.  
 Machine-spinning, 304 *et seq.*  
 McMaster, J. B., 101, 104.  
 Madison, President, 128, 138.  
 Mahan, Admiral: cited, 30, 42, 45-46, 49-50, 56-57, 91, 108, 127, 134, 145, 159, 169; criticism of Continental System, 94, 97; statement on licence system, 211.  
 Malesherbes, cited, 64  
 Malmesbury, Lord, 27.  
 Malta, 120.  
 Malthus, cited, 338, 359.  
 Manchester: 176, 182; manufactures of, 104; poor laws in, 174; bankruptcies in, 240.  
 Manila, American trade with, 104.  
 Manning, William, cited, 33.  
 Mantoux, cited, 266.  
 Maret, French foreign minister, 144.  
 Marggraf, German chemist, 291.  
 Marriott, Sir James, British admiralty judge, 31.  
 Marryat, member of Parliament, speech on licences, 344-345.  
 Marseilles, 276; dependency on foreign trade, 260.  
 Martens, cited, 46, 50, 82, 101, 125, 142, 145, 168, 178, 219, 229.  
 Martinique: French possession, 101; British occupation of, 150, 243.  
 Masséna, French marshal, 224.  
 Matvik, British loading-place, 237.  
 Mauritius. *See* Isle-de-France.  
 Mazarin, 23.  
 Mecklenburg: 185; Order in Council affecting, 114, 234; effect of blockade on, 260; industrial development of, 318; corn licences, 345.  
 Meppen: French occupation of, 82; seizure of British goods in, 162.  
 Mercantilist policy: 10 *et seq.*, 30-31, 51, 70, 209, 341 *et seq.*, 373.  
 Merchant Adventurers' Company, 164.  
 Metals: prohibition of importation of English, 25; development of English, industry, 283 *et seq.*; in Grand Duchy of Berg, 311.  
 Mexico: 104; market for English goods, 175, 180.  
 Milan: auctions of confiscated goods at, 227; cotton prices in, 276.  
 Milan decree: first (1807), 123; second (1807), 91, 93, 123-124, 129, 135 *et seq.*, 215, 218, 250.  
 Mollien, cited, 63-64, 71 *et seq.*, 159, 169, 193, 253, 258, 278, 281, 372.  
 Moncey, Marshal, 163.  
 Montalivet, Count, French minister of the interior, 197, 345.  
 Montgaillard, cited, 88.  
 Montreal, 133.  
 Moravia, trade routes through, 231.  
 Morgenstierne, Professor, 313.  
 Morlaix, 125.  
 Mortier, French general: 82, 89, 162-163; seizure of Hamburg by, 97.  
 Moscow, French retreat from, 252.  
 Mühlhausen: 289; cotton industry in, 270; steam spinning-mills at, 282-283.  
 Murat, Joachim, Grand Duke of Berg, 298, 312.  
 Mushin: prohibition of importation of, 85; aid given to, factories in Saxony, 231, 303 *et seq.*
- Nantes: Edict of, 22; licence system in, 250; dependency on foreign trade, 260.  
 Naples (city and kingdom of): 95, 194, 249; ports closed to England, 78; prohibition of English goods, 86; subsidiary to France, 122; cotton production in, 276-277; French policy in, 297 *et seq.*; corn licences in, 345.  
 National Debt, increase of English, 60, 363.  
 Navigation Act (French): 27 *et seq.*; (English), 209.  
 Nesselrode, French minister of Berg, 312.  
 Neuchâtel, transfer to France, 86.  
 'Neutralization,' system of, 41, 102, 106.  
 Newcastle, coal exported from, 329.  
 Nivôse Law (1798), 47, 77, 91, 93, 124.  
 Non-importation Act: (1806), 128, 130 *et seq.*; (1811), 143, 148, 240.  
 Non-intercourse Act (1809), 136 *et seq.*, 180.  
 Norway: prohibition of imports to, 44; French attacks on commerce of, 48; licence bribing in, 207, 210; food blockade on, 347-348, 367.  
 Nova Scotia, 133, 137.  
 Nutmeg, duty on, 202.



- Oberkampf, leader in French textile industry, 86, 272, 283.
- Oddy, cited, 261, 317-318, 340, 378.
- Oder, French control of, 88, 230.
- Oldenburg: Order in Council affecting, 114; French annexation of, 152, 222; French evacuation of, 179; smuggling through, 182.
- Orbitello, 151.
- Orders in Council: 99; (1807), 110 *et seq.*; revocation with regard to America, 145 *et seq.*; objections to, 206 *et seq.*; effect on America, 325.
- Osnabrück, 184, 299.
- Ostend, blockade of, 81, 108.
- Oudinot, French marshal, 184, 224.
- Ouvrard, cited, 63; Ouvrard Affair, 372.
- Paine, Thomas, cited, 62.
- Papal States: closing of ports to England, 78; French incorporation of, 149.
- Papenburg: 235; Order in Council affecting, 114.
- Paper money, in England, 64-65, 356.
- Pasquier, prefect of police, Paris, 342.
- Passy, beet sugar manufacture at, 292.
- Paul I, Czar of Russia, 78.
- Peace: of Amiens, 42, 45, 61, 67, 79; of Pressburg, 88; of Utrecht, 13.
- Peel, Sir Robert, English statesman, 334.
- Peez and Dehn, cited, 160, 187.
- Pelet, cited, 80.
- Pepper, smuggling of, 189, 191.
- Perceval, Spencer, prime minister of England, 119, 186, 198, 368; criticism of January regulations, 112-113.
- Perfide Albion*, 23, 51, 60.
- Peru, 104.
- Pesaro, 151.
- Petty, Lord Henry (Lord Lansdowne), 122.
- Phillimore, J., attack upon licence system, 206.
- Piedmont, French domination of, 79.
- Pitt, William, 19-20, 24, 32-33, 38, 44.
- Poland: 91; trade routes through, 231; corn stored in, 346.
- Pomerania (Swedish): French occupation of, 153; imports of, 182-183; measures of, 227.
- Popham, Sir Home, 176.
- Population, increase in England, 330.
- Porter, cited, 67, 80, 106, 114, 329, 336, 353.
- Portland, Duke of, prime minister, 113.
- Porto Rico, trade with England, 175.
- Portugal: 52; proposed cession to Spain, 56; closing of ports to England, 78; French aggression against, 122; conquest of, 171; increased trade of, 244; subsidy granted by England, 353.
- Pottery: 296; effect of English competition on French industry, 21; prohibition of importation of English, 25, 167.
- Prices: fall in England, 247; increase of, in colonial goods, 265; of raw cotton in England and on the Continent, 274 *et seq.*; of dyestuffs, 289.
- Privateering, 46, 48-49, 150.
- Prize courts: Supreme, of Paris, 50; of England, 107.
- Prize decree (1810), 199-200.
- Prohibitions: in customs statute, 84 *et seq.*; on trade of enemy colonies, 102; of exports, 119.
- Prussia: 41, 52, 54, 172, 231; member of Armed Neutrality League, 77; defeat of, 88; subsidiary to France, 122, 160; French measures against, 152; fall of price of cotton in, 182; exception of raw materials from tariff in, 225; economic crises in, 239; effect of blockade on, 260 *et seq.*; corn stores in, 346.
- Prytz, cited, 183.
- Quebec, 133.
- Ramband, cited, 87, 187, 277, 295, 347.
- Rambouillet decree (1810), 140, 273.
- Ramm, cited, 180, 237.
- Rapp, General, French commander at Danzig, 195, 224.
- Rees, customs barrier at, 183-184, 194, 222, 312.
- Reinhard, cited, 54-55.
- Reubell, member of French Directory, 49.
- Réunion, French possession, 101; American trade with, 104; British occupation of, 150.
- Rheims, textile centre, 21; development of woollen industry in, 268.
- Ricardo, cited, 73, 338; quantity theory of money, 356 *et seq.*, 368.
- Rice: 342; licence for importation of, 215.
- Richelieu, 23.
- Riga, 183, 185, 232.
- Riots, Luddite, 238, 331.
- Rist, J. G.: 187, 229; Danish chargé d'affaires in London, 111; representative in Hamburg, 159; description of

- smuggling, 189-190, 252; statement on customs courts, 223.
- Robespierre, 21, 26.
- Roederer, Count, 78, 315.
- Roloff, cited, 80, 87, 134, 150.
- Rome, French incorporation of, 149.
- Rose, George, vice-president of the Board of Trade, 120, 186, 207.
- Rose, J. Holland, cited, 20, 29, 42, 66-67, 78-79, 80, 318, 335, 340-341.
- Rostock, 185, 319.
- Rothschild, N. M., 354-355, 362.
- Rotterdam: 60, 212; communication with England, 170; dependency on foreign trade, 260.
- Rouen: textile centre, 21; cotton prices in, 276.
- Rousseau, Jean Jacques, 24, 59.
- Rubin, cited, 138, 187, 229, 291, 348.
- Ruhr district. *See* Grand Duchy of Berg.
- Russia: 54, 122, 231; dependency on England, 52; alliance against, 57; member of Armed Neutrality League, 77; French domination of, 142; break with France, 152, 235; breach with Prussia, 172; resistance of tariff, 225; effect of blockade on, 260 *et seq.*; industrial conditions in, 317-318; subsidy granted to, by England, 353.
- Rye: licences for export of, 216; decline in price of, 319.
- St. Cloud, conference at, 72.
- St. Etienne, loss of cotton workers at, 232.
- St. Helena, 86, 119.
- Salomon, cited, 20.
- Saloniki: 191; trade route via, 233.
- Salt: English embargo on French, 14; scarcity of, in Holland, 317.
- Salzburg, trade route through, 232.
- Sardinia: 149; customs barrier at, 297.
- Saumarez, Admiral, 151, 160, 180, 235.
- Savary, General, French general, 318.
- Saxony: resistance of tariff, 225; emigration of cotton workers from, 232; dependency on foreign trade, 260; commercial development of, 302 *et seq.*
- Scarborough, petitions against licence system, 209.
- Schäfer, cited, 97, 165, 169, 187, 190, 203, 219, 229, 295, 319.
- Schaffhausen, 285; manufacture of steel at, 308.
- Scheele, Swedish chemist, 287.
- Schinkel-Bergman, cited, 237.
- Schmidt, cited, 20, 24, 29, 52, 55, 87, 157, 183, 185, 187, 198, 229, 231, 251, 254, 295, 314.
- Schmoller, cited, 10.
- Schönbrunn decree (1809), 183 *et seq.*
- Scott, Sir William (Lord Stowell): 211; interpretation of 'rule of 1756' by, 102, 106.
- Scott, W. R., cited, 17.
- Sears, L. M., cited, 134.
- Sedan, textile centre, 21, 191; loss of cotton workers in, 232.
- Seine, blockade of, 81, 108.
- Senegal: French possession, 101; gum trade of, 104; British occupation of, 150.
- Serbia, 191.
- Servières, cited, 55, 71, 165, 186-187, 211, 219, 229.
- Shipping: effect of Embargo Act on, 132 *et seq.*, 170; effect of licence system on, 209, 249; French policy of, 218 *et seq.*; effect of blockade on, 316, 319 *et seq.*
- Ships' Papers: 120; false, 210 *et seq.*
- Sicily: 149; subsidy granted by England, 353.
- Sidmouth, Lord (Henry Addington), 121.
- Silesia: dependency on foreign trade, 260; effect of customs barrier on, 316.
- Silk: 216, 219, 297; English embargo on French, 14, 20; effect of British competition on French, 21; freight rates of, 233; English imports of, (1803-1815), 242; effect of blockade on, 266 *et seq.*; Swiss importation of, 307, 310; factories in Berg, 314.
- Simond, Louis, cited, 177, 187, 191, 243.
- Smart, cited, 80, 239, 254, 336.
- Smith, Adam: 61-62, 64, 67 *et seq.*, 349 *et seq.*; discussion of French trade policy, 15-16, 19-20.
- Smuggling: 16-17, 29, 163 *et seq.*, 187 *et seq.*, 271, 281; in England, 71; in America, 133, 146; punishment for, 202-203; French army to prevent, 224; in Holland, 367.
- Smyrna, trade route via, 233.
- Soda, 293-294; production of, 288-289.
- Söderqvist, Dr. Nils, cited, 31, 50.
- Sombart, cited, 10.
- Sorel, Albert: cited, 23, 29, 55, *et seq.*, 63, 78, 88, 252.
- Soult, Marshal, 38.
- South Shields, petitions against licence system, 209.
- Spain, 52, 56, 95, 271; cessation of trade, 104; subsidiary to France, 122; insurrection in, 139, 174, 180; wool

- exports of, 268, 336; severance of trade with France, 288; subsidy from England, 353; Ouvrard Affair, 372.  
 Speculation: 239; British, in South America, 176 *et seq.*  
 Stade, 163, 165-166.  
 Steam-engine, use in spinning, 282-283, 306.  
 Stephen, James, cited, 33 *et seq.*, 38, 40 *et seq.*, 46, 104, 106, 111-112, 114, 165.  
 Strassburg: 196; smuggling 'insurers' in, 194; auctions of confiscated goods at, 227; effect of new trade routes on, 230.  
 Stuhr, cited, 319, 347.  
 Styria, trade route through, 232.  
 Subsidies: voluntary, paid to Great Britain, 56; to England's allies, 67, 353; difficulty of paying, 69.  
 Sugar: exclusion of English, 26-27; increase of customs rates on, 85, 117; production in West Indies, 101; exportation from West Indies, 102; cause of fall in price of, 113, 172, 247; special licence to import, 118; exported from Gothenburg, 180, 182, 236; excess supply in Leipzig, 185; smuggling of, 188; beet, 291 *et seq.*; shortage of, 320.  
 Sunderland: petitions against licence system, 209; coal exported from, 329.  
 Svedenstjerna, Swedish metallurgist, 284.  
 Sweden: French attacks on commerce of, 48; dependency on England, 52; alliance against Russia, 57; member of Armed Neutrality League, 77; ally of England, 123, 151; nominal war with England, 160; imports and exports of, 179, 337-338; opposition to France, 185, 348; resistance of tariff, 225; position of, 264-265; intermediary trade by, 319-320; subsidy to, by England, 353.  
 Switzerland: 162, 231; French domination of, 79; prohibition of English manufactures, 86; English smuggling in, 177; importation of American cotton, 185; decree of, 225; crisis in, 239; dependency on foreign trade, 260; prohibition of cotton imports to, 298; industrial development, 306 *et seq.*  
 Tagus, 56, 123.  
 Talleyrand, 95.  
 Tariff: of 1791, 24; on colonial goods, 83; customs, of 1805, 85; Trianon, 142, 201 *et seq.*  
 Tarle, cited, 89, 97, 159, 169, 183, 187, 193, 219, 229-230, 254, 266, 273-274, 277, 295, 318, 345-346, 367.  
 Tea: duty on, 202; licence system applied to, 249.  
 Ternaux, French manufacturer, 269.  
 Texel, 56, 123.  
 Textiles: protest against prohibitions on, 21, 24-25. *See also* Cotton, Silk, Wool, Linen, &c.  
 The Hague, cotton stores in, 170.  
 Theremin, Ch., cited, 53.  
 Thiers, cited, 145, 200, 203, 205, 229.  
 Third Coalition, formation of, 88.  
 Tilsit: 122; peace of, 318, 353.  
 Timber: 336; exported to West Indies, 102; fluctuations in price of, 172; freight rates of, 233; prohibitions on exports of, in Prussia, 319; exports by Norway, 347-348.  
 Tobacco: special licence to import, 118; substitutes for, 291; shortage of, 320.  
 Tönning: 54; American trade with, 137, 182; importation of English and colonial goods by, 168.  
 Tooke, cited, 67, 70, 117, 134, 169, 172, 233, 239, 246, 274, 292, 336, 353, 357.  
 Trade routes: 178; new, 230 *et seq.*, 366 *et seq.*  
 Trave, blockade of, 81, 152; French control of, 88.  
 Travemünde, customs cordon to, 97, 162, 166, 222.  
 Trianon Tariff: 142, 201 *et seq.*; application of, 222 *et seq.*, 243; in Berg, 312; exception of Neapolitan cotton from, 277; effect on Switzerland, 309.  
 Trieste: 56, 149; cotton imported through, 171, 183; French incorporation of, 302, 309.  
 Trolle-Wachtmeister, cited, 72-73.  
 Troyes, 273.  
 Tuileries decree, 167.  
 Turgot, French minister of finance, 18, 64.  
 Turkey, exclusion of British goods from, 123.  
 Tuscany: 54; blockade of, 151.  
 Ulm, defeat of Third Coalition at, 88.  
 Unemployment: 73, 321; in England, 262; in Berg, 314; remedies for, 332.  
 Vandal, cited, 190, 237, 318, 343.  
 Varlez, cited, 266, 274, 279.  
 Vegesack, French occupation of, 163.

- Venice, auctions of confiscated goods at, 227.
- Vera Cruz: 372; American trade with, 104.
- Vergennes, Comte de, 18.
- Versailles: 23; peace of, 16.
- Verviers, loss of cotton workers in, 232.
- Vienna: 296; trade routes to, 191, 231, 244.
- Vinegar, English embargo on French, 14.
- Vistula, 88.
- Vogel, cited, 87, 97, 138, 165, 291, 295.
- Voigtland: 232; cotton goods manufactured in, 303.
- von Engeström, Lars, Swedish minister of state, 33, 43-44, 46, 160, 237, 371.
- von Fersen, Count Axel, 43.
- von Heydebreck, privy councillor, 160.
- von Rosen, Axel Pontus, Governor of Gothenburg, 160, 236.
- Wahlström, Lydia, cited, 33, 42, 46.
- Walterstorff, Danish minister to Paris, statement of, 220.
- War of the Spanish Succession, 13.
- Watt, James, British inventor, 287.
- Weill, G., cited, 63, 372.
- Wellesley, Marquis, English foreign secretary, 121, 208.
- Wellington, Duke of, 244, 350, 354.
- Weser: barring of, 54, 81, 168; French control of, 88, 97, 163, 182.
- West Indies: 34, 39; French trade with, 95-96; importance of trade with, 101; trade by licence with, 107-108; effect of American trade on sugar production in, 113, 116; shortage of foodstuffs in, 133; English trade with, 175, 240, 243.
- Westphalia, 69, 152, 231.
- Wheat: licences for export of, 216; freight rates of, 233; decline in price of, 319; English imports of, 338, 344.
- Whitbread, cited, 122.
- Wilberforce, William, 34.
- Wine: 216, 250, 312; English embargo on French, 14; special licence to import, 118, 209; Russian duties on French, 152-153.
- Wireless telegraphy, future importance of, 371.
- Wohlwill, cited, 55, 57, 87, 165-166, 187.
- Wool: effect of English competition on French, 21; customs rates on, 24; English imports of (1803-1815), 242; prices in England, 247; effect of blockade on, 268 *et seq.*, 321; prohibition of importation of, 298; industry in Saxony, 303 *et seq.*; in Berg, 311 *et seq.*; general development of industry, 329.
- Worm-Müller, cited, 211, 347-348.
- Yorkshire, 38.
- Zeyss, cited, 55, 203, 229, 266, 294, 314.

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**2003-04**