

E con 7128.27



The Gift of
Samuel A. Green, M.D.,
of
Boston.
(Class of 1851).

Rec^d. 22 Nov. 1858.

42-69
15

THE
MERCHANT, SHIP-OWNER,
LIBRARY
AND
SHIP-MASTER'S
IMPORT AND EXPORT GUIDE;

COMPRISING EVERY SPECIES OF AUTHENTIC INFORMATION

RELATIVE TO

SHIPPING, NAVIGATION, AND COMMERCE:

INCLUDING, AMONG OTHER SUBJECTS, THOSE OF THE

CUSTOM AND EXCISE LAWS
DUTIES, DRAWBACKS, AND BOUNTIES
TREATIES AND CONVENTIONS WITH
FOREIGN POWERS
PARLIAMENTARY SPEECHES
PARLIAMENTARY DOCUMENTS
PROCLAMATIONS
ORDERS IN COUNCIL
ORDERS OF PUBLIC BOARDS
OFFICIAL ACCOUNTS

SHIPS AND BOATS
MASTERS AND MARINERS
SMUGGLING
QUARANTINE
PILOTS AND PILOTAGE
FLOATING LIGHTS, BUOYS, AND
BEACONS
CONSULS
AGENTS, BROKERS, AND FACTORS
AVERAGE PRICES

AMERICAN NAVIGATION LAWS;

DESCRIPTIONS OF

COUNTRIES, PLACES, EXCHANGES, MONEYS,
WEIGHTS, AND MEASURES;

AND ESPECIALLY OF THE NATURE AND USES

OF ALL

FOREIGN ARTICLES OF MERCHANDISE.

*The Statutes brought down to the end of Session 7 & 8 Geo. 4. and
the other Parts to August 1, 1827.*

ACCOMPANIED BY

Maps, an Index, and Introductory Lecture.

THIRTEENTH EDITION.

BY CHARLES POPE,

CONTROLLING SURVEYOR OF THE WAREHOUSES IN BRISTOL; FOR MANY YEARS OF THE CUSTOM HOUSE,
LONDON, AND LATE PRIVATE SECRETARY TO THE CHAIRMAN
OF THE BOARD OF CUSTOMS.

*The knowledge of Trade is of so much importance to a Maritime Nation, that no labor can be
thought too great by which information may be obtained.—Dr. Johnson.*

Superent quibus hoc, Neptune, dedisti.—Virg.

LONDON:

PUBLISHED FOR THE COMPILER,

BY BALDWIN, CRADOCK, AND JOY, PATERNOSTER-ROW;

AND SOLD BY

J. AND W. B. C. BOOKSELLERS, PORTUGAL STREET; J. M. RICHARDSON
CORNHILL, AND BY ALL OTHER BOOKSELLERS.

F. con 7128.27

1858. Nov. 22.

Gift of
Sam. A. Green, M.D.
of Boston.

It has been found necessary in some cases to introduce duplicate pages, such pages are marked thus 68, and also in others to print the pages with different sorts of type.*

69-24
11

THE RIGHT HONORABLE
LORD VISCOUNT STRANGFORD,

G. C. B. AND G. C. H.

&c. &c. &c. &c.

MY LORD,

IN Dedications, it is usual to extol the Patron; I, on the contrary, aspire to obtain your praise.

It cannot be necessary for me to tell the world, that your Lordship has filled the High and arduous Stations of His Majesty's Ambassador to Portugal, Brazil, Sweden, the Ottoman Porte, and also to Russia; nor that in those several capacities you have, during very trying and eventful periods, been of the most signal advantage to the United Kingdom, because these are facts generally known and acknowledged. But, my Lord, it is very gratifying for me to state, that your Lordship, who is thus distinguished, considers my Labors so far worthy of your countenance and support, as to allow me to inscribe to you this Thirteenth Edition of "THE MERCHANT, SHIP-OWNER, AND SHIP-MASTER'S IMPORT AND EXPORT GUIDE."

I have the honour to be,

My Lord,

with the utmost respect,

Your Lordship's obliged

and very faithful Servant,

CHARLES POPE.

TO THE
HONOURABLE

THE RIGHT HONOURABLE

THE LORDS OF THE
COUNCIL

IN PARLIAMENT ASSEMBLED

[Entered at Stationers' Hall.]

THESE ARE THE
WORDS OF THE
OATH TAKEN BY
THE LORDS OF THE
COUNCIL

IN THE YEAR
OF OUR LORD
1554

TO THE READER.

ALL the alterations which have been made in the subject of this Work, since the date of the last Edition, whether by Acts of Parliament, Treaties, and Conventions with Foreign Powers, Orders in Council, or otherwise, are incorporated herein.

As the state of our Colonial Intercourse with the United States of America is, at all times, a matter of much importance, but especially so at the present time, the *American Navigation Laws* are introduced, together with the British Regulations, so as to give a comprehensive view of the whole.

The *Parliamentary Documents* for 1827, it is hoped, will prove particularly acceptable. They are selected from an immense mass, at considerable labour and expense. Besides the Accounts relating to Foreign Trade in general, they include statements of the Prices of Corn, Quantities Exported, Expenses of Shipment, Rates of Exchange, &c., at all the Principal Ports of the World, for a series of years, down to the latest possible period.

This Work, altogether, is the fruit of laborious research and close application, for no less a period than *twenty-one years*. To it Mr. Pope has devoted, during that time, almost every interval of leisure from his Official Duties. It is with great satisfaction he is enabled to state, that he continues to receive the most decisive testimony as to the accuracy and usefulness of his Book from many Persons whose Rank and Talents render their testimony of the highest estimation. He understands, also, that it is in very general use in the Libraries of Statesmen and Legislators, in the Counting Houses of the first Mercantile Men, in the Cabins of Masters of Ships, and in the Public and Law Offices, likewise, that its Circulation has extended to all the Commercial Parts of the Globe.

Indeed, the importance of having the whole of the Regulations affecting Shipping, Navigation, and Commerce, brought together into *one point of view*, seems now to be duly felt. To Persons abroad, Information of this nature would appear particularly valuable; and Mr. Pope hopes he is justified in looking forward to the period, when no Person, connected with the Commerce of the Country, will be without a Copy of this Book.

Not to know at large of things remote
From use, obscure and subtle; but to know
That which before us lies in daily life
Is the prime wisdom.

MILTON.

TO THE READER

OPINIONS.

If there be one species of knowledge more essential to a merchant than another, it is that he should be acquainted with the various productions of the different commercial countries of the World, and of those which are in demand in them. And when ships are freighted, and commodities sent abroad by those who are destitute of this elementary instruction, the wonder is not that they should sometimes calculate wrong, but that they should ever calculate right.—*Edinburgh Review*, No. 87.

Mr. Pope's Work is peculiarly valuable, from its containing all the Commercial Treaties and Conventions, which are not to be met with in any other work. It is, indeed, a volume which no Merchant, Statesman, or Legislator, ought to be without; and we are not in the least surprised at the popularity it has attained. The present edition is, however, rendered essentially useful to the Mercantile World, on account of the important alterations that have taken place in our Commercial Regulations. The work also contains two good Maps—one of the World, and the other of Europe; and considering the great body of information it contains, the importance of the subject to which it relates, and the quantity of paper and letter press, it is published at a reasonable price.—*Literary Chronicle*, No 340.

The present Work, in a country so essentially Commercial as England, is of unquestionable worth as a book of reference, in the counting-house, in the ship cabin, and in the law office. It is replete with interesting historical and geographical information, from the most recent sources; is embellished by two fine Maps; and the whole concludes with a complete Index. For ourselves, we have looked into the Work, with no small degree of national pride, as a record of the triumph of British enterprise in every corner of the world; and we award to Mr. Pope the high merit of having "done the State some service."—*Liverpool Kaleidoscope*.

PART I

CONTENTS.

☞ GENERAL INDEX, page 713.

SUPPLEMENT CONTAINING NEW CONVENTIONS, TREATIES, &c. 743.

	PAGE
TITLE PAGE	i
DEDICATION	iii
ADDRESS TO THE READER	v
CHARACTER OF THE WORK	xi
LECTURE ON SHIPPING, NAVIGATION, AND COMMERCE	xiii
CHARACTER OF THE LECTURE	xxvi
ABBREVIATIONS	xxvii
DIRECTIONS FOR RESTORING TO LIFE PERSONS APPARENTLY DROWNED	xxviii
PRESERVATION FROM SHIPWRECK	xxviii
ORIGIN OF MONEY AND NATURE OF EXCHANGE	xxxii
EXPLANATION OF THE COURSE OF EXCHANGE; ALSO THE PAR, USANCE, AND DAYS OF GRACE, WITH RESPECT TO LONDON	xxxv
COURSE OF EXCHANGE	xxxvi
CURRENCY	xxxvii
COINS	xl
WEIGHTS AND MEASURES	xlii
WORKS QUOTED OR CONSULTED	li

PARLIAMENTARY DOCUMENTS.

Year 1825	xxx
1826	lii
1827	lix

PART I.

	PAGE
GENERAL REGULATIONS AS TO NAVIGATION AND COMMERCE	1
UNITED KINGDOM.—IMPORTS, <i>viz.</i>	
——— ENTRY, REPORT, AND LANDING	5
——— MANIFESTS	10
——— BILLS OF SIGHT	11
——— RETURNED GOODS	13
——— SURPLUS STORES	14
——— ALIEN GOODS	14
——— VALUATION OF GOODS	15
——— EXCISE PERMITS	16
——— PROHIBITED GOODS	17
——— DAMAGED GOODS	20
——— DUTIES, DRAWBACKS, AND BOUNTIES, WITH DESCRIPTIONS OF GOODS, ACCOUNTS OF QUANTITIES IMPORTED, AND OF AVERAGE PRICES,	21

PART II.

UNITED KINGDOM.—EXPORTS, <i>viz.</i>	
——— ENTRY AND SHIPMENT	241
——— DUTIES, DRAWBACKS, AND BOUNTIES, WITH ACCOUNTS OF QUANTITIES EXPORTED, AND OF AVERAGE PRICES,	250

PART III.

UNITED KINGDOM.—COASTWISE, <i>viz.</i>	
——— ENTRY, LANDING, AND SHIPMENT	297
——— PASSENGERS	301
——— DUTIES AND DRAWBACKS	303

PART IV.

ALIENS	317
CONSULS	318
AGENTS, BROKERS, AND FACTORS	321
BONDS	327
BRIBES	327
FALSIFYING DOCUMENTS	327
FEEES	328
GOODS FOR SECURITY OF DUTIES	328
HOLIDAYS	329
LETTERS AND NEWSPAPERS	329
OATHS	337

	PAGE
PORTS AND QUAYS	337
RETURN OF DUTY	338
SAMPLES	338
SALVAGE	338

PART V.

VESSELS AND BOATS	339
APPRENTICES	361
PASSENGERS.....	365
PILOTS AND PILOTAGE, FLOATING LIGHTS, BUOYS AND BEACONS	369
QUARANTINE	392
WAREHOUSING.....	423
SMUGGLING	433
SEIZURES	448
REWARDS	450
PIRATES	452

PART VI.

EUROPE, IN GENERAL.....	453
——— GREAT BRITAIN	453
——— ENGLAND	454
——— WALES	458
——— BERWICK UPON TWEED.....	460
——— SCOTLAND	460
——— IRELAND	463
——— ISLE OF MAN.....	466
——— GUERNSEY, JERSEY, ALDERNEY, AND SARK	470
——— EASTLAND	474
——— RUSSIA	475
——— SWEDEN	480
——— NORWAY.....	485
——— DENMARK	486
——— PRUSSIA	490
——— POMERANIA	494
——— AUSTRIA.....	495
——— HANOVER	496
——— NETHERLANDS	500
——— FRANCE	506
——— SPAIN	514
——— PORTUGAL	519
——— GIBRALTAR AND MALTA	533
——— ITALY	533

EUROPE, <i>continued.</i>	PAGE
———— SICILY.....	538
———— SARDINIA	540
———— IONIAN ISLANDS.....	540
———— TURKEY AND THE LEVANT	543
———— GREECE	548

PART VII.

ASIA, IN GENERAL	551
———— CHINA.....	554
———— ASIA MINOR	556
———— EAST INDIES	556

PART VIII.

AFRICA, IN GENERAL	575
———— BARBARY STATES.....	577
———— CAPE OF GOOD HOPE	585

PART IX.

AMERICA, IN GENERAL	587
———— GREENLAND	587
———— BRITISH POSSESSIONS	588
———— FOREIGN POSSESSIONS	615
———— SOUTH SEA.....	644

PART X.

AUSTRALIA.....	631
----------------	-----

ADDENDA	639
INDEX.....	713

CHARACTER

OF THE

FIRST EDITION OF THIS WORK.

FROM the summary view which we have taken of this Work, it appears to contain the most important information relative to the nature and management of Commercial Concerns, and to present an interesting display of Commercial Regulations: and, under the impression which it has made on our minds, we can have no hesitation in saying, that it appears entitled to a place in the House of every Merchant, Ship-owner, or other Person, in any respect connected with the Maritime Commerce and Manufactures of the United Kingdom.

TRADESMAN; OR COMMERCIAL MAGAZINE, April, 1812.

THE prodigious increase of British Trade, with the variety of articles now included in it, has rendered in the Custom House Laws and Regulations a labyrinth not to be safely trod by every one, without assistance. There is some intricacy and more trouble, in passing goods through the London Custom House (for of that we speak, as having the better acquaintance with it); but the laws which direct and limit the operation and speculation of Merchants are a much greater source of embarrassment, notwithstanding the readiness of the Commissioners to put the most favourable construction on the conduct of Commercial men of repute.—Like other parts of our Law, they are a mass forming an irregular system; and whoever attempts to reduce them to order, by which their application to any given subject cannot but be facilitated, performs an acceptable service to the country.

LITERARY PANORAMA, August, 1812.

MR. POPE appears to us to have performed his task well; and to have compiled a Volume which may be said to supply a good clue to the labyrinth of our Custom House.

MONTHLY REVIEW, Sept. 1812.

WHOEVER remembers the discussion which took place on Mr. Pitt's memorable plan for the simplification of the Duties of Customs, and the eloquent panegyric which Mr. Burke, though at that time in opposition, pronounced on the ability, perseverance, and skill of the Minister, in digesting such a System, and in rendering it intelligible to the plainest understanding, needs no farther information respecting the vast difficulty and labour attending the accomplishment of such a Scheme as that which Mr. Pope has perfected. Of the consequence of a plain, practical, and intelligible abridgement of those complicated Laws, in the execution of which so many thousands of the inhabitants of this Commercial Country are daily and hourly concerned, every man must be aware. It would be a matter of astonishment to us, that there is not one work which affords this desirable information, if we were not fully sensible of the extreme labour and great skill requisite for so arduous an undertaking. Mr. Pope has not been discouraged by this consideration, and he has performed his task with great perspicuity, diligence, and talent.

ANTI-JACOBIN REVIEW, May, 1813.

CHARACTER OF THE SECOND EDITION.

A MOST valuable feature of this edition is the table of Bounties and Drawbacks on British Goods Exported, and which in itself renders this Book of essential utility to the Merchant and Custom House Agent. We can only repeat our high approbation of the manner in which Mr. Pope has executed his task, and we are convinced that the Commercial World in general cannot fail to reap the most important benefits from his meritorious labours.

TRADESMAN; OR COMMERCIAL MAGAZINE, June, 1814.

THESE Adjudged Cases we deem particularly valuable, as they shew the opinions and feelings of the highest Law Authorities, and therefore may safely be taken as a Directory, and allowed to influence private sentiment.

The whole is a Work of great labour, and no small difficulty. It presents, in as narrow

a compass as possible, a mass of information that entitles it to a place in the Compting-house, where it will be found useful as a Book of reference, on innumerable occasions.

LITERARY PANORAMA, June, 1814.

OUR opinion of the extreme utility of this mass of information, and of the merits of the Compiler, was delivered on the appearance of the First Edition, in our number for May, 1813. The important additions to the present Volume, comprising the whole of the Statutes relating to the Revenue of Excise, East India Trade, Warehousing, Wrecks and Salvage, the several Trading Companies; Proclamations touching War and Peace; Reports of Adjudged Cases, &c. &c. add materially to its value, and reflect credit on the industry, perseverance, and talents of Mr. Pope.

ANTI-JACOBIN REVIEW, Sept. 1814.

CHARACTER OF THE THIRD EDITION.

IN our number for September, 1812, we took sufficient notice of the First Edition of this Work, and gave our testimony to the success with which Mr. Pope had laboured to afford a clue to the Labyrinth of our Custom House Laws. The present Edition contains considerable Additions, relating chiefly to the Excise, the India Trade, and the Regulations under which the Warehousing System has of late years received so considerable an extension; forming now a large and closely printed Volume, and comprising a great mass of materials in a more accessible form than any that we have seen on the subject.

MONTHLY REVIEW, Nov. 1815.

IN our opinion, Mr. Pope is deserving of great credit for his very laborious undertaking; it is a Work that we feel pleasure and confidence in recommending, not only to Officers in the Navy, but likewise to Merchants, and the Masters and Mates of Vessels in their employ; and also to the principal Officers attached to the Customs and Excise, in the Out-ports and abroad; each of whom ought to possess a copy of this extremely useful publication.

NAVAL CHRONICLE, March, 1817.

CHARACTER OF THE FOURTH EDITION.

ALTOGETHER, this is the completest manual of Mercantile Law which has ever issued from the British Press; and the variety, extent, and accuracy of the information it contains, claim for it a place on the desk of every Mercantile Man, as well as every Officer of the Customs and Excise, throughout the British dominions.

LITERARY PANORAMA, Oct. 1816.

CHARACTER OF THE EIGHTH EDITION.

THE utility of Works of this kind is best exhibited negatively, by imagining the misery and mischief which may be consequent upon the want of them. No man can say, that, unassisted, he can act prudently and promptly in Mercantile Transactions, if he is to ransack Libraries and consult Lawyers upon every multifarious occasion which occurs in the course of business. He may mistake or be cheated; and if he chooses to avoid either or both of these, he loses time which may be profitably employed. The only question then that remains is this: Is the work so comprehensively and so accurately executed, as to answer the indispensable purposes of utility and safety? We use the latter term, because modern Acts of Parliament are so clumsily composed, that an appearance of intelligibility and grammar in a compression of them, may lead to a justifiable suspicion, that the almost incomprehensible meaning of the original is not faithfully preserved. (a) We own, therefore, that the neatness, precision, and judgment, of Mr. Pope have alarmed us; but as the Work has passed through Eight Editions, and, of course, been put to most ample test, we have no right to doubt the accuracy of the chart which he has compiled to aid our Navigation through these Rocks and Quicksands.—GENTLEMAN'S MAGAZINE, May, 1823.

(a) It ought not, however, to be expected, says Dr. Johnson, that the stones which form the Dome of a temple should be squared and polished like the Diamond of a Ring.

A LECTURE
ON
SHIPPING, NAVIGATION,
AND
COMMERCE.*

‘The difficulty of the first address on any new occasion,’ says Dr. Johnson, ‘is felt by every man in his transactions with the world, and confessed by the settled and regular forms of salutation which necessity has introduced into all languages.’ That this assertion is correct, my own feelings, at the present moment, most fully corroborate. However, Dr. Johnson further gives his opinion, ‘that every man, from the highest to the lowest station, ought to warm his heart, and animate his endeavours with the hope of being *useful in the world*, by advancing the art which it is his lot to exercise.’

This consideration has induced me to make the present attempt, notwithstanding the difficulties with which it is beset.

The subject of our inquiry will, I fear, prove to many of my hearers, especially to the ladies, but a rugged and sterile plain. Happy shall I be, if, in traversing it, I may be enabled to strew a few flowers, which may, in some degree, enliven the scene—some fruit to refresh us in the pursuit of knowledge. Still I trust, that even to the ladies it will not be *wholly devoid of interest*, to consider the first hollow trunk of an oak, in which, perhaps, the shepherd could scarce venture to cross a brook, swelled with a shower, enlarging at last into a ship, setting storms and billows at defiance, and visiting the remotest parts of the globe.

The discoveries of ancient and modern navigators, and the domestic history or tradition, of the most enlightened nations, represent the *human savage*, destitute of laws, of arts, of ideas, and almost of language. From this abject condition, perhaps the primitive and universal state of man, he has gradually arisen to command the animals, to fertilize the earth, to traverse the ocean, and to measure the heavens.

The branch of knowledge to which I wish to direct your present attention, is Political Economy.

This subject is obviously of high importance. It is one also which has given birth to a variety of opinions; (a) one on which men of great talent,

* Originally read before THE BRISTOL PHILOSOPHICAL AND LITERARY SOCIETY.

(a) A very excellent treatise on Political Economy, by Mr. Mill, has lately appeared. The Westminster Review, in speaking of it, says, “This is a work which all who have not read ought to read, and all who have, should read again. To those who have studied

talent, learning, and research, have bestowed much attention; but one concerning which no general system was ever laid down until that great luminary of science, Dr. Adam Smith, published his *Treatise on the Wealth of Nations*.

Since his time, various theorems have also been raised, touching Political Economy. However diversified they may have been in their nature, no person, I believe, has yet been found hardy enough totally to reject the doctrine laid down by Dr. Smith. In the present day, the principles of Adam Smith are, in truth, in many cases, matured and brought into action. To my mind, what Newton is in Astronomy—what Shakspeare is in the Drama—what Euclid is in Mathematics—what Homer is in Poetry—that also is Adam Smith in Political Economy.

In its enlarged sense, 'The wide, the unbounded prospect lies before us,' and even in its more limited sense, within the scope of our present inquiry, it is one of great extent and intricacy, so much so, that it will be requisite to confine my remarks on it within the smallest possible compass.

I propose, therefore, briefly to define the nature of Political Economy—to mark out a few of the epochs that have arisen—and to give, to the best of my ability, a sort of panoramic or bird's-eye view of it, as existing at the present day.

Dr. Adam Smith says, 'Political Economy, considered as the branch of the science of a statesman or legislator, proposes two distinct objects: first, to provide a plentiful revenue or subsistence for the people, or, more properly, to enable them to provide such a revenue or subsistence for themselves: and secondly, to supply the state or commonwealth with a revenue sufficient for the public services. It proposes to enrich both the people and the sovereign.'

'The different progress of opulence in different ages and nations, has given occasion to two different systems of Political Economy, with regard to enriching the people. The one may be called the system of Commerce; the other, that of Agriculture.'

The system to which our inquiry will be restricted, is the one of Commerce; and more especially that part of it which is now generally denominated *Foreign Trade*. (a)

Trade is obviously coeval with the world itself. We are told in Sacred History, that 'man shall eat his bread by the sweat of his brow,' and that 'God sent him forth to till the ground.'

Providence, however, in compassion to mankind, has mitigated this decree in a variety of ways. By labour, literature is advanced—by

died the subject of which it treats, and to those who have not, it presents an equal fund of pleasure an instruction."—*West. Rev. No. IV.*

An able pamphlet on the same subject, by Mr. M'Culloch, has been recently published. My remarks, however, are to be understood with reference only to the general style of those works and not to the particular doctrines they espouse.

(a) See an excellent definition of the terms Trade, Traffic, and Commerce, in "Crabb's Synonyms."

labour,

labour, the arts and sciences are cultivated—and by labour, health is promoted. Labour is, in truth, the basis upon which the whole system of Political Economy is built. 'Every thing in the world,' says Hume, (a) 'is purchased by labour; and our passions are the only causes of labour.'

Perhaps a more striking instance of the salutary effects of labour, both mental and bodily, cannot be found than in this very spot. Here, after the toil of the day, the merchant can retire to taste the fruits of his industry in the cultivation of his intellectual powers, by which man is so eminently distinguished from the rest of the creation.

Let us hope, that in this Institution, which has commenced so favourably, the latent germ of genius may be brought forth—the buds of maturer talent be opened—and the rich harvest of ripened intellect be nourished and preserved.

Bristol can boast of the birth of a Canynge (b)—a Cabot (c)—a Colston (d)—a Southey (e)—a Lawrence (f)—a Bailey (g)—a Yearsley—a More (h)—a Freeling (i)—and a Chatterton. (k)

'The roll of her citizens,' as remarked in the address of the Corporation of Bristol to the Earl of Liverpool and Mr. Canning on their recent visit here, (l) 'has been from time to time adorned with the names of warriors, statesmen, and princes; of persons the most illustrious in rank and the most eminent in talent.' His Lordship, in reply, said, that 'no commercial body excelled the ancient and loyal city of Bristol, in devotion to the King and in obedience to the Laws.'

It would be invidious to point out by name the numerous individuals resident in this city and the neighbourhood, who are distinguished by talent and learning, as I see many of them before me; but I trust I may, without impropriety, say, in the language of an amiable and eminent, but deceased writer, Mr. Tobin, (m) also a native of this city,

Let their deeds proclaim them,
Their actions are their heralds.

(a) Essay on Commerce.

(b) Five times mayor of Bristol, and afterwards turned priest.

(c) The first discoverer of the continent of America. In the year 1492, he was governor of the company of the Merchant Adventurers of Bristol.

(d) The founder of numerous and extensive charitable institutions. His birth-day is annually celebrated in Bristol, by public dinners, and by the distribution of alms.

(e) The poet laureat. (f) The King's painter. (g) A sculptor of great merit.

(h) Mrs. Hannah More, eminent for her piety and religious publications.

(i) Secretary of the General Post Office.

(k) Chatterton, an unfortunate poet, whose fate and performances have excited in no small degree the public attention. He was born at Bristol, Nov. 20, 1752, and educated at the charity-school founded by Colston, before-mentioned. Chatterton was the son of the sexton of St. Mary, Redcliff, and articled clerk to an attorney. The literary controversy respecting him and Rowley is not yet determined.

(l) These distinguished statesmen and cabinet ministers having been at Bath for a short time, the mayor, aldermen, and corporation of Bristol, took the opportunity of inviting them to a public dinner, which they accepted; and Wednesday, Jan. 12, 1825, was the day fixed for the occasion. They were received with much state, and expressed themselves highly gratified with their entertainment.

(m) Author of the 'Honey Moon,'—'Curfew,' and other dramatic works.

But to return from this digression. We find that very soon after the creation 'Abel was a keeper of sheep, but that Cain was a tiller of the ground—that Jabel was the father of such as dwell in tents, and of such as have cattle—that Jubal was the father of all such as handle the harp and organ, (a) and that Tubal Cain was an instructor of every artificer in brass and iron.' These were clearly the first herdsmen, musicians, and mechanics. Their time being occupied in such capacities, it is obvious that only a part of them could find much leisure to cultivate the earth. It is probable, therefore, that the herdsman exchanged some of his possessions for the instruction of the musician, or the implements of the mechanic. Hence, I establish the corollary that trade was originally carried on by barter.

Communication, in the early ages, was kept up by caravans or companies of travelling merchants, as is recorded in 37th chapter of Genesis, 'A company of Ishmaelites came from Gilead, with their camels, bearing spicery, and balm and myrrh, going to carry it down to Egypt.'

By degrees, the system of barter extended itself as families increased and separated; and what was at first practised only in one spot, spread itself wider and wider, till at last, under certain modifications, it has extended over all the kingdoms of the earth.

Necessity, natural or artificial, is the real cause and support of trade and navigation. Without trade and literature combined, there can be no nation; without science and commerce, no bond of nations. (b)

The first idea of a ship is given us in sacred history. We are there told that 'God commanded Noah to make an ark of gopher wood, and to pitch it within and without with pitch.' From the apocryphal authority of Sanchoniatho we learn, that Ousous, one of the most ancient of the Phœnician heroes, took a tree which was half burnt, cut off its branches, and was the first who ventured to expose himself on the waters after the general deluge. Of the authenticity of this, however, there is some doubt. All the certain information we possess respecting the Phœnician ships is, that they had two sorts, one for commercial, the other for warlike purposes. (c)

According

(a) Dr. Blair says, 'Man is both a musician and poet by nature.' The ancients, however, have recorded that music derived its origin from a philosopher, who stood listening to the strokes of a hammer on an anvil.

(b) See Introduction to the 'Encyclopedia Metropolitana;' a national work of the very first character now publishing in parts.

(c) *A fac simile* of the ancient navy of the aboriginal Britons is at this day to be found in its primitive simplicity on the waters of the Wye and Towey, and still known by its ancient appellation of coracle, and used in the salmon fishery near Caermarthen.

The form of the coracle is nearly oval, flattened at one end like the keel of a common boat; its length is usually from five to six feet, its breadth about four. The frame is formed of split rods plaited like basket-work, and covered on the outside with a raw hide, or with strong coarse flannel rendered water-tight by a thick coating of tar. The fisherman sits on a narrow board fastened across the middle, and thence guides his vessel with a paddle. It holds only one person with convenience; and it is carried to and from the water, strapped on the back of its owners. Its usual weight is 40 or 50lb., though a Welsh proverb describes it as much heavier, *Llwyth gwr ei gorwg*: his coracle should be a man's load.

Gesner, in his beautiful poem of 'The First Navigator,' represents a lover meditating

According to Herodotus, the Egyptian ships were made of thorns, twisted together, and their sails of rush mats. Conjecture, however, as well as history, warrants us in believing that rafts were the most ancient mode of conveyance on the water; and even in the time of Pliny they were extensively employed, especially in the navigation of rivers. Boats formed of slender rods or hurdles, and covered with skins, seem also to have preceded the canoe or vessel made of a single piece of timber.

To a native of Lydia, the Greeks ascribe the invention of boats of planks. Among some nations, leather was the only material used in the formation of ships. Even in the time of Cæsar, the Veneti, a people of Brittany, made their sails of hides and their tackle of thongs. The Greeks also, in early ages, used the common rushes of their country, and the Carthaginians the spartum or broom of Spain.

Illi robur, et æs triplex,
 Circa pectus erat, qui fragilem truci
 Commisit pelago ratem
 Primus. *Hor.*

The first ship that ever sailed on the sea, as some report, was named *Argo*. The derivation of the word has often been disputed; but it seems probable that it is from *Argos*, the person who originally proposed the expedition of the Argonauts, and who built the ship. She had fifty oars. According to many authors, says Lempriere, she had also a beam on her prow. The expedition commenced about 79 years before the taking of Troy, or 1263 B. C. Orpheus was one of the Argonauts, of which celebrated expedition he wrote a poetical account, still extant.

The earliest anchors were doubtless large stones, logs of heavy wood, or any ponderous substance that might be at hand. At present, the shape of anchors is pretty nearly the same in most parts of the civilized world, and, except in a few instances, where copper is used, iron is the material employed in their construction.

According to Diodorus, the Phœnicians, in their first voyages to Spain, having obtained more silver than their ships could safely hold, employed some of it, instead of lead, for their anchors. The cables were made of leather thongs, afterwards of rushes, the osier, the Egyptian byblus, and similar materials. The Veneti, however, used iron cables. The chain cable, therefore, of which we boast as an invention of the present day, was

on the banks of a river, desirous of crossing it to obtain a sight of his mistress. He views floating on the stream a vast trunk of an old tree, hollowed by age: a timid rabbit escaped from the hunter, snapt in some green branches, lies in it. The winds blow it to the shore near the young lover. This accident first teaches him to trust himself in hollow wood. He says, 'An animal first taught me to swim in the trunk of a tree: from animals, I will learn the means to perfect this new invention. I will make wooden feet, wide as those of the swan, and fix them at the side of the hollow trunk; these form the oars.'

b

known

known to a nation of savages in Gaul so far back as the time of Cæsar. In the days of Agricola, sails were made of flax; towards the end of the first century, hemp was in common use among them for sails and ropes.

It is the generally received opinion, that the Britons, at the time of the invasion by Cæsar, had no ships but such as were made of light and pliant wood, with ribs of hurdles, covered and lined with leather. They had indeed masts and sails; the sails as well as the ropes were also made of leather, consequently they could not be furled, but when requisite were bound to the mast.

If we give credit to poets and poetical writers, we shall find Neptune covering the Mediterranean sea with his mighty fleets, as admiral, under his father Saturn, supposed, according to Locke, to be Noah, as Neptune is to be Japheth; and to him is ascribed the first building of ships with sharp stems, or heads shod with iron or brass, to run against other ships and split them, and with towers on them for men to fight when they came to lie board and board.

The Phœnicians, who are the same the Scriptures call the Philistines, certainly were the earliest and ablest mariners in those first ages. They made the greatest discoveries of any nation,—they planted colonies of their own in most of those countries so discovered, and settled trade and commerce in the most distant regions.

Of comparatively little avail, however, was either trade or shipping, when the mariners durst not venture out of sight of land, lest they should be left in the trackless ocean without any certain guide to point out their course; or, as Dryden expresses it,—

Rude as their ships was navigation then,
No useful compass or meridian known;
Coasting, they kept the land within their ken,
And knew no north but when the pole-star shone.

The finding out of the mariner's compass is usually ascribed to Flavio Gioia, a Neapolitan, about the year 1302; and hence it is, that the territory of Principato, which makes a part of the kingdom of Naples, where he was born, bears a compass for its arms. Others say, that Marcus Paulus, a Venetian, making a journey to China, brought back the discovery with him in 1260. In the embassy of Lord Macartney to the Emperor of China, this latter assertion seems to be confirmed. 'It has been thought,' he says, 'that the needle has its chief tendency to the north pole: but in China, the south alone is considered as containing the attractive power. The Chinese name of the compass is *ting-nan-ching* or needle pointing to the south, and a distinguishing mark is fixed on the magnet's southern pole, as in European compasses upon the northern one.'

Anaximander, a Milesian philosopher, first invented geographical maps and sun-dials, about five hundred years before Christ. The fifteenth

teenth century is distinguished by the great improvements which were made in their construction.

Sheathing of ships is, I believe, pretty generally considered to be absolutely new; but two instances of it are recorded by ancient writers. Leo Baptista Alberti, in his book of architecture, mentions that Trajan's ship was raised out of the lake of Riccia, where it had lain sunk and neglected for above thirteen hundred years,—that the pine and cypress of it had lasted most remarkably. On the outside, it was built with double planks, daubed over with green pitch, caulked with linen rags, and, over all, a sheet of lead fastened on with little copper nails. Here we have caulking and sheathing together, above sixteen hundred years ago. The other instance we find in Purchas's Pilgrims, where he gives an account of the finding of a great town, in a dock of which was a pinck of eight or ten hundred tons burden, sheathed all with iron. This was about the year 1613.

We are told in the New Testament, 'there went out a decree in the days of Cæsar Augustus, that all the world should be taxed.' (a) Gibbon informs us, that 'in the reign of Augustus and his successors, duties were imposed on every kind of merchandize, which, through a thousand channels, flowed to Rome, the then great centre of opulence and luxury; and in whatsoever manner the law was expressed, it was the Roman purchaser, and not the provincial merchant, who paid the tax.' (b) The rate of the customs varied from the eighth to the fortieth part of the value of the commodity; and we have a right to suppose, that the variation was directed by the unalterable maxims of policy: that a higher duty was fixed on the articles of luxury, than on those of necessity; and that the productions raised or manufactured by the labour of the subjects of the empire were treated with more indulgence than was shown to the pernicious, or, at least, the unpopular commerce of Arabia.' Pliny's observation, 'that the Indian commodities were sold at Rome at a hundred times their original price, may give us some notion of the then produce of the customs, since that original price amounted to more than eight hundred thousand pounds.'

The earliest regular table of English custom duties is contained in the Act of 12th Charles II. It is well known, that these duties have gone on increasing from time to time; and that in the present day, they are to the nation a fruitful source of revenue, and to the statesman an engine by which many of the ablest schemes of Political Economy are regulated.

'The excise, introduced by Augustus after the civil wars,' we farther learn from Gibbon, 'was extremely moderate, but it was general. It seldom exceeded one per cent.' 'Our excise tax took its origin,' says Blackstone, 'in the reign of Charles II. An excise was granted

(a) Luke ii. 1.

(b) The moderns follow this rule with a vengeance—every thing falls on the consumer.

on certain commodities for the King's life, in lieu of the military tenures; there was also granted to the Crown an hereditary excise on certain other commodities.*

These are the chief points which the limits of my plan will allow me to touch on, with regard to the *origin* of Shipping, Navigation, and Commerce. I proceed, therefore, in a very succinct manner, to trace out their *progress* from the early ages to the present time.

Volumes might be, and indeed have been, occupied in the History of Commerce alone: it is obvious, therefore, that in this sketch, as has been before remarked, only the very prominent parts can be at all noticed.

During the 12th and 13th centuries, the commerce of Europe was almost entirely in the hands of the Italians, more commonly known in those ages by the name of *Lombards*. Companies, or societies of Lombard merchants, settled in every different kingdom. They became the carriers, the manufacturers, and the bankers of Europe. One of these companies settled in London; and thence the name of *Lombard Street*.(a)

English commerce, however, prior to the end of the fifteenth century, was comparatively of trifling extent and amount. It was confined chiefly to articles of raw produce, and to woollen goods. The improvement of the woollen manufacture,—the establishment of companies of merchant adventurers,—and the settlement of foreign merchants, are the chief causes which tended at this period to foster the trade of Britain with other nations.

By an Act of Parliament, passed in the 12th year of the reign of Henry VII. (1497), we learn, that England then traded with Spain, Portugal, Bretagne, Ireland, Normandy, France, Seville, Venice, Dantzic, Eastland, Friesland, and some other parts. In a licence granted by Henry VII. to the Venetians, woollen cloth, lead, tin, and leather, are specified as the chief exports. From this document, it also appears, that there resided in, or traded to England, the following foreign merchants: *viz.* Genoese, Florentines, Luccans, Spaniards, Portuguese, Flemings, Hollanders, Brabanters, Burgundians, Germans, Hanseatics, Lombards, and Easterlings. The exports of England were sent as far north as the Baltic, and to all the rest of Europe as far south and east as Venice: but this export trade was chiefly carried on by foreign capital and foreign ships, the English merchants having as yet ventured but little from home.

In 1605, English ships began to be preferred to those of Venice and other nations for the carrying trade in the Mediterranean.

The first notice of any trade between England and Africa occurs in the year 1526, when some merchants of Bristol, which at this period was undoubtedly one of our most enterprising cities, traded by means of

(a) The first regular banker in London was Mr. Francis Child, goldsmith, who began business soon after the restoration.

Spanish ships to the Canaries. Their exports were cloth and soap, for the manufacture of which, even at this early period, Bristol was celebrated.

We find that, in 1530, there was some little trade between England and Brazil: this is the first notice that can be traced of any commercial intercourse with this country and the new world. The first voyage was from Plymouth. In 1540 and 1542, the merchants of Southampton and London also traded to Brazil. This trade continued till 1580, when it was stopped by Spain getting possession of Portugal.

Sugar plantations were first formed in Barbadoes, in 1641, and the other islands soon followed its example in cultivating sugar.

The American plantations, as they were then called, increased greatly in commerce; and in the year 1670, they employed nearly two-thirds of all our English shipping. Trade with Newfoundland, Carolina, Virginia, and Pennsylvania, flourished most about this period.

In the reign of Queen Elizabeth, the trade with India sprung up. The first English ship sailed to the East Indies in the year 1591; its object, however, was not commercial, but hostile, the Portuguese being then our adversaries. Even in this respect it was not successful. An important epoch in the history of our intercourse with India is the year 1614. Sir Thomas Roe, whom King James sent as ambassador to the Mogul, then obtained from him important privileges for the East India Company.

The commercial history of this country towards the commencement of the seventeenth century is marked by having given rise to the earliest contention of which there is any notice, about the carrying of naval stores as contraband of war, in neutral ships, to a belligerent.

This, on the limited scale I have proposed, brings us down to the eighteenth century.

The events of this period have been so rapid, so important, and so extensive, that the mind, in contemplating them, is almost lost in the immense scene which bursts upon it. Whether in a political or a commercial point of view, it towers above every age recorded in history. Many of these events are fresh in our minds, and it needs no common hand to record them with justice. I almost shrink from the task; but, confiding in your liberality, I am tempted to proceed.

Although our Society has rejected, and, in my opinion, very wisely rejected, the topic of Politics from this place, yet I may, perhaps, be permitted to glance at the vast influence which both the American and French wars have had upon our commerce. At one time, and that not at a distant time, we were at war with the whole of Europe, and also with America. Napoleon levelled his cannon more at our trade than at our soldiers and sailors. The Berlin and Milan Decrees, and the numerous stratagems which were resorted to by our enemies to root out our trade,

are still in our recollection. 'Ships, colonies, and commerce, are what I want,' said Napoleon. Happily, however, for all the nations of the earth, the tumult of war has ceased,—in its stead a general peace prevails, and

All the clouds that lower'd upon our land,
In the deep bosom of the ocean buried. (a)

Shakespeare. (*Richard III.*)

Perhaps not the most displeasing part of our task will be to take a view of our commercial system, as existing at the *present* moment.

The opening of the East India trade to private individuals stands foremost in the list of alterations in our Commercial Code. That this trade was almost exclusively confined to the East India Company since the year 1595, during the reign of Queen Elizabeth, is well known.

However advantageous this may ultimately prove to the traders to the East, it appears from the evidence of an able writer, Mr. Mill, (b) as well as from public testimony, that great credit must be given to the East India Company for the judicious manner in which their commercial affairs have uniformly been conducted.

The celebrated Act of Navigation has been revised and newly modelled. This Act took its rise during the Commonwealth, and was afterwards confirmed by King Charles II. For the last century and a half, the Navigation Act was considered by the generality of mercantile people as the sort of charter by which all our commercial and maritime rights and privileges were sustained. Adam Smith, however, was not of this opinion.

In the year 1822, the law commonly called the 'Warehousing Act' was revised. The original Warehousing Act was framed, under the direction of the Lords of the Treasury, by my able and worthy friend and patron, the late Mr. Frewin, Chairman of the Board of Customs.

For a period of considerably more than half a century, Mr. Frewin was engaged in the public service, and during a great portion of that extended period, he was occupied with official business of the first importance. Having had the honour of being his private secretary for some years, I can safely say, that

He has done the State some service, and they know't.

Shakespeare. (*Othello.*)

(a) Greece, however, seems likely to prove some exception to this remark.

(b) See his *History of British India.*

I feel great satisfaction in paying this small tribute of respect and gratitude to Mr. Frewin's memory.

The leading feature of the Warehousing Act is to defer the payment of duties formerly due to the King at the time of importation, and to allow goods to remain, under certain regulations, in warehouses, or other places, until it may suit the parties to remove them either for exportation or home consumption.

Mr. Huskisson, President of the Board of Trade, has for a series of years made great and beneficial exertions concerning the law of shipping in particular, and the commerce of the country in general.

By the late Earl of Liverpool, the system of ship-registry was first fully matured. Multifarious causes, chiefly springing out of the late war, had, however, rendered that system, in some degree, inapplicable to the present day. Mr. Huskisson has revised the registry laws, and, under the sanction of Parliament, has presented them to us in a new form, applicable to the commencement of the nineteenth century.

It is well known with what almost paternal care the present Earl of Liverpool long watched over our commerce, and how much it is indebted to him, for talent and experience.

My object, however, is not to pronounce an eulogium on public characters; but merely to point out any very particular circumstances connected with our Statesmen which have had a powerful influence over the commerce of the country. In saying this, I trust I have not exceeded the bounds of propriety, either with regard to Ministers, or to Parliament, by whom the measures brought before them have been adopted.

In the year 1824 an entirely new principle was introduced into the economy of our foreign trade, and which affects in no slight degree the interests of some of our staple manufactures.

This principle is to abolish prohibitions on import, and bounties on export.

The union with Ireland has wrought a great change in our commerce. Ireland, in her trade, has lately been placed upon the same footing as Great Britain. This had been partially done at the time of the union. However, the full consummation of the measure, in a commercial point of view, had not been before accomplished.

A system of reciprocity in our intercourse with foreign nations, has been recently adopted. The ships of those kingdoms that choose to avail themselves of the advantages may now enter British and Irish ports upon the same terms as ships of the United Kingdom; and on the other

hand, our vessels may enter into the harbours belonging to those foreign nations upon the same terms as if built and navigated by their own countrymen.

The legislative sanction which has been given to our trade with the Independent States of South America opens a channel of great importance to us. Fresh sources of enterprise are likewise presenting themselves in Australia.

In the Session of 1825, the progress of revision and improvement has, if possible, outstripped former periods. Not only have the Laws of the Customs been reduced to a few in number, but great and important alterations have been effected in principle. The high prohibitory duties on Import have been lowered, and the whole system revised.

But the most striking change is the one that has been made touching the British Possessions abroad. These are now treated in every respect as an integral part of the United Kingdom (a).

During the session of 1826, an important rule was adopted, *viz.* that various goods shall not be deemed to be imported from any particular place, unless they be also imported *direct* from such place.

In the year 1827, a material alteration has again been made in the Navigation Laws, by striking out several of the articles which, for a long period, have been prohibited to be imported under certain circumstances, and by substituting others.

Touching some of the new Shipping regulations, public opinion is somewhat divided. Laws are of a general nature, and the interest of individuals may not always appear *prima facie* to be promoted, though eventually they may prove to be so. It has been asserted, however, that the recent changes were not a matter of choice, but of necessity, arising out of the new order of things consequent upon the restoration of the General Peace. I have endeavoured as much as possible, to confine myself to facts, and shall therefore, only further remark, that this necessity has been admitted by some of those, who are usually considered the sternest opposers of Government.

Hitherto my remarks, from the nature of the subject, apply chiefly to the male sex.

Feeble and ineffective must be any science, however otherwise exalted, which does not bring within its scope the comforts, and I had almost said, the luxuries of woman.

O! woman, lovely woman, nature form'd thee

To temper man, we had been brutes without thee.—*Otway.*

' In

(a) See page 598.

‘In this country,’ says Addison, ‘the single dress of a woman of quality is often the product of a hundred climates. The muff and the fan come together from the different ends of the earth. The scarf is sent from the torrid zone, and the tippet from beneath the pole. The brocade petticoat rises out of the mines of Peru, and the diamond necklace from the interior of Indostan.’

It was stated, in the early part of these remarks, that, in the primitive ages, traffic was carried on merely by barter, and that the first navigation was conducted by a single hollow tree, or a simple raft of wood. Let us now compare that traffic and that navigation with the traffic and navigation of only our own country, as existing at the present day.

In the reign of Edward III. the total value of all the commodities exported in one year was reckoned at £294,184, and of all the imports only £38,970, sums less than the value of goods now frequently entered in one day.

From the official accounts of the year ended 5th of January, 1827, it appears that the number of vessels employed in the foreign trade of the United Kingdom, was 12,473 British and Irish, and 5,729 foreign, making a total of 18,202 vessels. The burthen of these was 2,644,746 tons, and the sailors were in number 152,931.

From the same source we find that the total value of imports into the United Kingdom amounted to £37,714,021. The exports of British and Irish produce and manufactures were in value £40,963,030. Of foreign and colonial merchandize, £10,079,627. In all, the exports amounted to the immense value of £51,044,658.

Can any other nation or people show us any thing like this? Well may we say ‘her merchants are princes, her traffickers are the honourable of the earth.’

Thus have I exhibited to you an outline of a few of the most remarkable features in the history of shipping, navigation, and commerce. The limits of my paper will not allow me, as I stated at the outset, to notice many circumstances of considerable interest. Such, however, as the remarks are, I submit them to you, in the full confidence that you will make due allowance for the intricacy and magnitude of the subject, and agree with Pope that we should

In every work regard the writer's end,
Since none can compass more than they intend.

Before I conclude, allow me to remark that our resources and greatness have been the theme of some of our ablest writers and orators; still eloquence on this subject seems almost inexhaustible. ‘Commerce,’ said Mr. Canning, on his recent visit to this city, ‘is the connecting link in

the social chain, and it had been his chief endeavour in his correspondence with foreign nations to convince their governments of the eternal truth, that *the world is wide enough for all its inhabitants*—it is a field for the exertions of man—a field which yields the surest and best reward for all his *labour*.'

Examine every corner of the globe from the arctic regions to the southern pole. Over the whole world the British flag triumphantly waves—Where, let me ask, is the spot to which British commerce does not reach? By means of British ships are the divine truths of revelation spread to the uttermost parts of the earth.

The past history of mankind does not record an empire so extensive and so powerful, so wealthy and so great, as that of the United Kingdom. On her vast territories, during every season of the year, the sun never sets. As the evening rays forsake the groves of Honduras, his morning beams strike the spires of Calcutta; and three hours before they sink from the population of Montreal and Jamaica, they gladden the British subjects on the western shores of New Holland. The British flag is never struck.

Can we refrain then from exclaiming, in the language of Sir Walter Scott, in the Lay of the Last Minstrel,

Breathes there the man with soul so dead,
Who never to himself hath said,
This is my own my native land?

CHARACTER OF THIS LECTURE.

Although Mr. Pope treats his subject in a pleasing and familiar style, which in our opinion is a great recommendation, his essay evinces considerable research as well as discrimination; and those who have read much on the subject of the essay under consideration will here meet with some historical facts with which they were, in all probability, not previously acquainted.—*Liverpool Kaleidoscope*.

This lecture does not partake of the dryness almost proverbially ascribed to treatises bearing that uninviting title. Mr. Pope's little tract is both amusing and instructive, and he has evidently brought with him much correct information upon the subject of which he treats, the fruit of well-directed study and matured reflection. He has traced the art of ship-building and navigation, from their infancy to the present period, in a manner equally ingenious and interesting; and the brief view that he takes of our existing commercial greatness is emphatic and gratifying.—*Critical Gazette*.

The lecture of Mr. Pope, who, from his official situation and attention to the subject, is very intimately acquainted with the commerce of the country, was read before the Bristol Philosophical and Literary Society. It contains a brief and rapid but interesting view of the origin and progress of shipping, with an account of the new laws for regulating our commercial intercourse with other countries.

This pamphlet, though very small, contains many curious facts, and much interesting information connected with the commerce of this country.—*Literary Chronicle*.

Mr. Pope's lecture is ingenious and eloquent.—*Gentleman's Magazine*.

ABBREVIATIONS.

Terms in this Book.

His Majesty
 His Majesty in council. . . .
 The lords commissioners of
 the treasury
 The lords commissioners of
 the admiralty.....
 Commissioners of customs.
 Commissioners of excise ..
 East India company.....
 Limits of the East India
 company's charter.....
 Collector and controller...
 Officer.....
 Ship.....
 Master of a ship.....
 Owners and Owner of a
 ship.....
 Mate of a ship.....
 Seaman.....
 British possessions.....
 Warehouse.....
 King's warehouse.....

Legal Construction.

His Majesty, His heirs, or successors.
 His Majesty, by and with the advice of his privy council.
 The lords commissioners of His Majesty's treasury for the
 time being, or any three or more of them.
 The lord high admiral of Great Britain, or the commis-
 sioners for executing the office of lord high admiral of
 Great Britain for the time being, or any three or more
 of them.
 Commissioners of His Majesty's customs for the time be-
 ing, or any four or more of them.
 Commissioners of His Majesty's excise for the time being,
 or any three or more of them.
 United company of merchants of England trading to the
 East Indies.
 All places and seas eastward of the Cape of Good Hope to
 the straits of Magellan.
 Collector and controller of the customs of the port intended
 in the sentence.
 Such officer for the time being.
 Ship or vessel to be considered as synonymous, unless such
 term be used to distinguish a ship from sloops, brigan-
 tines, and other classes of vessels.
 Person having or taking the charge or command of such
 ship.
 One owner of a ship, if there be only one, and any or all
 the owners, if there be more than one.
 Person next in command of such ship to the master.
 Seaman, mariner, sailor, or landsman, being one of the
 crew of a ship.
 Colony, plantation, island, territory, or settlement belong-
 ing to His Majesty.
 Any place, whether house, shed, yard, timber, pond, or
 other place, in which goods entered to be warehoused,
 upon importation may be lodged, kept, and secured
 without payment of duty, or although prohibited to be
 used in the United Kingdom.
 Any place provided by the crown for lodging goods therein
 for the security of the customs.

DIRECTIONS

FOR

Restoring to Life Persons apparently Drowned.

Make the greatest exertion to take out the body before one hour elapses, and adopt the following rules, viz.

The body not to be held up by the heels; nor rolled on casks, or other rough usage; avoid the use of Salt, in all cases of apparent death.

1. Convey carefully the body, with the head raised, to the nearest convenient public house.
2. Strip, and dry the body:—Clean the mouth and nostrils.
3. Young Children:—put between two persons in a warm bed.
4. Adults:—lay the body on a blanket or bed, and in cold weather near the fire. In the warm season air should be freely admitted.
5. Gently rub with flannel sprinkled with spirits, and a heated warm pan, covered, to be lightly moved over the back and spine.
6. To restore breathing.—Introduce the pipe of a pair of bellows (when no apparatus) into one nostril; close the mouth and the other nostril; then inflate the lungs, till the breast be a little raised; the mouth and nostrils must then be left free. Repeat this process till life appears.
7. Tobacco smoke to be thrown gently up the fundament, by means of a tobacco pipe, taking care the bowl of the pipe be covered, so as to defend the mouth of the assistant, and also not to hurt the part where the pipe is applied.
8. The breast to be fomented with hot spirits: if no signs of life appear, the warm bath; or hot bricks, &c. applied to the palms of the hands, and soles of the feet.
9. Electricity to be *early employed* by a medical assistant.
10. The breath is the principal thing to be attended to.

GENERAL REMARKS.

1. On signs of returning life, the assistants are most earnestly advised to apply the restorative means with great caution, so as to nourish and revive the languid signs of life. A tea spoonful of warm water may be given: and if swallowing be returned, warm wine, or diluted brandy. To be put into a warm bed, and if disposed to sleep, will generally awake restored to health.

2. The plans above recommended are to be used for three or four hours. It is an absurd and vulgar opinion to suppose persons as irrecoverable, because life does not soon make its appearance.

3. Electricity and bleeding never to be employed, unless by the direction of the Medical Assistants.

PRESERVATION FROM SHIPWRECK.

Mr. Egerton Smith, of Liverpool, has just published a work entitled, "Desultory Suggestions for Preservation from Shipwreck." It contains much valuable information in a small compass. Price 2s. 6d.

ABSTRACT of the Net Produce of the Revenue of the United Kingdom, in the Years ended 5th January 1824, and 5th January 1825.

	Year ended 5th Jan. 1824.	Year ended 5th Jan. 1825.
Customs	11,498,755	11,327,738
Excise	25,342,827	26,768,039
Stamps.....	6,801,950	7,244,041
Taxes,—under the Management of the Commissioners of Taxes.....	6,206,932	4,922,070
Post Office	1,462,692	1,520,615
One Shilling and Sixpence, and Four Shillings in the Pound, on Pensions and Salaries.....	61,357	61,374
Hackney Coaches, and Hawkers and Pedlars.....	53,880	57,134
Crown Lands	966	966
Small Branches of the King's Hereditary Revenue	4,273	5,188
Surplus Fees, regulated Public Offices..	39,717	39,887
Poundage Fees, Pells Fees, Casualties, &c.	10,207	9,748
Total Ordinary Revenue	£51,483,556	£51,956,800
Repayment by the Emperor of Germany	766,667	1,733,333
Imprest and other Moneys.....	298,700	385,158
Repayments, on account of Advances in Ireland for Public Improvements....	128,603	160,901
Total Revenue.....	£52,677,526	£54,236,192
Applied as Consolidated Fund	49,162,028	51,215,360
To pay off Exchequer Bills charged on Annual Duties.....	3,000,562	3,006,012
Applied as part of the Ways and Means of the Year	514,936	14,820
Total.....	£52,677,526	£54,236,192

For the Year ended 10th October, 1825, see next page.

ABSTRACT of the Net Produce of the Revenue of Great Britain in the Years ended the 10th of Oct. 1824, and 10th Oct. 1825; showing the Increase or Decrease on each Head thereof.

	1824.	1825.	Increase.	Decrease.
	£.	£.	£.	£.
Customs	10,278,243	14,306,152	4,027,909	—
Excise	24,319,852	21,620,714	—	2,699,138(a)
Stamps	6,673,874	6,997,016	323,142	—
Post Office . .	1,439,000	1,501,000	62,000	—
Taxes	4,680,106	4,975,340	95,234	—
Miscellaneous	309,017	363,565	54,548	—
	47,900,092	49,763,587	4,562,833	2,699,138
		Deduct Decrease	2,699,138	—
		Increase on the Year	1,863,695	

(a) This decrease may, in a great degree, if not entirely, be accounted for by the transfer of duties from the excise to the customs.

AN ACCOUNT of the Value of all Imports into, and of all Exports from the United Kingdom of Great Britain and Ireland, During each of the Three Years ending the 5th January 1825 (calculated at the Official Rates of Valuation, and stated exclusive of the Trade between Great Britain and Ireland reciprocally;) distinguishing the Amount of the Produce and Manufactures of the United Kingdom Exported, from the Value of Foreign and Colonial Merchandize Exported:—Also, stating the Amount of the Produce and Manufactures of the United Kingdom Exported therefrom, according to the Real and Declared Value thereof.

Years ending 5th January.	Value of Imports.			Produce and Manufactures of the United Kingdom			Foreign and Colonial Merchandize.			Total Exports.			Value of Produce and Manufactures.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
1823	30,599,663	0	6	44,236,533	2	4	9,227,589	6	11	53,864,122	9	8	36,968,964	9	9
1824	35,798,707	5	1	43,804,772	18	1	8,603,904	9	1	52,408,577	7	2	35,456,048	13	6
1825	37,547,828	15	4	48,735,651	2	5	10,204,785	6	4	58,940,336	8	9	38,206,300	17	3

NEW VESSELS BUILT.

AN ACCOUNT of the Number of Vessels, with the Amount of their Tonnage, that were built and registered in the several Ports of the British Empire, in the Years ending the 5th January 1823, 1824, and 1825, respectively.

	1823.		1824.		1825.	
	Vessels	Tonnage	Vessels	Tonnage	Vessels	Tonnage
United Kingdom	564	50,928	594	63,151	799	91,083
Isles Guernsey, Jersey, and Man	7	605	10	637	38	2,136
British Plantations	209	15,611	243	22,240	174	21,968
Total	780	67,144	847	86,028	1,011	115,187

VESSELS

VESSELS REGISTERED.

AN ACCOUNT of the Number of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys usually employed in Navigating the same, that belonged to the several Ports of the British Empire, on the 30th September in the Years 1822, 1823, and 1824, respectively.

	On 30th September 1822.			On 30th September 1823.			On 30th September 1824.		
	Vessels	Tons	Men	Vessels	Tons	Men	Vessels	Tons	Men
United Kingdom	20,766	2,288,009	147,529	20,573	2,275,966	147,698	20,803	2,221,563	149,742
Isles Guernsey Jersey, } and Man	492	26,404	3,788	469	26,872	3,680	477	26,261	3,806
British Plantations	3,404	203,641	15,016	3,500	203,803	14,736	3,496	211,277	15,089
Total	24,642	2,519,044	166,333	24,542	2,506,769	166,474	24,776	2,509,587	168,637

VESSELS EMPLOYED IN THE FOREIGN TRADE.

AN ACCOUNT of the Number of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys employed in Navigating the same (including their repeated Voyages) that entered Inwards and cleared Outwards, at the several Ports of the United Kingdom, from and to all Parts of the World (exclusive of the Intercourse between Great Britain and Ireland respectively) during each of the three Years ending 5th January 1825.

Years ending 5th January	INWARDS.								
	British and Irish Vessels.			Foreign Vessels.			Total.		
	Vessels	Tons	Men	Vessels	Tons	Men	Vessels	Tons	Men
1823	11,087	1,693,627	98,980	3,389	469,151	28,421	14,476	2,132,778	127,401
1824	11,271	1,740,859	112,244	4,069	582,966	33,828	15,349	2,323,825	146,072
1825	11,781	1,797,089	108,686	3,655	739,672	42,126	17,306	2,536,761	150,812

Years ending 5th January	OUTWARDS.								
	British and Irish Vessels.			Foreign Vessels.			Total.		
	Vessels	Tons	Men	Vessels	Tons	Men	Vessels	Tons	Men
1823	10,921	1,539,260	95,998	2,843	457,542	25,294	12,866	1,996,802	121,292
1824	9,696	1,546,376	95,596	3,437	563,571	29,323	13,103	2,110,547	124,919
1825	10,156	1,637,270	103,085	5,025	746,729	38,782	15,181	2,383,069	141,867

ON THE ORIGIN OF MONEY,

AND THE

NATURE OF EXCHANGE.

HAVING, under the names of the several Countries and Places with which the Foreign Trade of the United Kingdom is carried on, given statements of the moneys belonging to them, it may not be amiss to furnish here a few remarks on the origin of money in general, and on the nature of Exchange.

In the rude ages of society, cattle are said to have been the common instrument of commerce; and though they must have been a most inconvenient one, yet in old times we find things were frequently valued according to the number of cattle which had been given in exchange for them. The armour of Diomedæ (says Homer) cost only nine oxen; but that of Glaucus cost 100 oxen. We are told by Pliny, upon the authority of Timæus, that till the time of Servius Tullus, the Romans had no coined money, but made use of unstamped bars of copper to purchase whatever they had occasion for. Seneca informs us that there was anciently stamped money of leather, *coriam forma publica impressum*. And the same thing was put in practice by Frederic II. at the siege of Milan. It is well authenticated, that, in the year 1574, the Hollanders coined great quantities of paste-board.

To prevent abuses, to facilitate exchanges, and thereby to encourage all sorts of industry and commerce, it has been found necessary, in all countries that have made any considerable advances towards improvement, to affix a public stamp upon certain quantities of such particular *metals* as were in those countries commonly made use of to purchase goods. Hence the origin of coined money.

The value of money has been settled by general consent to express our wants and our property, as letters were invented to express our ideas; and both these institutions, by giving a more active energy to the powers and passions of human nature, have contributed to multiply the objects they were designed to represent.

By degrees an improvement was made even in coined money, and the mode of remittances and exchanges by *Bills* was adopted.

When

When the *Exchange* between two places, such as London and Paris, is at *Par*, it is said to be a sign that the debts due from London to Paris are compensated by those due from Paris to London. On the contrary, when a *Premium* is paid at London for a bill upon Paris, it is said to be a sign that the debts due from London to Paris are not compensated by those due from Paris to London, but that a balance in money must be sent out from the latter place; for the risk, trouble, and expence of exporting which, the premium is both demanded and given. But the ordinary state of debt and credit between those two cities must necessarily be regulated, it is said, by the ordinary course of their dealings with one another. When neither of them imports from the other to a greater amount than it exports to that other, the debts and credits of each may compensate one another. But when one of them exports to that other, the former necessarily becomes indebted to the latter in a greater sum than the latter becomes indebted to it. The debts and credits of each do not compensate one another, and money must be sent out from that place of which the debts overbalance the credits. The ordinary *Course of Exchange*, therefore, being an indication of the ordinary state of debt and credit between two places, must likewise be an indication of the ordinary course of their Exports and Imports, as these necessarily regulate that state.

The ordinary state of debt and credit between any two places is not always entirely regulated by the ordinary course of their dealings with one another; but is often influenced by that of the dealings of either with many other places.

The just and true exchange for moneys, by bills, is *par pro pari*, or value for value.

In foreign exchange, one place always gives another a fixed sum or piece of money for a variable price; the former is called the *certain price*, and the latter the *uncertain price*. Thus, London is said to give to Paris the *certain* for the *uncertain*, that is, the Pound sterling for a variable number of Francs; and to Spain the *uncertain* for the *certain*, that is, a variable number of Pence sterling, for the Dollar of exchange. The uncertain price, as quoted at any time, is called the *Rate, or Course of Exchange*.

When the demand in London for Bills on Paris is great, a smaller number of Francs is given for the Pound sterling, and the contrary; and when there is a demand for Bills on Spain, a greater number of Pence sterling must be given for the Dollar, and the contrary.

The *Par of Exchange* may be considered under two general heads, viz. the *Intrinsic Par* and the *Commercial Par*, each of which admits of subordinate divisions.

The *Intrinsic Par* is the value of the money of one country compared with that of another, with respect both to weight and fineness.

The

The *Commercial Par* is the comparative value of the moneys of different countries, according to the weight, fineness, and market prices of the metals.

Thus two sums of different countries are *intrinsically* at par, when they contain an equal quantity of the same kind of pure metal; and two sums of different countries are *commercially* at par, when they can purchase an equal quantity of the same kind of pure metal.

EXPLANATION
OF THE
COURSE OF EXCHANGE,

AS IN

LLOYD'S LIST.

ALSO THE PAR, USANCE, AND DAYS OF GRACE, WITH RESPECT TO
LONDON.

Tuesday, October 4, 1825.

	Course of Exchange.	Par about.	Explanation.	Usance.	Days of Grace.
Amsterdam	12. 4	12. 9	Flor. & St. \forall £. Ster.	1 m d	6
Rotterdam	12. 5	12. 9	Flor. & St. \forall £. Ster.	1 m d	6
Antwerp ..	12. 4	12. 9	Flor. & St. \forall £. Ster.	1 m d	6
Hamburgh	37. 2	34. 3	Sh. & D. Flem. \forall £. Ster.	1 m d	12
Frankfort ..	151	140	Batzen \forall £. Sterling.	14 d s	4
Paris.....	25. 35	25. 20	Francs & Cms \forall £. Ster.	30 d d	—
Madrid....	37	39	Pence Ster. \forall Dol. of Ex.	2 m d	14
Gibraltar ..	31	34½	Pence Ster. \forall Cur. Dol.	2 m s	3
Leghorn ..	49½	49	Pence Ster. \forall Piastre.	3 m d	—
Genoa	44½	45½	Pence. Ster. \forall Piastre.	3 m d	—
Venice	27	26. 30	Ital. Livres \forall £. Ster.	3 m d	6
Malta		53½	Pence Ster. for 30 Tari.	30 d s	3
Naples	40½	41½	Pence Ster. \forall Ducat.	3 m d	3
Palermo ..	122	124	Pence Ster. \forall Oz.	3 m d	—
Lisbon	51	67½	Pence Ster. \forall Milree.	30 d d	6
Rio Janeiro	50	67½	Pence Ster. \forall Ditto.	30 d d	6

From the above columns it appears that the Exchange between London and the three first places is nearly at par.

Also that Hamburgh, Frankfort, and Paris, give more than the par for the Pound sterling, and hence the Exchange is in favour of London; and with regard to Madrid, Gibraltar, and Genoa, they receive less than par from London for their moneys respectively.

It should likewise be observed that when the Exchange is favourable to a place, it is only so to the Buyer and Remitter of Foreign Bills; but unfavourable to the Drawer and Seller. Thus the interest of each party is identified with that of the place where his funds are: and hence an unfavourable rate of Exchange in any place operates as a premium for the exportation of goods, and is, so far, an advantage to that place.

RULE.

REDUCING FOREIGN MONEY INTO ENGLISH, AND *vice versa*.

Dutch Money is reduced to English by saying,—As the given Rate of Exchange, to £1 sterling, so the given Dutch to the Sterling sought: and Sterling is reduced to Dutch by reversing this rule.

This rule will apply in all cases by merely substituting the Money of other countries with the Rate of Exchange.

EXAMPLES.

Reduce 8,132 Guilders or Florins, 16 Stivers, into Sterling; Exchange at 10 Current Florins, 8 Stivers per Pound Sterling.

(= 34s. 8d. Flem.)

G.	S.	L.	St.	Guil.	Stiv.
10	8	:	1	:	8132 16
20					20
—					£
208	208	)	162656	(782	
			1456		
			—		
			1705,		&c.

Reverse Rule.

L. G. S. L. Guild. Stiv.

As 1 : 10 8 :: 782 : 8132 16.

When the Price is given in Flemish, say,

L. St. Fl. St.

As 34 8 : 1 : 8132 16

6 20

208 208)162656(7822

COURSE OF EXCHANGE, TUESDAY, OCT. 4, 1825.

Amsterdam	C. F.	12 4	Barcelona	36
Ditto at Sight		12 1	Seville	36½
Rotterdam	2 U.	12 5	Gibraltar	31
Antwerp		12 4	Leghorn	49½
Hamburgh	2½ U.	37 2	Genoa	44½
Altona	2½ U.	37 3	Venice	27
Paris, 3 days sight		25 35	Malta	
Ditto	2 U.	25 65	Naples	40½
Bourdeaux		25 65	Palermo	the oz. 122
Berlin		7	Lisbon	51
Frankfort on Main	Ex. M.	151	Oporto	51
Petersburgh, <i>Rble</i>	3 U.	9½	Rio Janeiro	50
Vienna	effective p. 2 M.	10 2	Bahia	52
Trieste	do.	10 2	Buenos Ayres	43½
Madrid		37	Dublin	9½
Cadiz		37	Cork	9½
Bilboa		36½		

FOREIGN STOCKS, TUESDAY, OCT. 4, 1825.

Austrian Bonds, 5 per cent. ...			Mexican, 5 per cent. ...	71 ex d
Brazilian Bonds			Do. 1825, 6 per cent.	
Do. Scrip	9 ½ d		Do. Scrip, 1825, 6 per cent. ...	10½ d
Buenos Ayres, 6 per cent.			Neapolitan 5 per cent.	
Chilian, 6 per cent.			Do. 5 per cent. 1824.	
Colombian, 6 per cent.	75½		Peruvian, 6 per cent.	67½ 8
Do. 1824	74 ¼ ½		Do. Scrip, 1825, 6 per cent. ...	
Danish, 5 per cent.			Portuguese, 5 per cent.	
Do. Marks Banko, 5 per cent. ..			Prussian, 5 per cent.	
Do. Scrip, 1825			Do. 1822, 5 per cent.	
Greek Bonds			Russian, 1822, 5 per cent. ...	
Do. Scrip, 1825, 5 per cent.	23½ 3 4 d		Spanish 5 per cent Consols.	16½ ¼ ½
Guatemala Scrip	4½ 4 d		Do. 1823	

BULLION, the oz. TUESDAY, OCT. 4, 1825.

Portugal Gold, in coin	0 0 0
Foreign Gold, in bars.....	3 17 6
New Doubloons	0 0 0
New Dollars.....	0 4 11½
Silver, in bars, standard.....	0 5 1

BRITISH STOCKS, OCT. 4, 1825.

Bank Stock.....	225	India Stock	264
3 per Cent. Reduced.....	87	Ditto Bonds	14 p
3 per Cent. Consols	87½ 88	Exchequer Bills, 2d.....	par 1 p
3½ per Cent.	95	Ditto small.....	—
Assented	—	Ditto 1½d.....	—
4 per Cents. 1822	102½ ¼ ¼	Consols for Oct. Acc.	88½ 8 ¼ ¼

CURRENCY.

Currency of United Kingdom. From the 5th January, 1826, the currency of Great Britain is hereby declared to be the currency of the whole United Kingdom of Great Britain and Ireland; and from the commencement of this act, all receipts and payments, and all gifts, grants, contracts, bargains, sales, agreements, and stipulations, and all written bonds, bills, notes, drafts, acceptances, receipts, acknowledgments, undertakings, or securities for money, and all transactions, dealings, matters, and things whatsoever relating to money, or involving or implying the payment of money, or the liability to pay any money, which shall be had, made, or entered into in any part of the United Kingdom, shall be made and entered into according to such currency of Great Britain, so becoming the currency and lawful money of the United Kingdom of Great Britain and Ireland, and not according to any currency, or as money hath been or may be valued in any particular part of the said United Kingdom, or in any other manner than according to such currency of the United Kingdom, except as hereinafter is specially provided; and all such receipts, payments, gifts, grants, contracts, bargains, sales, agreements, stipulations, bonds, bills, notes, drafts, acceptances, acknowledgments, undertakings, securities, transactions, dealings, matters, and things, shall be taken to be made and entered into according to such currency of Great Britain, so becoming the currency and lawful money of the United Kingdom of Great Britain and Ireland, and in reference to money of the value and description circulating in Great Britain at the time of the passing of this act, unless the contrary be proved to have been the intention of the parties concerned. 6 Geo. 4. c. 79. § 1.

Fractional Parts. Whenever, at any time after the commencement of this act, upon the calculation of any amount of money converted into British currency from Irish currency, there shall be any fraction of a British penny, not exceeding four fifty-second parts of a penny, no sum of money

money whatever shall be demanded or paid on account of any such fraction; and in all receipts and payments whatsoever, public or private, of any amount of money converted into British currency from Irish currency, upon the calculation of which amount there shall appear any fraction of a British penny, exceeding four fifty-second parts of a penny, the several fractions of eight, twelve, and sixteen fifty-second parts of a penny shall be considered as equivalent to one farthing; and the fractions of twenty, twenty-four, twenty-eight, and thirty-two fifty-second parts of a penny shall be considered as equivalent to one halfpenny; and the fractions of thirty-six, forty, and forty-four fifty-second parts of a penny shall be considered as equivalent to three farthings; and the fraction of forty-eight fifty-second parts of a penny shall be considered as equivalent to one penny; and the sums of one farthing, one halfpenny, three farthings, and one penny, British currency respectively, shall and may be demanded and taken and received, and shall be paid and satisfied in British copper coin, in all receipts and payments whatever of the amount of any such money so converted into British currency from Irish currency, as equivalent and equal to the said several beforementioned fractions of a British penny respectively; and all sums under the amount of twelve-pence Irish currency shall and may be demanded, taken, and received, and shall be paid and satisfied in British copper coin; and the amount of the fractions of a penny, which shall result on converting such sums of Irish currency into British currency, shall be calculated and paid in manner hereinafter directed according to the several rates aforesaid. § 5.

After Proclamation, as to British Silver and Gold Coins. From such day after the commencement of this act, as shall be named and appointed in and by any proclamation which shall be made and issued for that purpose by His Majesty, by the advice of his privy council in Great Britain, and by the Lord Lieutenant of Ireland, by and with the advice of His Majesty's privy council in Ireland, the several silver and gold coins of Great Britain shall circulate and be current in Ireland at the same nominal as well as real value as in other parts of the United Kingdom, and shall be taken, paid, accepted, and computed, as representing and divisible into the like number of pence, and as representing the like nominal sum of money as such coins are respectively current for and are divisible into, and do represent, in Great Britain, and not as current for or as representing or divisible into any greater number of pence, or as representing any greater nominal sum of money than the same are current for, or are divisible into, or do represent in Great Britain. § 11.

When Irish Copper Coin shall be brought into Bank and exchanged, and the Irish Copper Coin shall cease to circulate. From such day as shall be named and appointed by any proclamation, which shall be made and issued for that purpose, by His Majesty, by the advice of His Majesty's privy council in Great Britain, and by the Lord Lieutenant of Ireland, by

the

the advice of His Majesty's privy council in Ireland, it shall be lawful for any person having any copper coin or money of the currency of Ireland, and passing after the rate of thirteen pence or twenty-six halfpennies for the shilling British currency, to bring any such copper coin, and to deliver the same at the bank of Ireland, during such period and within such time as shall be mentioned and specified in such proclamations; and there shall be delivered at the said bank of Ireland, to every person bringing in and delivering such copper coin of the currency of Ireland, a sum in the current copper coin of Great Britain, after the rate of twelve-pence of such British copper coin, for every thirteen pence or twenty-six halfpence of such copper coin of the currency of Ireland, so to be brought and delivered at the said bank of Ireland; and from and after a day to be mentioned in such proclamations as aforesaid, all copper coin of the currency of Ireland shall cease to be current in Ireland, or in any part of the United Kingdom. § 12.

How Sums under 12d. Irish Currency shall be paid. From 5th January, 1826, the sums of one farthing, one halfpenny, three farthings, one penny, one penny farthing, and one penny halfpenny, of Irish currency, shall be paid by the payment of one farthing, one halfpenny, three farthings, one penny, one penny farthing, and one penny halfpenny respectively, in the copper currency of Great Britain; and all sums of Irish currency exceeding one penny halfpenny, and not exceeding four-pence three farthings, shall be deemed to be acquitted, by the payment of a sum of the copper coinage of Great Britain, less by one farthing than the expressed amount of the sum so payable in Irish currency; and all sums of Irish currency exceeding four-pence three farthings, and not exceeding eight-pence, shall be deemed to be acquitted, by the payment of a sum of the copper coinage of Great Britain, less by one halfpenny than the expressed amount of the sum so payable in Irish currency; and all sums of Irish currency exceeding eight-pence and not exceeding eleven-pence farthing, shall be deemed to be acquitted by the payment of a sum of the copper coinage of Great Britain, less by three farthings than the expressed amount of the sums so payable in Irish currency; and all sums of Irish currency exceeding eleven-pence farthing and not exceeding twelve-pence, shall be deemed to be acquitted by the payment of a sum of the copper coinage of Great Britain, less by one penny than the expressed amount of the sum so payable in Irish currency. § 13.

Commencement. This act shall commence from 5th January, 1826, and not sooner. § 17.

COINS.

TABLES of Coins from Crabbe's Technological Dictionary.

Foreign Gold Coins.

<i>Gold Coins.</i>	<i>Countries.</i>	<i>Sterl. Value.</i>
Carl d'or	Brunswick	0 16 0
Carlino	Sardinia	1 19 0
Carolin	Bavaria	1 0 0
Christian d'or	Denmark	0 17 0
Copang, New	Japan	9 4 0
Coronulla, or Golden Dollar	Spain	1 5 0
Crusade, New, of 480 Rees	Portugal	0 2 6
Dobra of 24,000 Rees	Portugal	6 16 0
Doppia, or Pistole	Rome	0 14 6
Doubloon, or quadruple Pistole	Spain	3 9 0
Ducat	Holland	0 9 6
Imperial of 1801	Russia	1 13 0
Joanese	Portugal	1 17 0
Louis d'or	France	0 19 0
Maximilian d'or	Bavaria	0 15 0
Milree	Portugal	0 3 6
Mohur, or gold Rupee of Shah Allum ..	India	1 15 0
Mohur, or Gold Sicca	India	1 13 6
Moidore	Portugal	1 7 0
Pagoda	India	0 7 6
Pistole	Spain	0 16 0
.....	Switzerland	0 18 6
Ruble	Russia	0 3 6
Rupee	India	1 10 0
Ruspono	Tuscany	1 8 6
Ruyder	Holland	1 4 0
Sequin, or Zecchino	{ Turkey } ..	0 9 6
.....	{ Venice, &c. } ..	0 9 6
Seudo d'oro, or Gold Crown	Venice	5 14 0

Foreign Silver Coins.

10 Batzen Piece	Bavaria	0 1 0
5 Copeck Piece	Russia	0 0 2
Copfstuck, or 20 Crutzer Piece	Austria	0 0 8
New Crusade	Portugal	0 2 4
Crone, or old 4 Mark Piece	Denmark	0 2 9
Daalder, or Piece of 30 Stivers	Holland	0 2 6
Drittel, or Piece of 8 good Groschen ..	Prussia	0 1 0
Ducat	{ Naples } ..	0 4 0
.....	{ Parma } ..	0 4 0
Ducatoon	Holland	0 5 6
Ecu, or Crown of Six Livres	France	0 4 9
Florin, or Gilder	Holland	0 1 9
Francisconi, or Crown of Ferdinand III.	Tuscany	0 4 6
Franc	France	0 0 10
8 Groschen Piece	Saxony	0 1 0
Gulden, or 24 Marien Gross Piece	Prussia	0 1 0

<i>Silver Coins.</i>	<i>Countries.</i>	<i>Sterl. Value.</i>
Lira	Venice	0 0 2½
Mark	{ Hamburg Lubeck, &c. } ..	0 1 3
Paolo	Rome	0 0 6
Papetto	Rome	0 0 2½
Patacão, or Sello	Brazil	0 2 9½
Pataca	Brazil	0 1 0
Patagon	Geneva	0 4 0
Peso duro, or Hard Dollar, or Dollar } Piece of 20 Rials Vellon	Spain	0 4 6
Piastre	Turkey	0 1 1
Plott	Sweden	0 3 0
Poltin Half Ruble, or 50 Copeck Piece ..	Russia	0 1 9
Real, or Rial	Spain (a)	0 0 6
Rix-Dollar	Germany	0 4 0
Ruble	Russia	0 3 3
Rupee of Mahommed Shah	India	0 1 11½
Rupe Sicca	East India Company	0 2 0½
Scudo della Croce	Genoa	0 6 6
Scudo	Rome	0 4 4
Scudo, Mezzo	Rome	0 2 2
8 Siver Piece	Holland	0 0 8
Testoon	Portugal	0 0 6
Doze Vintems, or Piece of 240 Rees. . .	Portugal	0 1 3

(a) By order in council, dated 23d March, 1825, in all those colonies where the Spanish dollar is now either by law, fact, or practice, considered as a legal tender for the discharge of debts, or where the duties to the government are rated or collected, or the individuals have a right to pay in that description of coin, a tender and payment of British silver money to the amount of 4s. 4d. shall be considered as equivalent to the tender or payment of one Spanish dollar. With respect to the Cape of Good Hope, where there are not any Spanish dollars in circulation, but where the circulation consists entirely of paper rix-dollars and its proportions; and with respect to Ceylon, where the circulation consists of silver and paper rix-dollars as well as of a variety of other coins, which are generally received and paid with relation to their value as compared with rix-dollars, a tender and payment of 1s. 6d. in British silver money shall be considered as equivalent to one such rix-dollar so current at the Cape of Good Hope and Ceylon respectively; and also British copper money shall be a legal tender in all the British colonies for its due and proper proportions of British silver money as by law established in Great Britain, but no person shall be compelled to take more than 12d. in copper money at any one payment.

TABLE of the gross weight, of the contents in pure silver, and of the value, computed at the rate of 5s. 2d. per ounce troy, British standard fineness, of the undermentioned silver coins taken from assays made at the mints at Paris and London, together with the rate at which those coins are to be issued (when British coin is not in the military chest) for the pay of the British troops in the colonies.

		Gross weight of the coins.	Contents in pure silver.	Value, at 5s. 2d. per oz. stand.	To be issued to the troops at
		Grains.	Grains.	s. d. dec.	s. d.
French.	Piece of 5 Francs.	385	344 9	4 0 16	4 0
	2 ditto	155	138 8	1 7 38	1 8
	1 Franc	77	69 4	0 9 69	0 10
Sicilian.	Dollar or scudo	422	348 2	4 0 62	4 1
	Piece of 40 grains	141	117 5	1 4 40	1 5
	20 ditto	72	59 1	0 8 25	0 9
Spanish.	Dollar	416	370 9	4 8 79	4 4
United States of America.	Dollar	416	370 1	4 3 68	4 4
East Indies.	Calcutta, rupee	192	175 9	2 0 56	2 1
	Bombay or Surat, ditto.	179	164 7	1 11 61	1 11

WEIGHTS AND MEASURES.

Definition of Standard Yard, Foot, Inch, Pole or Perch, Furlong, and Mile. From May 1, 1825, the straight line or distance between the centres of the two points in the gold studs in the straight brass rod, now in the custody of the clerk of the house of commons, whereon the words and figures "standard yard, 1760," are engraved, is hereby declared to be the original and genuine standard of that measure of length or lineal extension called a *yard*; and the same straight line or distance between the centres of the said two points in the said gold studs in the said brass rod, the brass being at the temperature of sixty-two degrees by Fahrenheit's thermometer, is hereby denominated the "Imperial Standard Yard," and is hereby declared to be the unit or only standard measure of extension, wherefrom or whereby all other measures of extension whatsoever, whether the same be lineal, superficial, or solid, shall be derived, computed, and ascertained; and all measures of length shall be taken in parts or multiples, or certain proportions of the said standard yard; and one-third part of the said standard yard shall be a foot, and the twelfth part of such foot shall be an inch; and the pole or perch in length shall contain five such yards and a half, the furlong two hundred and twenty such yards, and the mile one thousand seven hundred and sixty such yards. 5 Geo. 4. c. 74. § 1.

How Superficial Measures to be computed. All superficial measure shall be computed and ascertained by the said standard yard, or by certain parts, multiples, or proportions thereof; and the rood of land shall contain one thousand two hundred and ten square yards, according to the said standard yard; and the acre of land shall contain four thousand eight hundred and forty such square yards, being one hundred and sixty square perches, poles or rods. § 2.

How Yard, if lost, &c. may be restored. If at any time hereafter the imperial standard yard shall be lost, or shall be in any manner destroyed, defaced, or otherwise injured, it shall be restored by making, under the direction of the lords commissioners of His Majesty's treasury, a new standard yard, bearing the same proportion to such pendulum, as the imperial standard yard bears to such pendulum. § 3.

Standard Troy Pound, Ounce, Pennyweight, and Grain. From May 1, 1825, the standard brass weight of one pound Troy weight, made in the year 1758, now in the custody of the clerk of the House of Commons, is hereby declared to be the original and genuine standard measure of weight, and such brass weight is hereby denominated the imperial standard Troy pound, and is hereby declared to be the unit or only standard measure of weight, from which all other weights shall be derived, computed, and ascertained; and one-twelfth part of the said Troy pound shall be an ounce; and one-twentieth part of such ounce shall be a pennyweight; and

and one-twenty-fourth part of such pennyweight shall be a grain; so that five thousand seven hundred and sixty such grains shall be a Troy pound, and seven thousand such grains are hereby declared to be a pound Avoirdupois, and one-sixteenth part of the said pound Avoirdupois shall be an ounce Avoirdupois, and one-sixteenth part of such ounce shall be a dram. § 4.

How the Pound, if lost, &c. may be restored. If at any time hereafter the said imperial standard Troy pound shall be lost, or shall be in any manner destroyed, defaced, or otherwise injured, it shall be restored by making, under the directions of the lords commissioners of His Majesty's treasury, a new standard Troy pound, bearing the same proportion to the weight of a cubic inch of distilled water, as the said standard pound hereby established bears to such cubic inch of water. § 5.

Standard Gallon, Quart, Pint, Peck, and Bushel. From May 1, 1825, the standard measure of capacity, as well for liquids as for dry goods not measured by heaped measure, shall be the gallon, containing ten pounds Avoirdupois weight of distilled water weighed in air, at the temperature of sixty-two degrees of Fahrenheit's thermometer, the barometer being at thirty inches; and a measure shall be forthwith made of brass, of such contents, under the directions of the lords commissioners of His Majesty's treasury; and such brass measure is hereby declared to be the imperial standard gallon, and is hereby declared to be the unit and only standard measure of capacity, from which all other measures of capacity to be used, as well for wine, beer, ale, spirits, and all sorts of liquids, as for dry goods not measured by heap measure, shall be derived, computed, and ascertained; and all measures shall be taken in parts or multiples, or certain proportions of the said imperial standard gallon; and the quart shall be the fourth part of such standard gallon, and the pint shall be one-eighth of such standard gallon, and two such gallons shall be a peck, and eight such gallons shall be a bushel, and eight such bushels a quarter of corn, or other dry goods, not measured by heaped measure. § 6.

Standard for Heaped Measure. The standard measure of capacity for coals, culm, lime, fish, potatoes or fruit, and all other goods and things commonly sold by heaped measure, shall be the aforesaid bushel, containing eighty pounds Avoirdupois of water as aforesaid, the same being made round with a plain and even bottom, and being nineteen inches and a half from outside to outside, of such standard measure as aforesaid. § 7.

How the Bushel shall be heaped.—Size of Sack and Chaldron. In making use of such bushel, all coals and other goods and things commonly sold by heaped measure, shall be duly heaped up in such bushel, in the form of a cone, such cone to be of the height of at least six inches, and the outside of the bushel to be the extremity of the base of such cone; and three bushels shall be a sack, and twelve such sacks shall be a chaldron. § 8.

Measure of Weight, or heaped Measure for certain Articles.—*Weight or stricken Measure.* Any dealings, with respect to any coals, culm, lime, fish, potatoes, or fruit, and all other things commonly sold by heaped measure, shall be either according to the said standard of weight, or the said standard for heaped measure; but all dealings, for any other goods, shall be according to the said standard of weight, or to the said gallon, or the parts, multiples, or proportions thereof; and in using the same the measures shall not be heaped, but shall be stricken with a round stick or roller, straight, and of the same diameter from end to end. § 9.

Ireland. Nothing herein contained shall authorize the selling in Ireland, by measure, of any articles, which by any law in force in Ireland are required to be sold by weight only. § 10.

Ascertaining Measures of Capacity, where Reference cannot easily be had to Standards. In all cases of dispute respecting the correctness of any measure of capacity, arising in a place where recourse cannot be conveniently had to any of the aforesaid verified copies or models of the standard measures of capacity, or parts or multiples of the same, it shall be lawful for any justice of the peace or magistrate having jurisdiction in such place, to ascertain the content of such measure of capacity by direct reference to the weight of pure or rain water which such measure is capable of containing; ten pounds Avoirdupois weight of such water, at the temperature of sixty-two degrees by Fahrenheit's thermometer, being the standard gallon ascertained by this act, the same being in bulk equal to two hundred and seventy-seven cubic inches, and two hundred and seventy-four one thousandth parts of a cubic inch, and so in proportion for all parts or multiples of a gallon. § 14.

Contracts for Sale, &c. by Weight or Measure. From May 1, 1825, all contracts, bargains, sales, and dealings, which shall be made within any part of the United Kingdom of Great Britain and Ireland, for any work to be done, or for any thing to be sold, delivered, done, or agreed for by weight or measure, where no special agreement shall be made to the contrary, shall be deemed according to the standard weights and measures ascertained by this act; and in all cases where any special agreement shall be made, with reference to any weight or measure established by local custom, the ratio or proportion which every such local weight or measure shall bear to any of the said standard weights or measures shall be expressed, in such agreement, or otherwise such agreement shall be null and void. § 15.

Existing Weights and Measures. It shall be lawful for any person to buy and sell goods by any weights or measures established either by local custom, or founded on special agreement: provided, that in order that the ratio or proportion which all such measures and weights shall bear to the standard weights and measures established by this act, shall be a matter of common notoriety, the ratio or proportion which all such customary

tomary measures and weights shall bear to the said standard weights and measures, shall be painted or marked upon all such customary weights and measures, respectively; and nothing herein contained shall extend to permit any maker of weights or measures, or any person whomsoever, to make any weight or measure at any time after the 1st May, 1825, except in conformity with the standard weights and measures established under the provisions of this act. § 16.

Tables of Equalization. As soon as conveniently may be after such inquisitions shall have been made and enrolled in England, Ireland, and Scotland respectively, accurate tables shall be prepared and published under the authority of the commissioners of His Majesty's treasury, showing the proportions between the weights and measures heretofore in use, as mentioned in such inquisitions, and the weights and measures hereby established, with such other conversions of weights or measures as the commissioners of His Majesty's treasury may deem to be necessary; and after the publication of such tables, all future payments to be made shall be regulated according to such tables. § 19.

Customs and Excise. So soon as conveniently may be after the 17th June, 1824, accurate tables shall be prepared and published under the direction of the commissioners of the treasury, in order that the several duties of customs and excise, and other His Majesty's revenue, may be made payable according to the legal standards directed by this act to be universally used; and from the 1st May, 1825, and the publication of such tables, the several duties thereafter shall be collected according to the calculations in the tables to be prepared as aforesaid. § 20.

Westminster. Nothing in this act shall repeal, or alter the power given by law to the dean, high steward, or his deputy, and the burgesses of the city of Westminster, to appoint a proper officer to size and seal all weights and measures used by persons dealing by weight and measure in the city of Westminster and the liberties thereof. § 24.

City of London. All vessels of gaugeable liquors, imported or brought into London, and landed within the city and liberties thereof, shall be subject to be gauged, as heretofore hath been of right accustomed, by the lord mayor by virtue of his office of gauger, or by his sufficient deputies, except that the contents of all such vessels shall be ascertained by the standard measure of capacity for liquids directed by this act, and the multiples thereof; and all such vessels that shall be found wanting of the true contents which such vessels ought to be of, together with the liquids therein contained, shall be subject to the like seizures and forfeitures as are provided by any act of parliament heretofore made for ascertaining the true contents of gaugeable liquors. § 25.

City Gauger. This act shall not extend to prohibit, or lessen the right of the mayor and commonalty and citizens of the city of London, or of the lord mayor concerning the office of gauger of gaugeable liquors imported and landed within the city of London and the liberties thereof. § 26.

Operation of former Act postponed. The several clauses in the foregoing act, the operation whereof is directed to commence from 1st May, 1825, shall commence from 1st January, 1826, and not sooner; and such things as by the said act are required to be done within three calendar months or within six calendar months respectively next after the passing of the said act, shall and may be lawfully done at any time before the expiration of three calendar months or six calendar months respectively after the 1st May, 1825, and the several acts and parts of acts, which are repealed from the 1st May, 1825, shall remain in force until the 1st January, 1826; and shall from the 1st January, 1826, be repealed to all intents and purposes as if the said 1st January, 1826, had been mentioned in the said act, instead of the said 1st May, 1825. 6 Geo. 4. c. 12. § 1.

Figure of Measures. And whereas by the foregoing act the figure of the standard bushel measure directed to be used for the sale of coals, culm, fish, potatoes, and fruit, is determined: And whereas it is expedient that the figure of all other measures used for the sale of coals, and all other things commonly sold by heaped measure, should also be fixed and determined; it is therefore enacted, that from 1st January, 1826, all such measures shall be made cylindrical, and the diameter of such measures shall be at the least double the depth thereof, and the height of the cone or heap shall be equal to three-fourths of the depth of the said measure, the outside of the measure being the extremity or base of such cone. § 2.

What Excise Gallon to be deemed. From January 5th, 1826, in every act of parliament relating to His Majesty's revenue of excise, whenever and for whatever purpose any gallon measure is mentioned, it shall be deemed to be a gallon, *Imperial Standard Gallon Measure*; and whenever any other measure by name is mentioned, it shall be deemed to be a measure formed of the usual number of gallons, each such gallon being imperial standard gallon measure; and all duties, allowances, drawbacks, payments, accounts, and reckonings relating thereto, under any law of excise, shall thenceforth be made and kept according to such imperial standard gallon measure only, or some multiple part or proportion thereof. 6 Geo. 4. c. 58. § 6.

Tables. Accurate tables shall be prepared and published, under the direction of the commissioners of the treasury, in order that the several rates and duties of excise may be adjusted and made payable according to the respective quantities of the legal standards directed by the foregoing act of 5 Geo. 4. to be universally used; and from the 1st May, 1825, and the publication of such tables, the several rates and duties thereafter to be collected shall be collected and taken according to the calculations in such tables. § 1.

Custom Duties, &c. All duties, bounties, and drawbacks of customs,

toms, shall be paid and received in every part of the United Kingdom, and of the Isle of Man, according to imperial weights and measures. 6 Geo. 4. c. 107. § 117.

GARRATT, Mayor.

At an especial court of mayor and aldermen, holden in the Council-Chamber of the Guildhall of the city of London, on the feast of St. Michael the Archangel, that is to say, Thursday, the 29th day of September, 1825, and in the sixth year of the reign of George the Fourth, of the United Kingdom of Great Britain and Ireland, King, &c.

The right honourable the Lord Mayor communicated to this court, that, numerous applications having been made to him on the difficulties which had occurred, in consequence of the ineffective directions contained in the acts of parliament (5 Geo. 4. ch. 74. and 6 Geo. 4. ch. 12), for regulating weights and measures in respect to heaped measures, the diameter of the heaped bushel measure only being defined in the said acts, and the diameter of all the smaller measures, viz. the half bushel, peck, gallon, half gallon, and quart, being thereby rendered uncertain, his lordship directed a representation to be made to the lords commissioners of His Majesty's treasury on the subject; whereupon the lords commissioners referred the matter for the opinion of the commissioners of weights and measures, and received a report from Dr. Wollaston thereon, that it would be unnecessary to express more than the breadth, from outside to outside of the top, of such respective measures to be as follows:

- The bushel, nineteen inches and a half.
- The half bushel, fifteen inches and a half.
- The peck, twelve inches and a quarter.
- The gallon, or half peck, nine inches and three quarters.
- The half gallon, or quarter, seven inches and three quarters.
- The half quarter, six inches and one-eighth.

And thereupon the lords commissioners declared, that in the absence of any legislative provision on the subject, they could only issue directions to all persons who might be employed to prepare measures, under their authority, to conform strictly to the proportions pointed out by Dr. Wollaston; and the lords commissioners also submitted the expediency of the same course being adopted in the city of London.

Whereupon it is resolved,

That (in order to protect the public from fraud and imposition), directions be given to the proper officers at the Guildhall, London, not to stamp or mark any new measures intended for ascertaining the quantity of such articles as are sold by heaped measure, unless such measures respectively are made strictly conformable to the said proportions specified in Dr. Wollaston's report.

Ordered,

That these proceedings be forthwith published in the London Gazette, for the information of the officers of the several cities and towns corporate in Great Britain, having or directing the adjustment and marking of weights and measures.

Signed, by order of the court,

HENRY WOODTHORPE.

For Foreign Weights and Measures, see the names of the several Countries and Places in PARTS 6—10.

*A LIST of the WORKS which have been quoted or consulted in the
Compilation of this Book.*

- Account of the principal Pictures in England.
 Accum's Chemical Works.
 Acts of Parliament.
 Addison's Works.
 Annals of Philosophy.
 Anstruther's Exchequer Reports.
 Bacon's, Lord, Works.
 Barnewall and Alderson's Reports.
 Beckmann's History of Ancient Institutions.
 Blackstone's, Sir W., Commentaries on the Laws of England.
 Bochart's Works.
 Bourne's Gazetteer.
 Brande's Manual of Pharmacy.
 British Galleries of Art.
 Buchanan's Memoirs of Painting.
 Calmet's Dict.
 Chamber's Dict.
 Chemist.
 Cochrane's Travels in Colombia.
 Colton's Lacon.
 Coneybeare and Phillips's Geology.
 Crabb's English Synonymes.
 ——— Historical Dict.
 ——— Technological Dict.
 Dryden's Works.
 Edward's History of British West Indies.
 Edinburgh Gazetteer.
 ——— Philosophical Journal.
 ——— Review.
 Encyclopædia Britannica.
 ——— Metropolitana.
 Euclid's Elements.
 Faulkner's Treatise on the Plague.
 Field's Geographical Memoirs of New South Wales.
 Gibbon's History of the Decline and Fall of the Roman Empire.
 Gisborne's Works.
 Goodison's Essay upon the Islands of Leucadia, Cephalonia, Ithaca, and Zante.
 Hall's Present State of Colombia.
 Hancock's Researches into the Laws and Phenomena of Pestilence.
 Henderson's Hist. of Ancient and Modern Wines.
 Herbert's, Sir Thomas, Travels.
 Hill's, Sir John, System of Botany.
 Humboldt's Personal Narrative of Travels.
 ——— Political Hist. of New Spain.
 ——— Researches in America.
 Johnson's Dict.
 ——— Works.
 Journal of Science and the Arts.
 Joyce's Practical Chemical Mineralogy.
 Kirwan's Essay on Manure.
 Lempriere's Classical Dict.
 Literary Chronicle.
 ——— Gazette.
 Locke's Works.
 London Gazette.
 Macartney's, Lord, Embassy to China.
 Maclean's Investigation respecting Epidemic and Pestilential Diseases.
 M'Culloch's Discourse on Political Economy.
 Manby's Journal of a Voyage to Greenland.
 Mechanic's Magazine.
 Miller's Gardener's Dict.
 Mill's Elements of Political Economy.
 ——— History of British India.
 Morewood's Essay on Inebriating Liquors.
 Mounteney's Selection concerning Brazil.
 Nicholson's Cyclopaedia.
 Paley's Works.
 Pamphleteer.
 Parke's Chemical Catechism.
 Parry's Journals for the Discovery of a North West Passage from the Atlantic to the Pacific.
 Phillips's History of Cultivated Vegetables.
 ——— Introduction to Mineralogy.
 Pilkin's Statistical View of the United States of America.
 Pilkington's

- Pilkington's Dict. of Painters.
Pope's, Alexander, Works.
Porter's, Sir R. K. Travels.
Price's Exchequer Reports.
Quarterly Review.
Quincey's Dict. of Physic.
Raleigh's, Sir Walter, Works.
Rees's Cyclopedia.
Scientific Gazette.
Scott's, Sir Walter, Works.
Shakspeare's Works.
Statutes at Large.
Stevenson's Historical Sketch.
Tegg's Chronology.
- Teonge's Diary.
Topography of all the known Vineyards.
Tredgold's Elementary Principles of Carpentry.
Ure's Chemical Dict.
Wallace's Memoirs of India.
Walpole's Anecdotes of Painting.
Westmacott's British Galleries of Painting and Sculpture.
Westminster Review.
Woodley's View of the Scilly Islands.
Woodward's Essay on the Natural History of the Earth.

- History of the Earth.
- Woodward's Essay on the Natural
- Woodley's View of the Solly Islands.
- Westminster Review.
- Painting and Sculpture.
- Westmacott's British Galleries of
- Walpole's Anecdotes of Painting.
- Wallace's Memoirs of India.
- Ure's Chemical Dict.
- of Geography.
- Trubgold's Elementary Principles
- of all the known Vine-
- Teague's Diary.
- Tory's Chronology.
- Reverend's Historical Sketch.
- Statutes at Large.
- Shakespeare's Works.
- Scott's Sir Walter Works.
- Scientific Gazette.
- Lines's Cyclopaedia.
- Haycock's Sir Walter Works.
- Quincy's Dict. of Physics.
- Quarterly Review.
- Paine's Eschiquier Reports.
- Parker's Sir H. K. Travel.
- Pope's Alexander Works.
- Philington's Dict. of Painters.

PARLIAMENTARY DOCUMENTS

PARLIAMANTARY DOCUMENTS
 1826

PARLIAMANTARY DOCUMENTS.

1826.

TABLE OF THE CONTENTS.

AN ACCOUNT OF THE STATE OF THE KINGDOM OF GREAT BRITAIN AND IRELAND, AS FAR AS RESPECTS THE REVENUE, IN THE YEAR 1826.

PART I.	PART II.	PART III.
THE REVENUE OF GREAT BRITAIN AND IRELAND, AS FAR AS RESPECTS THE CUSTOMS, EXCISE, AND STAMPS.	THE REVENUE OF GREAT BRITAIN AND IRELAND, AS FAR AS RESPECTS THE LAND TAX, THE SINK FUND, AND THE NATIONAL DEBT.	THE REVENUE OF GREAT BRITAIN AND IRELAND, AS FAR AS RESPECTS THE NATIONAL DEBT, AND THE SINK FUND.
THE REVENUE OF GREAT BRITAIN AND IRELAND, AS FAR AS RESPECTS THE NATIONAL DEBT, AND THE SINK FUND.	THE REVENUE OF GREAT BRITAIN AND IRELAND, AS FAR AS RESPECTS THE NATIONAL DEBT, AND THE SINK FUND.	THE REVENUE OF GREAT BRITAIN AND IRELAND, AS FAR AS RESPECTS THE NATIONAL DEBT, AND THE SINK FUND.

ABSTRACT of the Net Produce of the Revenue of the United Kingdom, in the Years ended 5th January 1825, and 5th January 1826.

	Year ended 5th January, 1825.	Year ended 5th January, 1826.
	£	£
Customs	11,327,738	16,541,521
Excise	26,768,039	21,004,488
Stamps	7,244,041	7,447,923
Taxes,—under the management of the Commissioners of Taxes.....	4,922,070	4,990,961
Post-Office	1,520,615	1,595,461
One shilling and sixpence, and four shillings in the pound, on pensions and salaries	61,374	56,729
Hackney Coaches, and Hawkers and Pedlars	57,134	59,857
Crown Lands	966	
Small branches of the King's Hereditary Revenue.....	5,188	5,441
Surplus Fees, regulated Public Offices	39,837	56,090
Poundage Fees, Pells Fees, Casualties, &c.....	9,748	11,521
Total Ordinary Revenue.....	51,956,800	51,769,992
Repayment by the Emperor of Germany.....	1,733,333	
Imprest and other Monies	385,158	218,240
Repayments, on account of Advances in Ireland for Public Services	160,901	210,333
Total Revenue..	54,236,192	52,198,620
Applied to Consolidated Fund	39,063,449	35,230,156
To pay off Exchequer Bills, charged on Annual Duties....	3,006,012	3,003,998
Applied as part of the Ways and Means of the Year	12,166,731	13,964,466
Total	54,236,192	52,198,620

TRADE OF THE UNITED KINGDOM.

AN ACCOUNT of the Value of all Imports into, and of all Exports from the United Kingdom of Great Britain and Ireland; during each of the Three Years ending the 5th January, 1824, 1825, 1826, respectively, calculated at the Official Rates of Valuation, and stated exclusive of the Trade between Great Britain and Ireland reciprocally.

Years ending 5th January.	Value of Imports into the United Kingdom.	Value of Exports from the United Kingdom.			Value of the Produce and Manufactures of the United Kingdom Exported there- from.
		Produce and Manufactures of the United Kingdom.	Foreign and Colonial Merchandise.	Total Exports.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1824.....	26,796,797 5 0	43,804,372 18 1	8,603,904 9 1	52,408,277 7 2	35,424,948 13 6
1825.....	37,532,935 7 1	48,735,551 2 3	10,394,785 6 4	59,130,336 8 9	38,326,580 17 3
1826.....	44,137,482 6 0	47,166,020 2 11	9,169,494 8 3	56,335,514 11 2	38,577,388 7 6

TRADE OF GREAT BRITAIN WITH IRELAND.

Years ending 5th January.	Value of Imports into Great Britain.		Value of Exports from Great Britain.							
			Produce and Manufactures of the United Kingdom.		Foreign and Colonial Merchandise.		Total Exports.		Value of the Produce and Manufactures of the United Kingdom Exported from Great Britain.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
1824.....	5,827,086	1 11	3,141,825	11 0	1,369,376	6 5	4,501,201	17 5	3,488,591	0 8
1825.....	5,591,161	5 0	3,688,570	6 4	1,318,069	0 8	5,006,639	7 0	4,261,113	11 10
1826.....	5,544,573	5 9	3,837,336	11 7	1,437,708	17 10	5,275,045	9 5	4,962,751	8 10

AN ACCOUNT of the Official Value of all British, Irish, and Foreign Produce and Manufactures, Exported from the United Kingdom to all Parts of the World; and a like Account of the Value of all Goods Imported into the United Kingdom, during the Year ending 5th January 1826.

TRADE OF THE UNITED KINGDOM WITH FOREIGN PARTS.

Imports.	Exports.						
	British and Irish Produce and Manufactures.		Foreign and Colonial Merchandise.		Total Exports.		
£	s. d.	£	s. d.	£	s. d.	£	s. d.
44,137,482	6 0	47,166,020	2 11	9,169,494	8 3	56,335,514	11 2

TRADE OF THE PORT OF LONDON WITH FOREIGN PARTS.

Imports.	Exports.						
	British and Irish Produce and Manufactures.		Foreign and Colonial Merchandise.		Total Exports.		
£	s. d.	£	s. d.	£	s. d.	£	s. d.
23,514,370	13 6	11,410,766	1 11	7,679,007	19 1	19,289,774	1 0

NEW VESSELS BUILT.

AN ACCOUNT of the Number of Vessels, with the Amount of their Tonnage, that were Built and Registered in the several Ports of the British Empire, in the Years ending the 5th January 1824, 1825, and 1826, respectively.

	1824.		1825.		1826.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
United Kingdom	594	63,151	799	91,083	975	122,479
Isles Guernsey, Jersey, and Man...	10	637	38	2,136	28	1,550
British Plantations	243	22,240	342	50,522	353	50,299
Total	847	86,028	1,179	143,741	1,356	174,328

TRADE OF GREAT BRITAIN WITH IRELAND

VESSELS REGISTERED.

AN ACCOUNT of the Number of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys usually employed in Navigating the same, that belonged to the several Ports of the British Empire, on the 30th September in the Years 1823 and 1824, and on the 31st December 1825, respectively.

	On 30th September, 1823.			On 30th September, 1824.			On 31st December, 1825.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
United Kingdom	20,573	2,275,965	147,658	20,803	2,321,953	149,742	20,087	2,298,836	146,703
Isles Guernsey, Jersey, and Man	409	25,372	3,680	477	25,361	3,806	508	28,565	3,773
British Plantations	3,500	203,853	14,796	3,496	211,273	15,089	3,579	214,875	15,059
Total	24,542	2,505,190	165,474	24,776	2,558,597	168,637	24,174	2,542,216	165,535

VESSELS EMPLOYED IN THE FOREIGN TRADE.

AN ACCOUNT of the Number of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys employed in Navigating the same (including their repeated Voyages) that entered Inwards and cleared Outwards, at the several Ports of the United Kingdom, from and to all Parts of the World (exclusive of the Intercourse between Great Britain and Ireland respectively) during each of the three Years ending 5th January, 1824, 1825, 1826, respectively.

Years ending 5th January.	INWARDS.								
	British and Irish Vessels.			Foreign Vessels.			Total.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1824.....	11,371	1,740,830	112,244	4,009	592,995	33,828	15,340	2,333,855	146,072
1825.....	11,791	1,797,089	108,096	5,655	759,672	42,126	17,396	2,556,761	160,812
1826.....	13,503	2,143,317	123,028	6,981	969,312	52,722	20,484	3,102,629	175,750
Years ending 5th January.	OUTWARDS.								
	British and Irish Vessels.			Foreign Vessels.			Total.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1824.....	9,696	1,546,976	95,596	3,437	563,571	29,323	13,103	2,110,547	124,919
1825.....	10,135	1,607,270	103,085	5,025	746,729	38,782	15,181	2,403,999	141,867
1826.....	10,843	1,793,842	109,537	6,085	906,065	47,535	16,928	2,699,908	157,072

A COMPARATIVE STATEMENT of British and Foreign Tonnage, which have entered the several Ports of Great Britain, for the last four Years, ended 5th January, 1826.

1823.		1824.		1825.		1826.	
British Tonnage.	Foreign Tonnage.	British Tonnage.	Foreign Tonnage.	British Tonnage.	Foreign Tonnage.	British Tonnage.	Foreign Tonnage.
2,390,238	419,694	2,469,053	534,674	2,364,249	694,880	2,786,844	892,601

AN ACCOUNT of the Number of Ships with their Tonnage and Men, which have entered the Ports of the United Kingdom in the Year ended 5th January, 1826; distinguishing the British Ships from the Foreign.


Ports.	British.			Foreign.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.
England	11,339	1,776,674	101,504	5,887	808,146	44,228
Scotland	1,463	250,595	15,200	674	84,455	4,715
Ireland	710	117,211	6,416	406	65,449	3,687
Total United Kingdom..	13,517	2,144,680	123,120	6,967	958,050	52,630

NAMES of the Kingdoms and States to which the Foreign Vessels in the foregoing Account belonged.

Kingdoms and States.	England.			Scotland.			Ireland.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Russia	111	29,816	1,467	1	110	8	3	581	26
Sweden	152	36,215	1,421	26	3,944	208	19	3,835	176
Norway	736	140,344	6,896	250	27,817	1,728	143	22,775	1,375
Denmark	669	49,286	3,098	30	2,544	175	6	860	47
Prussia	730	151,790	6,491	176	27,620	1,810	33	5,953	287
Germany	761	81,394	4,114	70	7,294	447	3	438	19
Belgium	1,688	98,984	4,911	83	7,081	421	57	6,288	392
France	1,153	49,067	8,023	11	446	91	1	105	8
Portugal	12	1,518	119	—	—	—	82	8,622	791
Spain	2	149	16	—	—	—	—	—	—
Turkey and the Levant	—	—	—	—	—	—	—	—	—
Italy	—	—	—	—	—	—	3	433	23
United States	549	178,949	7,686	27	7,689	327	55	16,059	722
Foreign Continental Colonies ..	3	634	46	—	—	—	1	200	11
Totals	5,887	808,146	44,228	674	84,455	4,715	406	65,449	3,687


AN ACCOUNT of the Number of Ships, and Amount of Tonnage, which have Cleared Outwards from the several Ports in Great Britain, in the Years 1816 and 1825; distinguishing British Ships from Foreign.

Countries.	Year 1816.				Year 1825.			
	British.		Foreign.		British.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
Russia.....	343	67,531	82	23,558	955	194,823	86	21,648
Sweden.....	39	6,286	59	12,855	63	8,741	136	28,571
The Baltic.....	—	—	29	10,239	1	318	275	61,513
Norway.....	135	8,622	123	23,591	107	8,471	865	148,090
Denmark.....	214	36,457	61	8,768	257	42,754	749	77,954
Prussia.....	151	22,813	103	27,223	440	87,868	539	102,893
Germany.....	839	103,210	98	14,545	695	89,020	625	60,504
Belgium.....	1,670	107,738	452	41,721	621	53,003	945	92,367
France.....	1,442	101,125	789	41,888	965	69,975	849	49,201
Portugal.....	257	29,731	32	5,309	522	54,095	52	9,104
Spain.....	171	19,519	57	7,933	328	38,317	46	10,957
Gibraltar.....	82	10,901	2	306	138	17,092	10	1,876
The Mediterranean.....	—	—	—	—	—	—	1	321
Italy.....	239	30,790	9	1,428	296	39,119	1	281
Malta.....	35	5,812	—	—	28	4,405	—	—
Ionian Islands.....	—	—	—	—	16	2,382	—	—
Turkey and the Levant.....	18	3,094	—	—	93	18,902	1	410
Foreign Ports.....	—	—	—	—	—	—	8	1,508
British Islands;—viz.								
Ireland.....	8,861	721,772	2	488	6,676	551,289	—	—
Isle of Man.....	636	23,133	—	—	856	28,038	—	—
Guernsey.....	—	—	—	—	329	20,366	1	25
Jersey.....	479	29,140	2	33	424	29,536	—	—
Alderney.....	—	—	—	—	13	798	—	—
Asia.....	164	99,392	4	1,415	196	101,198	6	2,171
Africa.....	68	13,517	2	503	137	30,118	—	—
The Whale Fisheries.....	164	52,099	—	—	142	43,721	—	—
The Seal Fishery.....	—	—	—	—	—	—	—	—
British Northern Colonies.....	772	160,375	1	106	1,582	411,332	—	—
British West Indies.....	647	201,424	—	—	725	203,191	—	—
United States.....	278	72,063	344	103,280	151	43,139	544	175,436
Foreign West Indies.....	93	21,964	6	1,792	88	16,292	7	1,770
Foreign Continental Colonies.....	196	39,234	12	2,975	364	69,395	15	4,344
Total.....	17,383	1,987,794	2,260	329,942	17,079	2,282,458	5,753	851,354

 For the remainder of Parliamentary Documents, see under the several titles in subsequent parts.

PARLIAMENTARY DOCUMENTS.

1827.

 As to Corn, see page 61 in PART 1.

PUBLIC INCOME of the United Kingdom of Great Britain and Ireland, for the year ended 5th January, 1827.

Heads of Revenue.	Balances and Bills outstanding on 5th January, 1825.		Gross Receipt.		Repayments, Allowances, Discounts, Drawbacks, &c. to the Two Universities, on Account of Almanacks, and for Paper and Parchment to stamp on.		Net Receipt within the year, after deducting Repayments, &c.		Total Income, including Balances.	
	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
ORDINARY REVENUES.										
Customs	520,110	8 11½	20,582,924	11 8½	1,019,951	10 -½	19,562,973	1 8½	20,083,083	10 8½
Excise	1,164,742	4 2	22,341,969	14 6¼	1,915,342	18 2	20,426,626	16 4¼	21,791,369	- 6¼
Stamps	326,921	7 9¼	7,101,503	18 6	261,473	11 7¼	6,840,030	6 10½	7,166,951	14 7½
Taxes, under the Management of the Commissioners of Taxes	91,335	9 10½	5,030,028	18 8	6,519	12 1	5,023,509	6 7	5,115,044	16 5¼
Post Office	214,397	7 3¼	2,392,272	2 7¼	95,870	6 9¼	2,296,401	15 10½	2,510,799	3 2¼
One shilling in the pound, and sixpence in the pound on pensions and salaries, and four shillings in the pound on pensions. Hackney Coaches, and Hawkers and Pedlars	3,143	18 7	49,587	16 9¼	-	-	49,587	16 9¼	52,731	15 4¼
Crown Lands	6	1 4	74,370	7 9	-	-	74,370	7 9	74,376	9 1
Small branches of the King's hereditary revenue	37,837	7 2¼	278,088	- 10½	-	-	278,088	- 10½	315,945	8 1
Surplus Fees of regulated public offices. Pounding Fees, Fell's Fees, Casualties, Treasury Fees, and Hospital Fees	4,355	17 5¼	9,345	-	-	-	9,345	-	13,698	17 5¼
Totals of Ordinary Revenues	-	-	69,160	14 11	-	-	69,160	14 11	69,160	14 11
Other Resources	-	-	9,594	10 8¼	-	-	9,594	10 8¼	9,594	10 8¼
Totals of the Public Income of the United Kingdom	2,363,070	2 8¼	38,138,843	17 2	3,299,157	18 8¼	34,839,685	18 5¼	37,202,756	1 1½
	-	-	5,269,503	18 9	-	-	5,269,503	18 9	5,269,503	18 9
Totals of the Public Income of the United Kingdom	2,363,070	2 8¼	63,408,347	15 11	3,299,157	18 8¼	60,109,189	17 2¼	62,472,259	19 10¼

Discharge.

	£.	s. d.
Payments out of the Income in its Progress to the Exchequer	5,387,384	15 2½
Payments into the Exchequer	54,694,089	10 3
Balances and Bills outstanding on 5th January, 1827	2,189,885	14 5

62,472,259 19 10¼

ABSTRACT of the Net Produce of the Revenue of Great Britain, in the quarters ended on 5th July, 1826, and on 5th July, 1827, showing the Increase or Decrease on each head thereof.

	Qrs. ended July 5,		Increase.	Decrease.
	1826.	1827.		
	£	£	£	£
Customs.....	3,708,828	3,911,394	202,566	..
Excise.....	4,198,915	4,148,806	..	50,109
Stamps.....	1,603,498	1,584,721	..	18,777
Post-Office.....	374,000	331,000	..	43,000
Taxes.....	1,875,160	1,922,983	47,823	..
Miscellaneous.....	239,826	147,093	..	92,733
	12,000,227	12,045,997	250,389	204,619
	Deduct Decrease.....		204,619	..
	Increase on the Quarter....		45,770	..

NET PRODUCE of the Revenue of Great Britain, in the years ended 5th of July, 1826, and 5th July, 1827.

	Year ended	Year ended
	5th July, 1826.	5th July, 1827.
	£	£
Customs.....	16,134,942	16,067,164
Excise.....	17,751,962	17,289,471
Stamps.....	6,650,198	6,219,297
Taxes, under the management of the Commissioners of		
Taxes, including Arrears of Property.....	4,691,327	4,762,665
Post Office.....	1,518,000	1,423,000
1s. 6d. and 4s. in the Pound on Pensions.....	55,245	51,477
Hackney-coaches and Hawkers and Pedlars.....	60,757	67,251
Small branches of the King's Hereditary Revenue.....	5,503	5,602
Surplus Fees, Regulated Public Offices.....	62,547	68,006
Total Ordinary Revenue.....	46,930,481	45,953,933
Imprest and other Monies.....	467,245	272,961
Total Revenue.....	47,397,726	46,226,894
Applied to Consolidated Fund.....	33,796,999	35,016,629
To pay off Exchequer-bills charged on the Annual Duties.....	1,898,971	....
Applied as part of the Ways and Means of the Year....	11,701,756	11,210,265
Total.....	47,397,726	46,226,894

TRADE OF THE UNITED KINGDOM.

VALUE of the Imports into, and of the Exports from the United Kingdom of Great Britain and Ireland, during each of the three years ending the 5th January, 1827; calculated at the Official Rates of Valuation, and distinguishing the Amount of the Produce and Manufactures of the United Kingdom Exported, from the Value of Foreign and Colonial Merchandize Exported; also, stating the Amount of the Produce and Manufactures of the United Kingdom Exported therefrom, according to the real or declared value thereof.

Years ending 5th January.	Value of Imports into the United Kingdom, calculated at the Official Rates of Valuation.			Value of Exports from the United Kingdom, calculated at the Official Rates of Valuation.						Value of the Produce and Manufactures of the United Kingdom, Exported therefrom, according to the real or declared value thereof.					
	£	s.	d.	Produce and Manufactures of the United Kingdom.		Foreign and Colonial Merchandize.		Total Exports.							
1825.....	37,568,176	4	10	48,790,466	4	7	10,204,785	6	4	58,995,251	10	11	38,390,403	14	0
1826.....	44,208,907	7	0	47,150,689	12	11	9,169,494	8	3	56,320,184	1	2	38,870,945	11	11
1827.....	37,714,021	15	1	40,965,030	14	0	10,079,627	8	1	51,044,658	2	1	31,536,833	10	11

TRADE OF GREAT BRITAIN WITH FOREIGN PARTS.

VALUE of the Imports into, and of the Exports from Great Britain, during each of the three years ending the 5th January, 1827; calculated at the Official rates of Valuation, and stated exclusive of the Trade with Ireland; distinguishing the Amount of the Produce and Manufactures of the United Kingdom Exported, from the Value of Foreign and Colonial Merchandize Exported; also, stating the Amount of the Produce and Manufactures of the United Kingdom Exported from Great Britain, according to the real or declared value thereof.

Years ending 5th January.	Value of Imports into Great Britain, calculated at the Official Rates of Valuation.			Value of Exports from Great Britain, calculated at the Official Rates of Valuation.						Value of the Produce and Manufactures of the United Kingdom, Exported from Great Britain, according to the real or declared Value thereof.					
	£	s.	d.	Produce and Manufactures of the United Kingdom.		Foreign and Colonial Merchandize.		Total Exports.							
1825.....	36,140,418	0	0	48,024,951	13	6	10,188,596	9	2	58,213,548	2	8	37,598,030	16	9
1826.....	42,61,054	8	11	46,453,021	17	1	9,155,205	5	0	55,608,327	2	1	38,577,260	9	0
1827.....	36,689,999	12	1	40,332,104	6	4	10,069,188	1	2	50,401,322	7	2	39,847,638	7	4

TRADE OF IRELAND WITH FOREIGN PARTS.

VALUE of all Imports into, and of all Exports from, Ireland, during each of the three years ending the 5th January, 1827, (calculated at the Official Rates of Valuation and stated exclusive of the Trade with Great Britain;) distinguishing the Amount of the Produce and Manufactures of the United Kingdom Exported, from the Value of Foreign and Colonial Merchandize Exported; also, stating the Amount of the Produce and Manufactures of the United Kingdom Exported from Ireland, according to the real or declared Value thereof.

Years ending 5th January.	Value of Imports into Ireland, calculated at the Official Rates of Valuation.			Value of Exports from Ireland, Calculated at the Official Rates of Valuation.						Value of the Produce and Manufactures of the United Kingdom Exported from Ireland, according to the real or declared value thereof.					
	£	s.	d.	Produce and Manufactures of the United Kingdom.		Foreign and Colonial Merchandize.		Total Exports.							
1825.....	1,411,728	4	10½	705,514	11	0½	16,188	17	2½	721,703	8	3	822,382	17	3
1826.....	1,547,382	18	14	697,667	15	10	14,189	3	3	711,856	19	1	793,615	2	11
1827.....	1,644,022	3	0	632,926	8	0	10,430	6	11	643,356	14	11	680,195	3	7

NEW VESSELS BUILT.

NUMBER of Vessels, with the Amount of their Tonnage, that were Built and Registered in the several Ports of the British Empire, in the years ending the 5th January, 1825, 1826, and 1827, respectively.

	In the Years ending the 5th January.					
	1825.		1826.		1827.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
United Kingdom	799	91,083	975	122,479	1,115	118,963
Isles Guernsey, Jersey & Man	38	2,136	28	1,500	24	2,171
British Plantations	342	50,522	536	80,805	363	58,496
Total	1,179	143,741	1,539	204,924	1,522	179,630

See the following Returns for Great Britain and Ireland.

VESSELS REGISTERED.

NUMBER of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys usually employed in Navigating the same, that belonged to the several Ports of the British Empire, on the 30th September in the year 1824, and on the 31st December 1825 and 1826, respectively.

	On 30th September, 1824.			On 31st December, 1825.			On 31st December, 1826.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
United Kingdom	29,803	2,321,963	149,742	29,087	2,298,836	146,703	20,469	2,387,069	149,894
Isles Guernsey, Jersey, and Man	477	26,261	3,806	568	28,565	3,773	499	29,392	3,665
British Plantations	3,496	211,273	15,089	3,579	214,815	15,039	3,657	224,183	14,677
Total	24,776	2,559,597	168,637	24,174	2,542,216	165,535	24,625	2,636,644	167,636

See the following Returns for Great Britain and Ireland.

The Returns, upon which the above Account is founded, were formerly made up on 30th September in each year, but are now made up on 31st December, conformably to the Act 4 Geo. 4. c. 41.

VESSELS EMPLOYED IN THE FOREIGN TRADE.

NUMBER of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys employed in Navigating the same (including their repeated Voyages) that entered Inwards and cleared Outwards, at the several Ports of the United Kingdom, from and to Foreign Parts, during each of the three years ending 5th January, 1827.

Years ending 5th January.	Shipping Entered Inwards in the United Kingdom, from Foreign Parts.								
	British and Irish Vessels.			Foreign Vessels.			Total.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1825.....	11,731	1,797,089	108,696	5,655	730,672	42,126	17,386	2,526,761	150,812
1826.....	13,503	2,143,317	123,628	6,981	960,312	52,722	20,484	3,103,629	173,740
1827.....	12,473	1,950,630	113,695	5,729	694,116	39,838	18,202	2,644,746	132,531

Years ending 5th January.	Shipping Cleared Outwards from the United Kingdom, to Foreign Parts.								
	British and Irish Vessels.			Foreign Vessels.			Total.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1825.....	16,156	1,657,270	103,085	5,025	746,729	38,782	15,181	2,403,999	141,867
1826.....	19,843	1,793,842	109,657	6,085	906,096	47,535	16,928	2,699,988	157,192
1827.....	19,844	1,737,425	106,198	5,410	692,449	37,305	16,254	2,429,863	142,503

See the following Returns for Great Britain and Ireland.

NEW VESSELS BUILT.

NUMBER of Vessels, with the Amount of their Tonnage, that were Built and Registered in the several Ports of the British Empire (except Ireland,) in the years ending 5th January, 1825, 1826, and 1827, respectively.

	Year ending Jan. 5, 1825.		Year ending Jan. 5, 1826.		Year ending Jan. 5, 1827.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
England	625	76,428	722	102,842	802	90,818
Scotland	139	12,840	209	17,136	265	24,897
Isle of Guernsey	16	1,187	7	550	8	414
Jersey	6	586	15	988	14	1,392
Man	16	413	6	212	7	365
British Plantations	342	50,522	536	80,805	383	58,485
Total, (exclusive of Ireland)	1,144	141,926	1,495	202,423	1,474	176,367

The Account delivered last year (for the year ended 5th January, 1826) is now corrected; and as several Returns from the Plantations for the year ended 5th January, 1827, are not yet received, a similar correction will be necessary when the next Account is made up.

VESSELS REGISTERED.

NUMBER of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys usually employed in Navigating the same, that belonged to the several Ports of the British Empire (except Ireland) on the 30th September, 1824, and on the 31st December, 1825 and 1826, respectively.

	On 30th September, 1824.			On 31st December, 1825.			On 31st December, 1826.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
England	16,466	1,081,688	123,332	15,841	1,068,716	120,181	15,976	2,001,295	121,362
Scotland	2,961	296,975	19,631	2,865	289,537	19,432	3,102	290,096	21,305
Isle of Guernsey	70	7,281	529	79	7,298	536	74	7,139	543
Jersey	116	11,477	1,164	142	13,756	1,380	171	15,650	1,518
Man	291	7,693	2,113	287	7,451	1,887	254	6,612	1,604
British Plantations	3,495	211,273	15,089	3,579	214,875	15,089	3,657	224,183	14,677
Total, (exclusive of Ireland)	23,400	2,486,294	161,858	22,783	2,461,633	158,445	23,234	2,544,876	160,309

This Account, which was formerly made up to the 30th September in each year, is now rendered to the 31st December in each year, conformably to the Act 4 Geo. 4. c. 41.

VESSELS EMPLOYED IN THE FOREIGN TRADE.

NUMBER of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys employed in Navigating the same, (including their repeated Voyages) that entered Inwards and cleared Outwards at the several Ports of Great Britain, from and to all Parts of the World, during each of the three years ending 5th January, 1827; also, showing the Number and Tonnage of Shipping entered Inwards and cleared Outwards, during the same period, exclusive of the intercourse with Ireland.

Years ending 5th January.	Shipping Entered Inwards in Great Britain, from all Parts of the World.								
	British and Irish Vessels.			Foreign Vessels.			Total.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1825	19,164	2,364,249	142,923	5,280	694,880	38,662	24,444	3,059,129	181,585
1826	21,786	2,786,844	162,614	6,561	892,691	48,945	28,347	3,679,445	211,557
1827	18,960	2,478,047	131,827	5,439	643,922	37,137	24,399	3,121,969	188,964

VESSELS

VESSELS EMPLOYED IN THE FOREIGN TRADE.

Years ending 5th January.	Shipping Cleared Outwards from Great Britain to all Parts of the World.								
	British and Irish Vessels.			Foreign Vessels.			Total.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1825.....	20,732	2,492,403	182,584	4,717	690,374	35,823	28,449	3,182,776	188,407
1826.....	21,284	2,633,324	164,725	5,753	851,354	44,431	27,137	3,481,878	206,156
1827.....	21,874	2,676,263	163,627	5,129	641,106	34,600	27,063	3,317,509	197,627

NEW VESSELS BUILT.

NUMBER of Vessels, with the Amount of their Tonnage, that were Built and Registered in the several Ports of Ireland, in the years ending 5th January 1825, 1826, and 1827, respectively.

Year ending 5th January,	Vessels.	Tons.
1825.....	35	1,815
1826.....	44	2,501
1827.....	48	2,653

VESSELS EMPLOYED IN THE FOREIGN TRADE.

NUMBER of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys employed in Navigating the same (including their repeated Voyages) that entered Inwards and cleared Outwards, at the several Ports of Ireland, from and to all Parts of the World, during each of the three years ending 5th January 1827; also, showing the Number and Tonnage of Shipping entered Inwards and cleared Outwards, during the same period, exclusive of the intercourse with Great Britain.

Years ending 5th January.	Shipping Entered Inwards in Ireland, from all Parts of the World.								
	British and Irish Vessels.			Foreign Vessels.			Total.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
1825.....	11,594	1,635,977	60,672	375	64,792	3,454	11,969	1,101,769	63,526
1826.....	12,238	1,100,602	65,921	439	65,711	3,779	12,677	1,167,313	69,700
1827.....	12,364	1,191,679	75,301	299	50,194	2,701	12,664	1,241,873	78,002

Years ending 5th January.	Shipping Cleared Outwards from Ireland, to all Parts of the World.								
	British and Irish Vessels.			Foreign Vessels.			Total.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
1825.....	7,947	683,713	41,535	308	56,355	2,959	8,255	742,068	44,514
1826.....	9,362	823,855	50,247	332	54,712	3,104	9,694	878,567	53,351
1827.....	6,957	750,004	46,964	281	51,304	2,700	7,238	801,308	49,669

VESSELS REGISTERED.

NUMBER of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys usually employed in Navigating the same, that belonged to the several Ports of Ireland, on the 30th September, 1824, and on the 31st December, 1825 and 1826 respectively.

	Vessels.	Tons.	Men.
On the 30th September, 1824	1,376	73,293	6,779
31st December, 1825	1,391	80,583	7,090
1826	1,391	90,768	7,327

VESSLS

VESSELS, with their Tonnage, that have been Built and Registered in the British Empire, from 1814 to 1826, both inclusive; distinguishing separately, those Built in the United Kingdom, in Guernsey, Jersey, and Man, and in the British Plantations; and arranged in Two Classes, the First consisting of Vessels above, and the Second, of those under, One Hundred Tons.

Year.	Above 100 Tons.		Under 100 Tons.	
	Ships.	Tons.	Ships.	Tons.
1814.....	342	73,452	522	24,497
1815.....	532	96,760	651	31,780
1816.....	445	79,100	829	38,301
1817.....	353	72,300	729	32,129
1818.....	396	74,298	663	30,068
1819.....	387	77,957	738	34,216
1820.....	253	57,531	630	27,051
1821.....	211	46,253	661	28,594
1822.....	219	43,078	561	24,066
1823.....	303	62,331	544	23,697
1824.....	481	112,351	698	31,390
1825.....	684	165,866	855	39,058
1826.....	601	134,488	921	44,532
	<hr/>	<hr/>	<hr/>	<hr/>
	5,207	1,095,765	9,002	409,379

	Above 100 Tons.		Under 100 Tons.	
	Ships.	Tonnage.	Ships.	Tonnage.
United Kingdom.....	4,102	819,685	5,906	281,882
Guernsey.....	28	5,198	33	1,084
Jersey.....	24	4,053	32	969
Man.....	1	176	132	3,802
British Plantations.....	1,052	266,653	2,899	121,642
Total of 13 years, from	<hr/>	<hr/>	<hr/>	<hr/>
1814 to 1826.....	5,207	1,095,765	9,002	409,379
Average.....	400	84,289	692	31,490

STEAM VESSELS Built and Registered in the United Kingdom, in Guernsey, Jersey and Man, and in the British Plantations, during each year, from 1814 to 1826, both inclusive.

United Kingdom.	Ships.	Tons.
Total of 13 years, from 1814 to 1826....	228	26,198
Average.....	17	2,015
British Plantations.		
Total of 13 years, from 1814 to 1826....	16	4,743
Average.....	1	364

None Built in the Islands of Guernsey, Jersey, or Man.

SHIPS, with the Amount of their Tonnage, and the Number of Men and Boys usually navigating the same, that belonged to the several Ports of the British Empire, from the year 1822 to 1826, both years inclusive.

In the year	Ships.	Tons.	Men.
1822.....	24,642	2,519,044	166,333
1823.....	24,542	2,506,760	165,474
1824.....	24,776	2,559,587	168,637
1825.....	24,280	2,553,682	166,183
1826.....	24,625	2,635,644	167,636

SHIPS, and Amount of their Tonnage and Men, which have entered Inwards and cleared Outwards, from the Ports of Great Britain, in the year ended 5th January, 1827; distinguishing British and Foreign, and the different Countries to which they belong.

	Inwards.		Outwards.			Inwards.		Outwards.	
	British Ships.	Foreign Ships.	British Ships.	Foreign Ships.		British Ships.	Foreign Ships.	British Ships.	Foreign Ships.
London	3,495	1,586	2,149	1,486	Ramsgate	100	18	7	2
Aberystwith	9	—	6	—	Rye	53	9	40	4
Aldborough	—	1	1	—	Saint Ives	5	6	12	6
Arundel	12	1	10	4	Scarborough	17	2	24	1
Barstaple	2	—	—	—	Scilly	2	—	—	—
Beaumaris	22	15	24	21	Shoreham	95	17	96	77
Berwick	20	14	7	13	Southampton	337	31	305	28
Blackley & Clay	7	2	1	2	Southwold	1	—	—	—
Bideford	9	—	8	—	Stockton	29	22	22	22
Boston	47	21	29	21	Sunderland	78	46	210	72
Bridgwater	14	2	10	2	Swansea	53	20	63	20
Bridlington	9	19	9	18	Truro	25	27	8	30
Bristol	334	60	277	35	Wells	13	17	4	9
Cardiff	21	19	70	25	Weymouth	44	6	37	1
Cardigan	8	—	—	—	Whitby	14	1	36	—
Carlisle	13	—	1	—	Whitehaven	640	1	650	1
Chepstow	13	—	3	—	Wisbeach	7	9	1	8
Chester	41	—	13	—	Woodbridge	6	2	1	4
Chichester	4	1	6	1	Yarmouth	57	64	52	55
Colchester	21	11	20	14	Aberdeen	159	24	178	24
Cowes	9	4	9	2	Ayr	9	—	6	—
Dartmouth	102	14	143	1	Alloa	3	4	27	2
Deal	—	—	—	—	Anstruther	3	4	3	1
Dover	691	308	751	376	Banff	9	21	19	15
Exeter	73	13	64	11	Borrowstoness	17	5	32	19
Falmouth	47	10	28	—	Campbeltown	6	—	23	—
Faversham	85	4	11	1	Dumfries	13	—	7	—
Fowey	18	21	4	—	Dunbar	11	4	2	3
Gloucester	1	—	—	—	Dundee	144	7	102	4
Grimby	29	75	12	55	Fort William	2	—	—	—
Gweek	—	11	1	11	Glasgow	67	10	62	10
Harwich	103	10	58	5	Grangemouth	64	37	25	22
Hull	724	854	580	776	Greenock	197	8	220	8
Hfracombe	5	—	3	—	Inverness	10	—	2	—
Ipswich	26	9	19	5	Irvine	75	—	81	—
Lancaster	28	—	12	—	Kirkaldy	36	9	31	9
Leigh	21	—	14	—	Kirkcudbright	3	—	44	—
Liverpool	1,367	680	1,433	699	Kirkwall	—	8	—	1
Llanely	14	71	1	71	Leith	247	139	187	117
Loce	4	—	3	—	Lerwick	4	2	6	—
Lyme	34	4	32	4	Montrose	80	20	95	15
Lynn	60	127	21	110	Oban	—	—	—	—
Maldon	28	11	15	7	Perth	31	10	8	5
Milford	30	2	7	2	Port Glasgow	64	5	67	6
Minehead	—	—	—	—	Port Patrick	—	—	—	—
Newcastle	300	226	854	445	Preston Pans	6	13	3	13
Newhaven	43	5	4	4	Rothesay	1	—	—	—
Newport	15	12	52	22	Stornoway	13	2	1	1
Padstow	5	5	18	5	Straenraer	2	—	19	—
Penzance	21	19	31	22	Thurso	2	—	20	4
Plymouth	313	54	315	53	Tobermory	—	—	4	—
Portsmouth	112	174	106	167	Wick	—	—	—	—
Poole	140	7	127	5	Wigtown	33	—	29	—
Preston & Poulton	13	—	5	—	Total Ships of				
Rochester	154	265	27	9	Great Britain	11,623	5,439	10,275	5,129

Tonnage..1,796,250 Tonnage..643,922 Tonnage..1,620,393 Tonnage..641,106
 Men..... 105,109 Men. 37,137 Men..... 99,007 Men..... 34,600

KINGDOMS

KINGDOMS or STATES to which the Foreign Vessels in the foregoing Account belonged.

Countries.	Inwards.			Outwards.		
	Ships.	Tonn.	Men.	Ships.	Tonn.	Men.
Russia	85	23,773	1,173	82	24,378	1,122
Sweden	94	13,909	823	88	14,958	814
Norway	496	78,953	4,194	463	76,486	3,931
Denmark	762	56,990	3,623	795	62,367	3,801
Prussia	588	112,765	4,909	578	113,736	4,847
Germany	906	81,572	4,196	949	92,203	4,586
Belgium	840	71,174	3,464	731	63,649	3,355
France	1,194	52,426	7,873	960	42,446	5,157
Portugal	14	1,696	121	19	2,148	169
Spain	13	1,223	113	14	1,122	90
Italy	3	886	47	3	926	51
West Indies Foreign } Colonies	1	139	9	—	—	—
United States	440	147,741	6,547	446	146,534	6,667
Foreign Continental } Colonies	3	675	45	1	153	10
Total..	5,439	643,922	37,137	5,129	641,106	34,600

VESSELS Registered, their Tonnage and Men, on the 30th September in each Year from 1822 to 1826, both inclusive, belonging to the several Ports of the United Kingdom, of Guernsey, Jersey, and Man, and in the British Plantations, with the Aggregate of the British Empire; distinguishing each in Two Classes, the First consisting of Vessels above, and the Second of those below, One Hundred Tons.

1822.

	Above 100 Tons.			Under 100 Tons.		
	Ships.	Tonn.	Men.	Ships.	Tonn.	Men.
United Kingdom	7,665	1,690,382	98,801	13,091	598,617	48,728
Guernsey	39	6,609	420	25	1,382	124
Jersey	45	7,254	633	62	3,339	423
Man	—	—	—	311	7,820	2,168
British Plantations	439	77,035	3,857	2,965	126,606	11,159
Total British Empire..	8,188	1,781,280	103,731	16,454	737,764	62,602

VESSELS

VESSELS Registered, &c. from 1822 to 1826, continued.

1823.

	Above 100 Tons.			Under 100 Tons.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.
United Kingdom	7,634	1,682,833	98,852	12,939	593,162	48,206
Guernsey	39	6,724	427	29	1,564	144
Jersey	50	7,899	689	64	3,366	373
Man	—	—	—	287	7,319	2,047
British Plantations.....	419	73,581	3,624	3,081	130,312	11,112
Total British Empire..	8,142	1,771,037	103,592	16,400	735,723	61,882

1824.

United Kingdom.....	7,812	1,725,334	101,401	12,991	596,619	48,341
Guernsey	34	5,659	362	36	1,622	167
Jersey	51	8,052	767	65	3,426	397
Man	—	—	—	291	7,603	2,113
British Plantations	426	81,457	3,881	3,070	129,815	11,208
Total British Empire..	8,323	1,820,502	106,411	16,453	739,085	62,226

1825.*

United Kingdom.....	7,853	1,735,396	100,621	12,340	574,905	46,730
Guernsey	34	5,546	356	45	1,752	200
Jersey	57	9,282	848	85	4,474	482
Man	—	—	—	287	7,451	1,887
British Plantations.....	440	82,209	3,812	3,139	132,666	11,187
Total British Empire..	8,384	1,832,433	105,697	15,896	721,249	60,486

1826.*

United Kingdom.....	8,171	1,802,710	103,194	12,298	579,359	46,700
Guernsey	34	5,538	358	40	1,592	185
Jersey	62	11,068	849	109	4,582	669
Man	—	—	—	254	6,612	1,604
British Plantations	448	87,570	3,780	3,209	136,613	10,297
Total British Empire..	8,715	1,906,886	108,181	15,910	728,758	59,455

* The Returns from which the Account for these Years was prepared were made up to the 31st of December, instead of the 30th September, as in the former Years, conformably with the Act 4 Geo. 4. c. 41.

A COMPARATIVE STATEMENT of British and Foreign Tonnage, cleared Outwards from the Ports of Great Britain and Ireland, distinguishing the several Countries; for the Year ending 5th January, 1827.

Countries.	GREAT BRITAIN.		IRELAND.	
	British.	Foreign.	British.	Foreign.
Russia	147,224	15,333	10,868	429
Sweden	6,773	7,458	—	336
The Baltic (not otherwise stated)	288	41,893	—	—
Norway	8,377	78,089	2,016	15,999
Denmark	53,278	74,724	232	—
Prussia	53,619	73,893	3,715	7,330
Germany	100,068	68,730	518	148
Belgium.....	62,127	58,091	—	622
France	85,099	54,226	1,629	2,584
Portugal	50,909	10,025	1,836	8,069
Spain	26,913	4,690	1,891	1,279
Gibraltar	15,785	548	1,177	1,269
The Mediterranean (not otherwise stated)	260	185	—	—
Italy	50,964	1,597	394	—
Malta	4,883	—	156	—
Ionian Islands.....	1,887	—	—	—
Turkey, and the Levant	13,250	—	145	—
Foreign Parts (not otherwise stated)	—	1,627	—	—
British Islands, viz.				
Guernsey, Jersey, Man, and Alderney	84,265	—	960	—
Asia	110,275	2,038	—	—
Africa	26,720	—	904	—
Greenland Fishery	30,103	—	—	—
Southern Whale Fishery	10,429	—	—	—
British Northern Colonies	331,250	—	66,508	—
British West India Islands	236,109	—	15,743	—
United States of America	53,947	142,010	8,044	13,269
Foreign West India Islands	14,472	4,474	—	—
Foreign Continental Colonies.....	41,119	1,475	296	—
Total Great Britain	1,620,393	641,106	117,032	51,334

BRITISH AND FOREIGN SHIPS, and the Total Amount of the respective Tonnage, which entered the Ports of the United Kingdom from all Parts of the World out of Europe, exclusive of the Mediterranean, between the Years 1824 and 1826, both inclusive, distinguishing each Year.

Years.	British.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.
1824	3,442	928,051	466	154,872
1825	3,661	986,266	614	200,237
1826	3,482	975,612	453	153,802

BRITISH SHIPS, together with the Total Amount of their Tonnage, which entered Inwards and cleared Outwards from and to His Majesty's Colonies and Plantations in the West Indies, and on the Continent of America, south of the 35th degree of latitude, from the Year 1820 to the Year 1826, both inclusive, distinguishing each Year.

Years.	Inwards.		Outwards.	
	Ships.	Tonnage.	Ships.	Tonnage.
1820	857	240,510	831	233,486
1821	884	245,321	891	246,180
1822	839	232,426	743	208,099
1823	861	233,790	842	232,717
1824	899	244,971	848	233,097
1825	872	232,357	801	219,431
1826	891	243,448	907	251,852

A like ACCOUNT from His Majesty's Colonies and Plantations in America, north of the 35th degree of latitude.

Years.	Inwards.		Outwards.	
	Ships.	Tonnage.	Ships.	Tonnage.
1820	1,440	343,377	1,497	341,650
1821	1,403	327,446	1,426	328,425
1822	1,416	356,448	1,493	354,426
1823	1,579	401,669	1,433	354,027
1824	1,683	427,832	1,670	412,073
1825	1,858	489,844	1,817	463,906
1826	1,770	472,588	1,556	397,758

A like ACCOUNT from the Possessions of His Majesty, or of the East India Company, to the Eastward of the Cape of Good Hope, including New South Wales and Van Dieman's Land.

Years.	Inwards.		Outwards.	
	Ships.	Tonnage.	Ships.	Tonnage.
1820	141	81,971	110	56,544
1821	91	45,526	95	47,232
1822	81	41,352	125	59,827
1823	101	53,483	133	62,069
1824	120	55,308	131	62,511
1825	110	49,460	169	73,696
1826	168	72,457	179	72,543

And a like ACCOUNT from any Possessions, Settlements, or Territories, on the West Coast of Africa, including the Cape of Good Hope.

Years.	Inwards.		Outwards.	
	Ships.	Tonnage.	Ships.	Tonnage.
1820	55	12,273	89	21,559
1821	76	17,643	100	19,277
1822	60	10,753	106	18,495
1823	81	16,288	105	23,985
1824	94	20,742	124	31,309
1825	124	33,215	123	29,432
1826	122	32,044	103	26,758

VESSELS, with the Amount of their Tonnage, which cleared out from the Ports of Great Britain for the Deep Sea Fishery, to any part of the World, between the Years 1820 and 1826, both inclusive, distinguishing each Year.

Years.	Greenland and South Sea Fishery.	
	Vessels.	Tonnage.
1820	210	64,847
1821	196	59,445
1822	168	49,614
1823	179	55,297
1824	143	44,316
1825	142	43,721
1826	128	40,532

BRITISH SHIPS, together with the total Amount of their Tonnage, which entered the Ports of Ireland, from all parts of the World out of Europe, (exclusive of the Mediterranean), between the Years 1820 and 1826, both inclusive, distinguishing each Year.

Years.	Ships.	Tonnage.
1820	248	49,404
1821	249	47,667
1822	281	55,543
1823	229	41,330
1824	283	58,240
1825	358	76,702
1826	424	97,010

BRITISH SHIPS, together with the total Amount of their Tonnage, which cleared Outwards and entered Inwards in the Ports of Ireland, to and from His Majesty's Colonies and Possessions in America (including Newfoundland, &c.) north of the 35th degree of latitude, from 1820 to 1826, both inclusive, distinguishing each Year.

Years.	Inwards.		Outwards.	
	Ships.	Tonnage.	Ships.	Tonnage.
1820	169	34,254	202	40,955
1821	165	22,141	186	35,084
1822	209	43,448	220	44,718
1823	138	26,283	175	35,229
1824	208	45,376	173	36,755
1825	277	62,329	235	52,574
1826	342	81,905	280	66,508

FOREIGN SHIPS, together with the total Amount of their Tonnage, which entered the Ports of Ireland from all parts of the World out of Europe (exclusive of the Mediterranean), between the Years 1820 and 1826, both inclusive, distinguishing each Year.

Years.	Ships.	Tonnage.
1820	56	14,420
1821	47	11,481
1822	46	12,009
1823	46	12,245
1824	74	20,857
1825	55	16,030
1826	40	11,079

BRITISH SHIPS, together with the total Amount of their Tonnage, which cleared Outwards and entered Inwards in the Ports of Ireland, to and from His Majesty's Colonies and Possessions in the West Indies, and on the Continent of America, south of the 33th degree of latitude, from the Year 1820 to 1826, both inclusive, distinguishing each Year.

Years.	Inwards.		Outwards.	
	Ships.	Tonnage.	Ships.	Tonnage.
1820	61	10,995	77	15,742
1821	68	11,830	84	15,350
1822	57	9,167	77	15,824
1823	77	12,186	78	13,576
1824	70	11,762	92	16,524
1825	75	12,812	76	14,240
1826	70	12,574	85	15,743

VESSELS, with the Amount of their Tonnage and the Number of Men and Boys employed in navigating the same, that entered Inwards and cleared Outwards, from and to all Parts of the World, in the several Years from 1820 to 1826, exclusive of the Trade between Great Britain and Ireland.

Years.	Entered Inwards.					
	British.			Foreign.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1820	10,755	1,593,074	96,094	3,235	405,079	25,277
1821	10,208	1,516,258	92,722	3,063	362,734	24,195
1822	10,444	1,574,244	93,888	3,089	415,968	25,611
1823	10,698	1,668,336	108,027	3,758	528,720	30,975
1824	11,124	1,705,495	103,482	5,280	694,880	38,662
1825	12,807	2,027,469	116,704	6,561	892,601	48,943
1826	11,623	1,796,250	105,109	5,439	643,922	37,137

Years.	Cleared Outwards.					
	British.			Foreign.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1820	9,636	1,472,947	91,657	2,739	390,991	22,211
1821	9,358	1,422,862	89,709	2,444	350,850	20,398
1822	9,501	1,458,599	91,436	2,582	408,417	22,871
1823	9,240	1,483,592	91,938	3,179	515,774	26,844
1824	9,743	1,586,953	99,059	4,717	690,374	35,823
1825	10,403	1,711,169	105,001	5,753	851,354	44,431
1826	10,275	1,620,393	99,007	5,129	641,106	34,600

BRITISH AND FOREIGN SHIPS, and the Total Amount of their respective Tonnage, which entered the Ports of the United Kingdom from all Parts of the World out of Europe, exclusive of the Mediterranean, and exclusive of the British Ships from His Majesty's Colonies and Plantations in America, between the Years 1824 and 1826, both inclusive, distinguishing each Year.

Years.	British.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.
1824	1,759	500,219	466	154,872
1825	1,803	496,422	614	200,287
1826	1,712	503,024	458	153,802

BRITISH AND FOREIGN VESSELS, with the Amount of their respective Tonnage, which entered the Ports of the United Kingdom from the Ports of Foreign Europe, including the Vessels entered from the Mediterranean; between the Years 1820 and 1826, both inclusive, distinguishing each Year.

Years.	British.		Foreign.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
1820.....	6,502	751,594	2,948	287,386
1821.....	6,108	708,669	2,809	255,273
1822.....	6,310	772,148	2,888	312,997
1823.....	6,054	750,115	3,351	415,568
1824.....	6,238	769,643	5,179	603,437
1825.....	8,001	1,071,873	6,350	757,302
1826.....	6,947	876,423	5,263	539,069

VESSELS, together with the total Amount of their Tonnage employed in the Coasting Trade, in the Years 1824 to 1826, both inclusive.

Years.	Inwards.		Outwards.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
1824	127,365	9,167,573	129,731	9,236,255
1825	127,722	9,392,965	129,921	9,008,579
1826	125,720	9,503,554	127,631	9,424,034

The above Account includes the repeated Voyages, and also the Trade between Great Britain and Ireland.

BRITISH AND FOREIGN VESSELS, with the Amount of their respective Tonnage, which entered the Ports of the United Kingdom from the Ports of Foreign Europe, including the Vessels entered from the Mediterranean, between the Years 1824 and 1826, both inclusive; distinguishing each Year.

Years.	British.		Foreign.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
1824.....	6,238	769,643	5,179	603,437
1825.....	8,001	1,071,873	6,350	757,302
1826.....	6,947	876,423	5,263	539,069

BRITISH AND FOREIGN VESSELS which entered Inwards and cleared Outwards, from and to the Baltic, in each Year from 1820 to 1826, both inclusive; and distinguishing the several Countries.

Years.	Russia, Ports within the Baltic.				Sweden, Ports within the Baltic.			
	Inwards.		Outwards.		Inwards.		Outwards.	
	British Vessels.	Foreign Vessels.	British Vessels.	Foreign Vessels.	British Vessels.	Foreign Vessels.	British Vessels.	Foreign Vessels.
1820	1,074	77	482	61	29	55	14	44
1821	726	40	347	41	31	36	13	23
1822	1,017	61	451	39	30	51	21	31
1823	973	83	440	35	42	84	22	36
1824	1,090	136	639	79	20	96	17	46
1825	1,555	132	806	73	16	112	17	79
1826	984	75	599	42	23	50	15	23

Years.	Denmark, Ports within the Baltic.				Mecklenburg.				Prussia.			
	Inwards.		Outwards.		Inwards.		Outwards.		Inwards.		Outwards.	
	British Vessels.	Foreign Vessels.	British Vessels.	Foreign Vessels.	British Vessels.	Foreign Vessels.	British Vessels.	Foreign Vessels.	British Vessels.	Foreign Vessels.	British Vessels.	Foreign Vessels.
1820	19	41	357	112	42	50	11	25	526	300	231	158
1821	10	19	360	82	7	15	8	13	452	159	195	93
1822	15	17	339	98	1	10	5	15	539	258	228	190
1823	15	25	310	200	—	9	1	21	413	387	138	266
1824	20	102	233	310	3	78	1	54	483	733	251	414
1825	24	260	204	423	21	154	11	88	981	920	453	555
1826	37	238	273	389	91	159	36	72	653	632	306	400

BRITISH AND FOREIGN SHIPS, and the total Amount of the respective Tonnage, which entered the Ports of the United Kingdom from all Parts of the World out of Europe, exclusive of the Mediterranean, and exclusive of the British Ships from His Majesty's Colonies and Plantations in America, in the following Years.

Years.	British.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.
1820	1,684	491,392	525	160,348
1821	1,677	493,235	451	140,833
1822	1,590	449,553	500	156,054
1823	1,776	502,278	515	167,060
1824	1,759	500,219	466	154,872
1825	1,803	496,422	614	200,287
1826	1,712	503,024	458	153,802

A COMPARATIVE

A COMPARATIVE STATEMENT of British and Foreign Tonnage which have entered the several Ports of Ireland from Foreign Parts in the last Twelve Years ending 5th January, 1827.

Ireland.		
Countries.	British Tonnage.	Foreign Tonnage.
Russia	60,599	2,066
Sweden	6,744	40,763
Norway and Denmark	46,685	258,305
Prussia.....	54,719	74,562
Germany	2,255	3,733
Belgium	11,794	51,662
France	16,030	1,434
Portugal	53,161	67,474
Spain	76,212	2,058
Gibraltar	20,930	5,578
Italy.....	32,915	3,684
Malta	—	—
Ionian Islands	—	—
Turkey and the Levant	7,922	—
Asia	—	—
Africa	3,243	—
British Northern Colonies	429,972	612
British West Indies.....	115,005	—
United States of America	32,692	192,887
Foreign West Indies	2,282	200
Foreign Continental Colonies....	363	—
	Total.. 973,503	705,018

BRITISH AND FOREIGN TONNAGE, reported Inwards and cleared Outwards with Cargoes, in the Ports of GREAT BRITAIN, to and from the Ports in Europe; distinguishing the Inward from the Outward, and specifying the Countries to and from which, for the Three Years ending 5th January, 1827.

INWARDS.						
Countries.	Year ended Jan. 5, 1825.		Year ended Jan. 5, 1826.		Year ended Jan. 5, 1827.	
	British Tonnage.	Foreign Tonnage.	British Tonnage.	Foreign Tonnage.	British Tonnage.	Foreign Tonnage.
Russia	233,376	30,959	334,445	34,216	220,392	23,321
Sweden	16,826	38,127	15,059	52,166	11,654	15,189
Norway	4,378	119,661	8,034	135,435	5,471	73,588
Denmark	6,085	23,639	15,158	50,585	22,650	56,427
Prussia	92,351	140,806	181,622	176,799	100,918	112,656
Germany	64,419	44,925	107,895	78,773	103,747	77,706
Belgium	58,522	95,634	79,820	103,987	92,633	71,606
France	40,507	33,400	38,515	34,823	41,511	36,423
Portugal	54,786	2,102	71,772	3,583	61,694	3,464
Spain	38,604	4,336	42,708	8,474	34,473	3,076
Gibraltar	18,147	494	2,257	—	2,588	—
Italy	37,781	115	43,856	594	36,513	1,370
Malta	3,191	—	1,395	—	1,822	—
Ionian Islands	6,391	—	6,152	—	5,480	—
Turkey	21,831	—	35,280	—	20,463	—
Total..	697,195	534,198	983,968	679,434	762,009	474,826

OUTWARDS.						
Countries.	Year ended Jan. 5, 1825.		Year ended Jan. 5, 1826.		Year ended Jan. 5, 1827.	
	British Tonnage.	Foreign Tonnage.	British Tonnage.	Foreign Tonnage.	British Tonnage.	Foreign Tonnage.
Russia	54,285	9,841	66,323	11,114	55,504	6,133
Sweden	3,851	5,746	4,341	6,664	2,955	3,475
Norway	2,222	15,841	2,243	20,931	1,870	12,429
Denmark	30,677	34,346	21,778	44,145	31,084	35,995
Prussia	4,680	35,187	4,914	38,524	5,011	43,700
Germany	68,899	21,795	74,026	32,450	88,825	32,429
Belgium	32,988	59,240	40,320	52,507	43,747	31,300
France	34,128	27,505	32,063	28,610	42,481	26,376
Portugal	32,498	3,441	30,198	2,358	32,484	3,794
Spain	19,450	1,363	19,072	2,367	15,170	2,144
Gibraltar	17,836	494	15,025	1,378	14,481	—
Italy	41,018	573	33,430	—	43,947	1,319
Malta	4,845	—	4,083	—	4,824	—
Ionian Islands	794	—	2,213	—	1,887	—
Turkey	17,893	205	16,283	—	10,961	—
Total..	366,064	215,577	366,312	241,048	395,231	199,094

BRITISH AND FOREIGN TONNAGE reported Inwards and cleared Outwards, with Cargoes in the Ports of IRELAND, to and from Ports in Europe, in the Twelve Years ending 5th January, 1827.

Countries.	Inwards.		Outwards.	
	British.	Foreign.	British.	Foreign.
Russia	24,098	689	6,110	707
Sweden	694	4,045	75	746
Norway	17,481	55,029	1,765	13,522
Denmark	504	—	141	1,215
Prussia	28,047	24,701	1,207	5,323
Germany	669	906	115	329
Belgium	1,693	18,656	—	625
France	3,621	435	1,194	155
Portugal	9,784	19,532	544	14,965
Spain	18,627	460	532	459
Gibraltar	3,496	3,573	2,247	3,970
Italy	10,101	3,366	111	—
Malta	—	—	—	—
Ionian Islands	—	—	—	—
Total	188,815	131,392	14,641	42,016

A RETURN of the total Number of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys employed in navigating the same, (including their repeated Voyages) that entered Inwards and cleared Outwards from and to all parts of the World, in the Year 1826; distinguishing the British from the Foreign.

Year.	Inwards.					
	British and Irish Vessels.			Foreign Vessels.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1826	12,473	1,950,630	113,093	5,729	694,116	39,838

Year.	Outwards.					
	British and Irish Vessels.			Foreign Vessels.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1826	10,844	1,737,425	105,198	5,410	692,440	37,305

TONNAGE employed in the Coasting Trade of Great Britain and Ireland, for the Year 1826.

Year.	Great Britain.			
	Coasting Trade.		Whale Fisheries.	
	Inwards.	Outwards.	Inwards.	Outwards.
	Tons.	Tons.	Tons.	Tons.
1826	8,368,812	8,688,487	39,394	40,532

Year.	Ireland.			
	Coasting Trade.		Whale Fisheries.	
	Inwards.	Outwards.	Inwards.	Outwards.
	Tons.	Tons.	Tons.	Tons.
1826	1,134,742	735,547	—	—

VESSELS

VESSELS, with the Amount of their Tonnage, and the Number of Men and Boys employed in navigating the same, that entered Inwards from all Parts of the World, in the several Years from 1820 to 1826, both inclusive; distinguishing the British from the Foreign.

Year.	British and Irish Vessels.			Foreign Vessels.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1820	11,285	1,668,060	100,325	3,472	447,611	27,633
1821	10,805	1,599,423	97,485	3,261	396,107	26,043
1822	11,087	1,663,627	98,980	3,389	469,151	28,421
1823	11,271	1,740,859	112,244	4,069	582,996	33,828
1824	11,731	1,797,089	108,686	5,655	759,672	42,126
1825	13,503	2,143,317	123,028	6,981	959,312	52,722
1826	12,473	1,950,630	113,093	5,729	694,116	39,838

The above is exclusive of the Intercourse between Great Britain and Ireland.

VESSELS, that have been Built and Registered in the Ports of Great Britain and Ireland, from 1824 to 1826, both inclusive; distinguishing the several Ports, and the number of Ships built at each.

Port of	1824.	1825.	1826.	Port of	1824.	1825.	1826.
England.	Vessels.	Vessels.	Vessels.	England.	Vessels.	Vessels.	Vessels.
London	61	78	72	Maldon	1	3	4
Aberystwith	0	2	2	Milford	3	8	4
Aldbro'	2	1	0	Minehead	0	0	1
Arundel	1	1	2	Newcastle	33	57	46
Barnstaple	2	2	5	Newhaven	0	2	0
Besamaris	11	9	22	Newport	9	9	10
Berwick	1	2	3	Padstow	2	3	7
Bideford	7	9	14	Pembroke	0	0	0
Blackney & Clay	2	1	1	Penryn	0	0	0
Boston	9	8	10	Penzance	4	0	14
Bridgewater	1	0	0	Plymouth	18	13	28
Bridlington	2	0	1	Poole	5	3	4
Bristol	21	25	12	Portsmouth	9	6	4
Cardiff	2	1	2	Preston & Poulton	2	0	3
Cardigan	3	16	16	Rochester	4	12	16
Carlisle	0	3	1	Ramsgate	3	2	4
Chepstow	7	10	9	Rye	7	7	9
Chester	8	16	18	Saint Ives	1	1	0
Chichester	0	0	2	Sandwich	0	0	0
Colchester	8	4	11	Scarboro'	9	10	5
Cowes	4	14	16	Scilly	2	1	2
Dartmouth	11	10	19	Shorcham	2	1	2
Deal	1	0	2	Southampton	20	14	17
Dover	0	13	6	Southwold	0	1	1
Exeter	10	12	14	Stockton	7	5	14
Falmouth	1	1	1	Sunderland	70	98	84
Faversham	5	5	5	Swansea	2	2	4
Fowey	11	9	15	Truro	2	1	1
Gloucester	12	8	21	Wells	2	2	2
Grimsby	9	4	5	Weymouth	3	1	2
Gweek	0	1	0	Whitby	14	15	18
Harwich	1	1	1	Whitehaven	20	19	21
Hull	36	45	49	Wisbech	1	0	2
Ilfracomb.	2	1	3	Woodbridge	3	2	5
Ipswich	12	9	14	Yarmouth	34	48	39
Lancaster	5	12	7				
Liverpool	38	31	33				
Llanelly	2	4	2				
Looe	2	0	3				
Lyme	16	6	8				
Lynn	7	4	2				
				Total	625	722	802
				Tons	70,428	102,842	90,813

Table continued.

Ports of Scotland.	1824. Vessels.	1825. Vessels.	1826. Vessels.	Ports of Ireland.	1824. Vessels.	1825. Vessels.	1826. Vessels.
Aberdeen	19	28	43	Ballyrain	0	0	0
Ayr	3	2	5	Baltimore	3	2	4
Alloa	1	3	9	Belfast	3	4	5
Anstruther	11	11	9	Coleraine	0	0	0
Banff	6	47	34	Cork	9	7	17
Borrowstoness	5	4	9	Donaghadee	0	1	0
Campbeltown	2	0	4	Drogheda	0	0	0
Dumfries	4	7	9	Dublin	3	4	4
Dunbar	1	2	2	Dundalk	0	0	0
Dundee	15	13	16	Galway	0	2	3
Fort William	0	0	1	Killybegs	0	0	0
Glasgow	0	0	10	Kilrush	3	2	0
Grangemouth	1	0	2	Kinsale	6	3	0
Greenock	10	10	20	Larne	0	0	0
Inverness	2	6	10	Limerick	2	2	7
Irvine	4	0	1	Londonderry	0	1	0
Isle Martin	0	0	0	Newport	0	1	0
Kirkaldy	1	12	2	Newry	0	6	4
Kirkcudbright	0	0	1	Ross	0	0	0
Kirkwall	2	1	0	Sligo	1	0	1
Leith	21	27	32	Strangford	1	0	0
Lerwick	3	2	1	Tralee	0	0	0
Montrose	7	6	11	Waterford	0	1	2
Oban	0	0	2	Wexford	0	0	1
Perth	4	10	9	Wicklow	0	1	0
Port Glasgow	11	10	10	Youghal	4	7	0
Port Patrick	0	0	0				
Preston Pans	0	1	2				
Rothsay	0	0	1	Total	35	44	48
Stornoway	1	3	5	Tons	1,811	2,497	2,653
Stranraer	0	1	0				
Thurso	0	0	0				
Tobermory	0	0	2				
Wick	3	1	1				
Wigtown	2	2	2				
Total	139	209	265				
Tons	12,840	17,136	24,897				

SHIPS, and Amount of their Tonnage and Men, which have entered Inwards, and cleared Outwards, from the Ports of Ireland, in the Year ended 5th January, 1827.

Inwards.					
British.			Foreign.		
Ships.	Tons.	Men.	Ships.	Tons.	Men.
Total 850	154,380	7,984	290	50,194	2,701
Outwards.					
British.			Foreign.		
Ships.	Tons.	Men.	Ships.	Tons.	Men.
Total 569	117,030	6,191	281	51,334	2,625

COUNTRIES

COUNTRIES to which the Foreign Vessels belong.

	Inwards.			Outwards.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Russia	5	706	37	1	208	8
Sweden	14	2,488	136	11	1,950	101
Norway	100	17,247	936	97	17,090	909
Denmark	1	90	6	1	90	6
Prussia	36	7,933	359	33	7,176	326
Germany	8	1,125	54	3	478	20
Belgium	34	3,926	209	21	2,628	143
France	2	151	11	4	507	30
Portugal	48	4,897	427	63	7,717	551
Spain	1	190	11	0	0	0
United States of America	41	11,441	515	47	13,490	611
Total	290	50,194	2,701	281	51,334	2,705

SHIPS, specifying their Tonnage, which have Entered the port of London, in the years 1823, 1824, and 1825; distinguishing the British from the foreign, and the coasters from the foreign trade.

	Vessels in Foreign Trade.			
	British.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.
Year 1823	3,031	611,451	865	161,705
1824	3,132	607,106	1,643	264,098
1825	3,989	758,565	1,743	302,122
Total in 1823, including vessels in coasting trade,			21,975	2,968,406
1824			23,618	3,170,186
1825			25,259	3,421,313

SHIPS, with their Tonnage, Entered Inwards at the port of Liverpool, during the last five years, from Sweden, Norway, Denmark, Russia and Prussia.

Years.	Sweden.				Norway.			
	British.		Foreign.		British.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
1822	2	143	2	287	3	266	7	1,122
1823	1	165	2	320	6	605	5	856
1824	1	161	8	2,241	1	176	5	645
1825	-	-	6	905	3	313	4	690
1826	-	-	4	545	-	-	10	1,618

Liverpool Table Continued.

Years	Denmark.				Russia.				Prussia.			
	British.		Foreign.		British.		Foreign.		British.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
1822	1	92	3	557	63	11,061	28	7,061	—	—	87	20,690
1823	3	246	2	250	83	14,634	40	9,670	—	—	92	20,663
1824	—	—	3	250	61	10,323	48	10,158	—	—	111	23,088
1825	3	200	9	1,010	81	15,574	50	11,135	9	1,303	114	24,457
1826	8	857	12	1,694	54	12,027	37	16,474	18	2,973	136	27,642

SHIPS, with their Tonnage, Entered Inwards at Liverpool during the following years, from the United States of America.

Year	British.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.
1822	76	21,825	350	114,825
1823	156	43,817	389	132,316
1824	99	29,327	307	109,723
1825	89	26,707	443	150,174
1826	111	34,498	343	120,858

SHIPS, and Tonnage cleared Outwards from Liverpool, during the following Years, for Sweden, Norway, Denmark, Russia and Prussia.

	British.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.
<i>Sweden</i>				
Total of five years, from 1822 to 1826, with cargoes	5	620	29	6421
In ballast	3	1,006	13	4,152
<i>Norway.</i>				
With cargoes	29	3,010	50	9,032
In ballast	—	—	2	330
<i>Denmark.</i>				
With cargoes	54	8,712	336	72,564
In ballast	5	1,509	22	3,882
<i>Russia.</i>				
With cargoes	317	54,922	117	28,624
In ballast	65	17,770	10	3,812
<i>Prussia.</i>				
With cargoes	12	1,720	353	95,436
In ballast	9	1,995	15	3,907

SHIPS,

SHIPS, and their Tonnage, cleared Outwards from Liverpool for the United States of America, during the following Years.

Years.	With Cargoes.				In Ballast.			
	British.		Foreign.		British.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
1822	118	34,055	328	105,180	2	487	1	266
1823	105	30,928	372	121,964	9	2,194	2	565
1824	73	22,596	289	100,932	5	1,511	3	1,017
1825	74	23,466	418	138,558	2	533	10	2,640
1826	96	31,176	338	117,345	5	1,538	6	1,741

SHIPS which passed THE SOUND, from the Year 1787 to the Year 1792, both inclusive.

	1787.	1788.*	1790.	1791.	1792.
	Number.	Number.	Number.	Number.	Number.
British.....	2,959	3,279	3,771	3,720	4,349
Prussian.....	743	904	599	430	737
Swedish.....	2,395	1,315	430	1,816	2,134
Danish.....	1,337	1,259	1,586	1,394	1,362
Imperial.....	61	79	6	(Austrians) 46	40
Bremen.....	142	172	177	135	188
Dantzic.....	200	169	248	239	209
Russian.....	96	61	6	34	65
Lubeck.....	66	62	89	86	86
Rostock.....	—	171	339	318	338
Hamburgh.....	77	71	104	104	83
Portuguese.....	16	16	28	23	11
Dutch.....	1,436	1,513	2,009	1,736	2,181
Oldenburgh.....	2	2	24	46	35
Venetian.....	—	1	(Italians) 6	5	—
Courland.....	10	5	22	34	21
French.....	35	64	123	88	25
Spanish.....	10	15	32	28	40
Americans.....	30	38	44	45	68
Mecklenburghers.....	70	—	—	—	—
Papenburgers.....	61	—	99	125	142
Total....	9,746	9,216	9,742	10,452	12,114

* No account can be found of the number in 1789.

SHIPS which passed THE SOUND, from the Year 1820 to the Year 1825, both inclusive.

	1820.	1821.	1822.	1823.	1824.	1825.
	Number.	Number.	Number.	Number.	Number.	Number.
British	3,597	2,819	3,097	3,016	3,540	5,186
Hanoverian	458	434	307	316	358	413
Danish	792	778	692	637	758	803
Swedish	1,519	1,439	1,214	1,133	1,303	1,319
Norwegian	946	898	728	946	715	951
Prussian	1,554	1,094	1,096	1,535	2,081	2,391
Russian	242	300	259	306	369	335
Netherland	853	589	391	461	399	630
Mecklenburg	547	396	293	496	557	602
Hamburg	15	22	22	23	29	31
Bremen	59	66	32	41	33	34
American	169	196	216	158	167	230
Portuguese	2	2	4	2	6	9
French	63	62	58	32	57	72
Spanish	—	—	—	—	—	—
Oldenburgh	47	46	29	42	30	34
Lubeck	64	46	45	59	115	120
Total....	10,926	9,177	8,483	9,203	10,518	13,160

OFFICIAL VALUES of the Trade of Great Britain, in the undermentioned Years.

Years ending Jan. 5.	Imports into Great Britain.		Exports from Great Britain.									
			British and Irish Produce and Manufactures.		Foreign and Colonial Merchandize.		Total Exports.					
	£.	s.	d.	£.	s.	d.	£.	s.	d.			
1820	29,681,639	16	9	32,983,688	16	10	9,879,236	0	0	42,862,924	16	10
1821	31,515,221	15	7	37,820,293	4	0	10,525,025	18	8	48,345,319	2	8
1822	29,769,121	14	3	40,194,892	13	11	10,602,090	0	0	50,796,982	13	11
1823	29,432,375	14	0	43,558,488	12	9	9,211,927	16	10	52,770,416	9	7
1824	34,591,264	9	0	43,144,466	1	6	8,588,995	18	0	51,733,461	19	6
1825	36,146,448	0	0	48,030,036	11	4	10,188,596	9	2	58,218,633	0	6
*1826	42,589,678	4	2	46,468,281	7	2	9,155,305	5	0	55,623,586	12	2

* The proportional value of the trade carried on with each Country during the Year ending 5th January, 1826, cannot at present be stated, as it is ascertained by applying the official Rates individually to the numerous articles of Import and Export of which the trade may in each case consist, an operation of such extent and labour as unavoidably to occupy a period of several months after the termination of the Year.

OFFICIAL VALUES of the Trade of Ireland, in the undermentioned Years.

Years ending Jan. 5.	Exports.											
	Imports.			British and Irish Produce and Manufactures.			Foreign and Colonial Merchandize.			Total Exports.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
1820	1,095,170	0	10½	550,486	15	8	25,576	12	2½	576,063	7	10½
1821	956,543	18	0	573,474	14	1½	31,085	15	5½	604,560	9	6½
1822	1,068,589	11	3½	637,818	5	4	27,605	9	11½	665,423	15	3½
1823	1,098,764	11	11	679,017	0	3	15,639	3	6	694,656	3	9
1824	1,207,169	0	10½	660,567	15	0½	14,908	11	1½	675,476	6	2½
1825	1,406,581	12	9½	705,514	11	0½	16,188	17	2½	721,703	8	3
1826	1,547,804	1	10½	697,738	15	9	14,189	3	3	711,927	19	0

QUANTITIES of the following Articles Imported and Entered for Home consumption, in the United Kingdom, from Foreign Countries, and the Colonies, in the years 1824 and 1826.

Articles.	Quantities.		
	1824.	1826.	
Alkali	cwt.	491	9
Almonds, viz.			
Bitter	cwt.	1,561	1,225
Jordan	cwt.	2,003	1,393
Of any other sorts	cwt.	4,144	2,805
Alum	cwt.	-	-
Apples, not dried	bush.	67,890	44,540
Aquafortis	cwt.	-	-
Ashes, Pearl and Pot	cwt.	277,700	202,924
Bacon and Hams	cwt.	541	3,115
Barilla	cwt.	119,998	224,870
Bark, Oak	cwt.	962,352	537,104
— Quercitron	cwt.	28,802	15,545
— Peruvian	lb.	38,871	288,481
Baskets	decl. val.	£3,457	£5,061
Beans	qrs.	-	127,131
— Kidney or French	bush.	94½	1,974
Berries, Juniper	cwt.	5,321	6,249
— Yellow	cwt.	1,904	1,728
Bones of Cattle	decl. val.	£44,023	£94,993
Bottles of green or common Glass impl. qts.		258,499	606,367
Books	cwt.	3,077½	2,788
Brass manufactures not otherwise described,	decl. val.	£740	£862
Brimstone	cwt.	168,237	233,664
Bristles, dressed	lb.	91	2,423
— undressed	lb.	1,629,057	1,419,335
Bronze Works	cwt.	138½	77½
Butter	cwt.	160,363	201,708
Buttons	decl. val.	-	£3. 12 0
Carriages	decl. val.	£927	£1,259
Cable See Cordage.			

Articles.	1824.	1826.
Candles, Tallow	lb. 48	25
Wax	lb. 915	1,326
Capers	lb. 57,797	62,233
Casks, empty	decl'd. val. £.19	£.158
Cheese	cwt. 156,202	175,547
China or Earthenware	decl'd. val. £7,418	£18,310
Chip Hats	number 40,828	12,844
Chocolate and Cocoa Paste	lb. 1,114	1,511
Cochineal	lb. 116,446	94,426
Coffee	lb. 8,133,468	13,203,323
Copper, Manufactures of,	decl'd. val. £.173	£.451
Ore	cwt. 1 $\frac{1}{4}$	1 $\frac{1}{4}$
Old	cwt. 26	250
in Plates and Coin	cwt. 1 $\frac{1}{2}$	94
unwrought	cwt. 21	12 $\frac{1}{2}$
part wrought	cwt. 4 $\frac{1}{2}$	1
Cordage (including Cables)	cwt. 1,380	1,269
Cotton, Manufactures of,	decl'd. val. £.101,840	£.104,494
Currants	cwt. 108,211	110,987
Drugs, different kinds of, not particularly enumerated	decl'd. val. £.1,466	£.1,041
Earthenware. See China Ware.		
Eggs	number 51,829,756	62,542,541
Feathers for Beds	cwt. 589 $\frac{1}{2}$	2,723 $\frac{1}{2}$
Ostrich, dressed	lb. and oz. 6. 1.	2. 9.
undressed	lb. and oz. 11,817. 6.	1,694. 12.
Figs	cwt. 18,654	19,614 $\frac{1}{2}$
Flax	cwt. 721,467	696,282
Glass, Crown, German, Sheet or Window,	cwt. 7 $\frac{1}{2}$	13
Flint	cwt. 9 $\frac{1}{4}$	-
Plate	square feet 75	588 $\frac{1}{2}$
manufactures unenumerated,	decl'd. val. £.1,429	£.3,051
Gloves, Leather	pairs -	477,107
Grapes	decl'd. val. £.6,276	£.9,088
Gum Animi	lb. 111,543	58,816
Arabic	cwt. 12,606 $\frac{1}{2}$	7,472 $\frac{1}{2}$
Copal	lb. 53,329	20,838
Lac dye	lb. 481,847	395,609
Shell-lac	lb. 290,318	215,855
Sandarach	cwt. 242	243
Senegal	cwt. 9,638	4,970
Tragacanth	lb. 21,208	10,525
Hair, Cow, Ox or Elk	cwt. 37	1,066
Horse	decl'd. val. £.20,658	£17,796
Human	lb. 10,174	11,730
Hats, Straw	number 196,021	204,974
Hay	loads -	655
Hemp, dressed	cwt. -	-
undressed	cwt. 589,590	509,059
Hides, not tanned	cwt. 271,032	166,989
Russia, tanned	number 682	2,290
Honey	cwt. 2,364	430

Articles

Articles.	1824.	1826.
Hoops of Iron	cwt. - -	- -
— of Wood	number 261,005	211,755
Hops	cwt. 42½	771½
Horns, Horn-tips and Pieces	cwt. 14,145	8,878½
Horses	number 138	2,319
Japanned Ware	decl'd. val. - -	- -
Jewels, &c.	decl'd. val. £2,743	£1,936
Indigo	lb. 2,494,655	1,902,820
Iron, in bars, or unwrought.	tons 12,091	12,820
— Old	tons 511	520
— Pig	tons ½	229
Lace, Thread	{ yards 2,501 at value £256. 10. 0.	{ - - £4,071. 11. 10.
	Value.	T. Cwt. q. lb.
Lead	£5. 18 6.	27. 2. 3. 27.
Leather, Manufactures of	decl'd. val. £623	£1,672
— other kinds, rated under the deno- minations of Hides and Skins		
Lemons and Oranges	{ packages 73,277 number 51,031,328 at value £451. 19. 5.	{ 296,566 45,544 £917. 12. 5.
Linen, Cambrics, and French Lawns ..	Pieces 29,893	32,955
	{ ells 203,433 yards 3,661	{ 4,948 - -
Linens, of other sorts	{ sq. yards 5,717 pieces 5 at value £1,874	{ 3,246 - - £46,440
Maccaroni. See Vermicelli.		
Madder	cwt. 60,349	49,779
Mahogany	tons 16,182	12,979
Mats of Russia	number 600,413	559,097
Mats and Matting unenumerated, decl'd. val.	£3,882	£5,872
Mattresses	decl'd. val. £157	£252
Medlars	bushels 9½	18½
Mill Boards	cwt. - -	- -
Musical Instruments	decl'd. val. £2,576	£4,554
Nets. See Rags.		
Nutmegs	lb. 130,381	101,486
Nuts, Chesnuts	bushels 9,687	15,683
— Small	bushels 127,767	138,994
— Walnuts	bushels 9,429	21,217
Oil, Castor	lb. 209,615	453,072
— of Olives	imp. gals. 890,488	850,982
— of Palm	cwt. 74,614½	94,268
— Train, Spermaceti Oil and Blubber, tuns, imp. measure	24,946	22,172
Olives	imp. gals. 4,848	2,475
Onions	bushels 4,509	15,314
Oranges. See Lemons.		
Ores, Minerals, and Fossils, not otherwise enumerated	decl'd. val. £520	£1,251

Articles.	1824.	1826.
Painting Colours..... <i>decl'd. val.</i>	£.472	£.450
Paintings on Glass..... <i>decl'd. val.</i>	£.57	£.280
Paper, brown..... <i>lb.</i>	-	-
— for Hangings..... <i>yards sq.</i>	14,917	28,768
— unenumerated..... <i>lb.</i>	24,977	38,721
Parchment.....	-	-
Pears, not dried..... <i>bushels</i>	621 $\frac{1}{4}$	286
Peas..... <i>quarters</i>	-	62,770
— for Seed..... <i>bushels</i>	95	22
Pencils..... <i>decl'd. val.</i>	£.69	£.211
Pens.....	-	-
Pepper..... <i>lb.</i>	1,450,783	2,529,027
Pewter, Manufactures of..... <i>decl'd. val.</i>	-	-
Pickles..... <i>imp. gals.</i>	774	1,299
Pictures..... <i>number</i>	1,871	6,097
Pitch..... <i>cwt.</i>	20,395	16,638
Plaster of Paris..... <i>cwt.</i>	106	752
Plate, Gold..... <i>ounces troy</i>	1 $\frac{1}{2}$	-
— Silver gilt,..... <i>ounces troy</i>	11 $\frac{3}{4}$	179 $\frac{3}{4}$
— Silver part gilt,..... <i>ounces troy</i>	65 $\frac{3}{4}$	125 $\frac{1}{4}$
— Silver ungilt..... <i>ounces troy</i>	796	2,173
Platting of Chip..... <i>lb.</i>	33 $\frac{1}{2}$	1 $\frac{1}{2}$
— of Straw..... <i>lb.</i>	4,906	6,916
Plums dried..... <i>lb.</i>	13,801	15,584 $\frac{1}{2}$
Potatoes..... <i>cwt.</i>	1,348	1,353
Prints, plain..... <i>number</i>	126,528	127,762
— coloured..... <i>number</i>	78,662	59,260
Prunes..... <i>cwt.</i>	9,222	7,516
Rags and other materials for making paper <i>tons</i>	8,974	6,669
Raisins..... <i>cwt.</i>	149,136	153,318 $\frac{1}{2}$
Rape and Linseed Cakes..... <i>cwt.</i>	495,761	526,115
Sausages..... <i>lb.</i>	4,323	5,644
Sealing Wax..... <i>declared val.</i>	£.53	£.28
Seeds, Anniseed..... <i>cwt.</i>	307	334
— Carraway..... <i>cwt.</i>	610	181
— Clover..... <i>cwt.</i>	87,772	68,689
— Flax and Linseed..... <i>bush.</i>	2,131,696	2,422,122
— Garden, unenumerated..... <i>lb.</i>	4,601	6,041
— Lucerne..... <i>cwt.</i>	586	690 $\frac{1}{2}$
— Mustard..... <i>bushels</i>	1,789	7,965
— Onion..... <i>lb.</i>	45,239	77,494
— Rape..... <i>bushels</i>	457,562	1,000,560
Ships..... <i>decl'd. val.</i>	£.6,097	£.5,644
Silk Manufactures, viz.—		
Lace..... <i>decl'd. val.</i>	£.15,218	£.7,982
Plain Lace, called Net or Tulle <i>sq.yds.</i>	67,525	60,006
By weight..... <i>lb.</i>	-	48,335
By value..... <i>decl'd. val.</i>	-	£.322,568
raw and waste..... <i>lb.</i>	3,548,117	1,964,188
thrown, not dyed..... <i>lb.</i>	462,931	288,265
Skins, Bear..... <i>number</i>	1,034	577

Articles.

SKINS, <i>contd. viz.</i> Articles.	Quantities.	
	1824.	1826.
— Beaver number	72,128	70,002
— Calf, not tanned cwt.	25,066	19,278
— Deer, undressed number	68,839	106,963
— Fitch number	251,033	247,147
— Fox number	2,625	2,438
— Goat, undressed number	150,714	169,329
— Kid, in the hair number	315,837	247,768
— Kid, dressed number	650,283	603,277
— Lamb, undressed number	2,088,379	1,697,409
— tanned or tawed number	112,916	47,837
— Martin number	107,385	74,154
— Mink number	40,253	31,997
— Musquash number	203,591	254,724
— Nutria number	351,686	93,609
— Otter number	1,541	1,194
— Raccoon number	562	4,487
— Seal number	322,855	360,551
— Wolf number	15	21
Smalts cwt.	430,827	332,147
Stuff. (<i>see Tobacco</i>)		
Soap, Hard cwt.	4,313½	3,621
— Soft cwt.	23	15
Soapers' waste.	—	—
Spelter cwt.	27	782
Spirits Brandy and } <i>imp. gal. including</i> }	1,305,875	1,515,718
Geneva } <i>over proof</i> }		
— Rum, British Plantation do.	2,552,289	4,305,416
Steel (and Iron) Manufactures of <i>decl'd. val.</i>	£1,006	£1,488
Sponge lb.	54,547	48,037
Stones, Burrs for Millstones number	32,781	17,409
— Emery cwt.	7,437	9,080
— Marble, manufactured cwt.	4,179	3,515
— Marble Blocks feet	26,532	40,859
— for Lithography cwt.	478	602
Sugar, of the British Plantations cwt.	3,854,826	3,905,548
—, of the East Indies and Mauritius, cwt.	152,673	254,587
Tallow cwt.	792,630	963,016
Tar <i>lasts, imp. mea.</i>	11,481	11,176
Tares <i>bushels</i>	124,860	234,063
Tea lb.	27,172,348	29,045,791
Teeth, Elephants' cwt	3,563	2,572
— Sea Horse cwt.	32½	37
Telescopes <i>decl'd. val.</i>	—	£3.
Thread, Bruges.	—	—
— Outnel.	—	—
— Pack.	—	—
— Sisters' lb.	1½	—
— Whited brown lb.	110	660½
Tin cwt.	—½	—½
Tobacco and Snuff lb.	16,929,071	17,738,349
Tongues number	30,751	34,131
Tortoiseshell lb.	17,796	14,988

Articles.	Quantities.	
	1824.	1826.
Toys <i>declared value</i>	£9,488	£9,733
Truffles <i>lb.</i>	392	1,063
Turnery <i>declared value</i>	£8. 10.	£.75
Turpentine, Common <i>cwt.</i>	329,963	189,432
Twine <i>cwt.</i>	-	0. 2. 14
Vases, Ancient, not of Stone <i>declared val.</i>	£.188	£.97
Vellum <i>skins</i>	-	5
Verdigris <i>lb.</i>	17,648	27,366
Verjuice <i>wine gallon</i>	8	-
Vermicelli and Macaroni <i>lb.</i>	68,065	96,867
Vinegar <i>imperial gallons</i>	1,269	9,023
Wafers <i>lb.</i>	-	1
Watches <i>declared value</i>	£.51	£.229
Wax, Bees, unmanufactured <i>cwt.</i>	3,499½	3,531
— manufactured <i>cwt.</i>	4	30½
Wine, Cape <i>imperial gallons</i>	596,730	632,108
— French <i>do.</i>	224,411	378,374
— Other sorts <i>do.</i>	4,366,786	5,187,458
Wood:		
Battens <i>Gt. hund.</i>	11,455½	8,018½
Deals <i>Gt. hund.</i>	45,628	40,579
Deal Ends <i>Gt. hund.</i>	12,260	8,898
Lathwood <i>fathom</i>	13,000½	12,531½
Masts, 6 and under 8 inches in diameter, <i>numb.</i>	9,508	9,443
8, and under 12 inches in diameter, <i>numb.</i>	6,371	6,978
12 inches in diameter and upwards, <i>loads</i>	5,862	7,556
Oak Plank <i>loads</i>	5,687	4,725
Spars <i>Gt. hund.</i>	1,622	1,123¾
Staves <i>Gt. hund.</i>	109,506	84,827
Timber, Fir 8 inches square, or upwards <i>loads</i>	583,284	531,843
— Oak do. <i>loads</i>	20,980	28,587
— unenumerated do. <i>loads</i>	17,032	33,082
Wainscot logs, do. <i>loads</i>	4,054	5,247
Teake <i>loads</i>	8,355	14,721½
Wool:—		
— Coney <i>lb.</i>	20,040	11,617
— Cotton <i>lb.</i>	141,276,443	162,889,112
— Sheeps <i>lb.</i>	23,993,458	17,868,551
Woollen Goods unenumerated <i>decl'd. val.</i>	£.2,876 and 1,229 carpets.	£.24,143
Yarn, Camel or Mohair <i>lb.</i>	56,242	37,020
— Cotton	56,781	value
— Linen, raw <i>cwt.</i>	55,614	£.5,964
		26,449

OFFICIAL VALUE of Merchandize which has been Warehoused in the Ports of Great Britain and Ireland, distinguishing the Port of London; for the six years, ending 5th January, 1827.

Year ended	Port of London.	Other Ports.	Total.
	£	£	£
5th January, 1822	15,744,170	4,936,707	20,680,877
1823	14,618,351	5,080,699	19,699,050
1824	17,627,910	5,415,047	23,042,957
1825	18,399,577	5,918,322	24,317,899
1826	19,644,592	7,327,290	26,971,882
1827	17,957,585	6,845,165	24,802,750

OFFICIAL VALUE of all Imports from France into Great Britain in the year ending 5th January, 1826, with the amount of Customs' Duties paid thereon.

	£	s.	d.
Official Value	1,790,561	2	8
Amount of Duties	1,605,786	15	14

OFFICIAL VALUE of all Articles Exported from Great Britain to France in the year ending 5th January, 1826.

	£	s.	d.
Foreign and Colonial Merchandize	892,295	7	1
British and Irish Produce and Manufactures, viz.			
Official Value	279,175	11	7
Declared Value	360,631	5	1

STRONG BEER Exported from Great Britain in the year ending 5th January, 1827.

Barrels.
19,791.

FOREIGN BUTTER, and the total of Foreign Cheese, Imported into the United Kingdom, in each year from 5th January, 1820, to 5th January, 1827.

Year	Butter.			Cheese.		
	Cwt.	qr.	lb.	Cwt.	qr.	lb.
1820	66,050	-	11	84,780	-	19
1821	68,557	-	16	83,179	1	16
1822	115,827	3	10	84,077	1	23
1823	118,420	1	12	72,961	-	13
1824	122,331	-	5	94,492	1	16
1825	160,654	1	12	158,436	1	1
1826	279,418	-	10	220,473	2	4
1827	196,200	-	-	175,148	1	5

COPPER Imported into Great Britain, in the year ended January 5, 1827.

	Imported.	
Copper, viz.	Cwt.	qrs. lb.
Unwrought in Bricks, Pigs, &c.....	12,862	3 5
Part wrought, viz. Bars, Rods or Ingots hammered or raised	3,680	0 10
Plates and Coin	779	0 14
Old for Re-manufacture.....	303	1 0
Ore	1,297	3 0
Total.....	18,923	0 1

COPPER Exported from Great Britain, in the year ended January 5, 1827.

British Copper, viz.	Cwt.	qrs. lb.
Unwrought in Bricks, Pigs, &c.....	2,604	1 4
Coin	1,807	1 0
Sheets, Nails, &c.....	65,264	3 11
Wire.....	11	0 2
Wrought Copper of all other sorts	26,306	3 17
Total.....	95,994	1 6

Foreign Copper, viz.

Unwrought in Bricks, Pigs, &c.....	20,252	1 9
Plates and Coin	971	2 25
Total.....	21,224	0 6

HEMP and FLAX, Dressed and Undressed, Hemp Tow, Flax Tow, and Linen Yarns, Imported into Great Britain and Ireland, from Foreign Parts, in the year ended 5th January, 1826, together with the real and official values thereof.

	Hemp dressed and undressed.		Flax dressed and undressed.		Hemp Tow.		Flax Tow.		Linen Yarn.	
	Cwt.	q. lb.	Cwt.	q. lb.	Cwt.	q. lb.	Cwt.	q. lb.	Cwt.	q. lb.
Into Great Brit.	577,180	0 16	1,034,336	2 26	40 0 19	10,630	0 6	53,914	0 13	
Into Ireland ..	17,910	0 1	8,619	2 26	....	1,619	3 18	....	....
Aggregate of the Importations into the United Kingdom	595,090	0 17	1,042,956	1 24	40 0 19	12,249	3 24	53,914	0 13	
Official Value thereof, viz.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Great Britain ..	490,603	2 3	2,078,844	9 7	14 1 2	4,382	0 10	326,143	12 0	
Ireland.....	12,812	10 11	13,924	3 8	....	1,158	17 2	....	....
Total.....	503,415	13 2	2,092,768	13 3	14 1 2	5,540	18 0	326,143	12 0	

There are no official data upon which an Estimate of the real value of the above articles can be founded.

HEMP, FLAX, and LINEN YARN, Exported from Great Britain and Ireland respectively to Foreign Countries, in the year ended 5th January, 1826.

	Hemp dressed.		Hemp undressed.	Flax dressed.
	British.	Irish.	Foreign.	British.
	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.
Export from Great Britain.....	120 0 14	.....	3,128 3 10	7 2 14
Export from Ireland ... ..	.....	0 1 22	.....	.....
Total Quantities Exported from the United Kingdom to Foreign Parts	120 0 14	0 1 22	3,128 3 10	7 2 14
Official Value thereof, viz.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Great Britain	600 12 6	.....	3,871 1 0	61 0 0
Ireland .....	.....	0 6 11	.....	.....
Total.....	600 12 6	0 6 11	3,871 1 0	61 0 0

	Flax undressed.			Linen Yarn.		
	British.	Irish.	Foreign.	British.	Irish.	Foreign.
	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.
Export from Great Britain.....	10 0 0	3,468 0 0	7,570 3 7	211 0 20	3 0 0	133 3 13
Export from Ireland .....	.....	215 1 15	.....	.....	.....	.....
Total Quantities Exported from the United Kingdom to Foreign Parts..	10 0 0	3,683 1 15	7,570 3 7	211 0 20	3 0 0	133 3 13
Official Value thereof, viz.....	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Great Britain ..	20 0 0	7,366 15 4	16,087 19 6	1,267 1 5	18 0 0	803 3 11
Ireland .....	.....	198 16 4	.....	.....	.....	.....
Total....	20 0 0	7,565 11 8	16,087 19 6	1,267 1 5	18 0 0	803 3 11

IRISH HEMP, FLAX, FLAX TOW, and LINEN YARNS, Imported into Great Britain, in the year ended 5th January, 1826.

	Hemp dressed and undressed.		Flax dressed and undressed.		Tow,	Linen Yarn,
	Irish.	Foreign.	Irish.	Foreign.	Irish.	Irish.
Quantities Imported	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.	Cwt. q. lb.
	520 0 0	3,800 0 19	54,682 2 26	105 0 9	10,630 2 13	3,495 1 12
Official Value thereof	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	442 0 0	3,230 2 10	101,240 8 4	183 17 10	4,064 11 4	26,234 7 0

HEMP, FLAX, and LINEN YARN, Exported from Great Britain to Ireland, in the year ended 5th January, 1826.

Quantities Ex-ported	Hemp undressed, Foreign.	Hemp dressed, British.	Flax undressed.		Flax dressed, British.	Linen Yarn.	
	Cwt. q. lb.	Cwt. q. lb.	Irish.	Foreign.	Irish.	British.	Foreign.
	5,275 2 15	1 0 0	18 0 0	828 0 25	0 2 0	3,933 0 7	115 0 10
Official Value thereof	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	6,564 10 10	5 0 0	36 0 0	1,809 14 0	4 0 0	24,545 16 3	783 7 10

BRITISH and IRISH LINEN CLOTH, Exported to Foreign Parts from England, Scotland, and Ireland respectively, in the year ended 5th January, 1826; distinguishing the Countries to which the Exportations were made, together with the Aggregate Number of Yards of British and Irish Linens, upon which Bounty was paid in England, Scotland, and Ireland, respectively, and the Amount of Bounty paid thereon in the same year.

	England.		Scotland.	
	British Linen.	Irish Linen.	British Linen.	Irish Linen.
	Yards.	Yards.	Yards.	Yards.
Total	24,826,590	12,917,484	11,165,163	617,359
Number of Yards of Linen upon which Bounty was paid in the year ending 5th January, 1826.....	25,688,301	12,544,015	11,092,563	645,337
Amount of Bounty paid thereon	£147,304 8 9	£71,854 17 11½	£62,211 18 2½	£3,679 8 9½
Official Value.....	1,223,630 10 7	645,847 14 0	602,085 12 11	46,301 18 6
Declared Value	984,052 9 1	718,826 14 9	325,479 11 6	26,865 9 0
	Ireland.		United Kingdom.	
	British Linen.	Irish Linen.	British Linen.	Irish Linen.
	Yards.	Yards.	Yards.	Yards.
Total	1,285½	2,552,303½	35,993,038½	16,087,146½
Number of Yards of Linen upon which Bounty was paid in the year ending 5th January, 1826.....	....	2,119,764½	36,780,864	15,509,116½
Amount of Bounty paid thereon .....	....	£12,015 9 6½	£909,516 6 11½	£87,549 16 3½
Official Value.....	£69 4 6	158,360 18 6	1,825,785 8 0	850,510 11 0
Declared Value	84 3 1	172,693 5 7	1,309,616 3 8	918,385 9 4

IRISH LINEN Exported from Ireland to England and Scotland respectively, in the year ended 5th January, 1826.

		Irish Linen Exported from Ireland.
		<i>Yards.</i>
Quantities Exported to	England	47,478,203
	Scotland	5,082,723
	Great Britain	<u>52,560,926</u>
Values thereof, viz.	Real Value	£2,893,018
	Official Value	£2,111,696

BRITISH LINEN EXPORTED from Great Britain to Ireland, in the year ended 5th January, 1826.

British Linen Cloth
Exported from Great Britain to Ireland.

	Quantity.	Official Value.	Real or Declared Value.
	<i>Yards.</i>	£ s. d.	£ s. d.
Year ended 5th January, 1826..	132,671	6,616 11 11	7,026 8 0

FOREIGN and IRISH LINENS retained for Home Consumption in Great Britain, in the year ended 5th January, 1826.

Quantity Retained for Home Consumption.

FOREIGN LINENS.

	<i>Ells.</i>
Plain of Germany, Silesia, &c.	34,168 $\frac{3}{4}$
— of Russia	68,629 $\frac{1}{2}$
— of the Netherlands	372 $\frac{1}{2}$
Canvas, Hessen	138
— Packing or Spruce	7,611 $\frac{1}{2}$
Hinderlands, Brown	92
Drillings and Pack Duck	4,299
Sail Cloth	166

Total number of Ells. 115,477

	<i>Yards.</i>
Damask and Diaper of Silesia, &c.	36,263 $\frac{1}{2}$
— of the Netherlands ..	144 $\frac{1}{2}$

Total number of Yards. 36,408

	<i>Pieces.</i>
Cambrics and French Lawns.	37,362
Silesia Lawns	5 $\frac{3}{4}$

Total number of Pieces

	<i>Declared Value.</i>
Unrated, Chequered, Striped, &c.	£23 1 0
— not Chequered, Striped, &c.	1,094 4 6
Sails (Foreign made)	1,184 6 10

Total entered at Value. 2,301 12 4

Linen of IRELAND and the ISLE OF MAN .. 38,784,908

h 3

FOREIGN

FOREIGN LINENS IMPORTED into Great Britain and Ireland respectively; distinguishing the Countries from which Imported, and to which Exported, in the year ended 5th January, 1826; together with the Amount of Duty paid upon the Transit.

	Plain, of Germany, Silesia, &c.	Plain, of Russia.	Plain, of the Netherlands.	Canvas, Hessen.	Canvas Packing, or Spruce.	Hinderlands, Brown.	Drillings and Pack Duck.	Sail Cloth.	Damask and Diaper of Silesia, &c.
	<i>Ells.</i>	<i>Ells.</i>	<i>Ells.</i>	<i>Ells.</i>	<i>Ells.</i>	<i>Ells.</i>	<i>Ells.</i>	<i>Ells.</i>	<i>Yards.</i>
Into Great Britain.	48,661½	186,974	10,099½	193	7,594½	92	2,941½	166	45,790½
Into Ireland ....	....	....	....	55	....	....	....	17½	....
Total Quantities of Foreign Linen imported into the United Kingdom..	48,661½	186,974	10,099½	248	7,594½	92	2,941½	183½	45,790½

	Damask and Diaper of the Netherlands.	Cambrics and French Lawns.	Silesia Lawns.	Sails.	Unrated, Chequered, Striped, &c.	Unrated, not Chequered, Striped, &c.
	<i>Yards.</i>	<i>Pieces.</i>	<i>Pieces.</i>	<i>Declared Value.</i>	<i>Declared Value.</i>	<i>Declared Value.</i>
Into Great Britain.	144½	40,303½	145½	£1,208 9 10	£656 6 3	£1,182 15 10
Into Ireland ....	....	50½	....	205 2 10	....	66 7 8
Total Quantities of Foreign Linen imported into the United Kingdom..	144½	40,354½	145½	1,413 12 8	656 6 3	1,249 3 6

FOREIGN LINENS Exported from Great Britain and Ireland, in the year ended 5th January, 1826.

	Plain, of Germany, Silesia, &c.	Plain, of Russia.	Damaks and Diaper of Silesia, &c.	Cambrics and French Lawns.	Sails.	Unrated, Chequered, Striped, &c.	Unrated, not Chequered, Striped, &c.
	<i>Ells.</i>	<i>Ells.</i>	<i>Yards.</i>	<i>Pieces.</i>	<i>Declared Value.</i>	<i>Declared Value.</i>	<i>Declared Value.</i>
From Great Brit.	925	25,800	112	592	....	£217 13 9	£234 19 4
From Ireland.	America, British N.	....	....	....	£102 4 7	....	....
	American Colonies ..	....	....	....	....	....	....
	America, United S...	....	....	11	....	....	....
Total from Ireland ..	....	....	....	11	102 4 7	....	....
Total Quantities of Foreign Linen Exported from the United Kingdom	925	25,800	112	603	102 4 7	217 13 9	234 19 4

Plain, of the Netherlands, Canvas, Hessen, Canvas, Packing or Spruce, Hinderlands Brown, Drillings and Pack Duck, Sail Cloth, Damask and Diaper of the Netherlands, Silesia Lawns, none Exported.

LINEN CLOTH of all Sorts, Exported from Great Britain to Ireland, and to Foreign Countries, in the year ended 5th January, 1826; distinguishing British, Irish, and Foreign Linens.

	To Ireland,		To Foreign Countries,			
	Pieces.	Yards.	Pieces.	Ells.	Yards.	£ s. d.
British Linens .....	....	132,671	....	....	35,991,753	..
Irish Linens .....	....	270,350	....	....	13,534,843	..
Foreign Linens	478	....	592	26,725	112	452 13 1
Total	478	403,021	592	26,725	49,526,708	452 13 1

LINEN CLOTH of all Sorts Exported from Ireland to Great Britain and Foreign Countries, in the year ended 5th January, 1826; distinguishing British, Irish, and Foreign Linens; and a similar Account of the Values of Irish Linens Exported to Foreign Countries from Great Britain, so as to show the Value of Irish Linen retained in Great Britain for Home Consumption.

	Great Britain.	Foreign Countries.	All Parts of the World.	
	Yards.	Yards. Pieces.	Yards.	Pieces.
British Linen .....	....	1,284 0	1,284	0
Irish Linen	52,560,926	2,552,303 0	55,113,229	0
Foreign Linen .....	....	0 11	0	11
		and £102 4s. 7d. entered at value.	and £102 4s. 7d. entered at value.	
Total	52,560,926	2,553,587 11 and £102 4s. 7d.	55,114,513	11 and £102 4s. 7d.

Real Value of Irish Linen Imported into Great Britain £2,893,018
 Ditto ditto Exported from Great Britain to Foreign Countries, or returned to Ireland 766,334
 Ditto ditto retained for Home Consumption in Great Britain ..£2,126,684

BOUNTY paid in the year ended 5th January, 1826, on British and Irish Manufactured Linens, respectively Exported from Great Britain and Ireland; distinguishing the Amount paid in each Country, and showing the Number of Yards which received the several Bounties of One Halfpenny, One Penny, and One Penny Halfpenny.

	Linens Exported from Great Britain on which Bounty was paid in the year ended 5th January, 1826.					
	At ½ per yard.		At 1d. per yard.		At 1½d. per yard.	
	Quantity.	Amount of Bounty.	Quantity.	Amount of Bounty.	Quantity.	Amount of Bounty.
British Linens ..	Yards. 732,350½	£ s. d. 1,386 3 2½	Yards. 214,195	£ s. d. 821 1 2	Yards. 33,466,976½	£ s. d. 192,856 19 10
Irish Linens..	1,591	2 17 4	54,300	211 13 7	13,129,578½	75,295 10 4½
Total....	733,881½	1,389 0 6½	268,495	1,032 14 9	46,596,554½	268,152 10 2½

BOUNTY paid in 1826, *continued.*

	Sail Cloth at 2d. per Ell.		Total.	
	Quantity.	Amount of Bounty.	Quantity.	Amount of Bounty.
	<i>Yards.</i>	£ s. d.	<i>Yards.</i>	£ s. d.
British Linens	2,367,342	14,452 2 9	36,780,864	209,516 6 11½
Irish Linens	3,942½	24 5 6	13,189,352	75,534 6 9½
Total.....	2,371,284½	14,476 8 3	49,970,216	285,050 13 9

Linens Exported from Ireland on which Bounty was paid in the year ending 5th January, 1826.

	At ½ per yard.		At 1d. per yard.		At 1½d. per yard.	
	Quantity.	Amount of Bounty.	Quantity.	Amount of Bounty.	Quantity.	Amount of Bounty.
	<i>Yards.</i>	£ s. d.	<i>Yards.</i>	£ s. d.	<i>Yards.</i>	£ s. d.
Irish Linens	5,644	10 11 8	50,980	198 17 2	2,025,162	11,453 4 8½

	Sail Cloth at 2d. per Ell.		Total.	
	Quantity.	Amount of Bounty.	Quantity.	Amount of Bounty.
	<i>Yards.</i>	£ s. d.	<i>Yards.</i>	£ s. d.
Irish Linens.....	37,978½	352 16 0	2,119,764½	12,015 9 6½

Under the Act 5 Geo. 4. c. 43, which provides for the gradual abolition of the Bounty on Exported Linens, nine-tenths only of the original rates of One Halfpenny, One Penny, and One Penny Halfpenny, were allowed in the year ended 5th January, 1826.—(See page 277.)

Net Produce of FOREIGN LINENS Imported into Great Britain, in the year ended 5th January, 1826.

Species of Linen.	£	s.	d.
Plain of Germany, Silesia, &c.....	1,982	8	4½
— of Russia	1,560	9	5½
— of the Netherlands	63	11	1
Canvas, Hessen.....	3	18	11
— Packing or Spruce	78	19	1½
Hinderlands, Brown.....	1	10	10
Drillings and Pack Duck	186	10	10½
Sail Cloth	7	8	6½
Damask and Diaper of Silesia, &c.....	4,081	16	10
— of the Netherlands	62	12	11
Cambrics and French Lawns	12,327	0	2
Silesia Lawns.....	9	10	0½
Unrated, chequered, striped, &c....	39	15	6
— not chequered, striped, &c.....	871	10	1
Sails (Foreign made)	975	14	6½
Total.....	22,247	17	3¼

IRISH

IRISH LINENS Exported from Great Britain and Ireland respectively, in the year ended 5th January, 1826, upon which no Bounty was claimed.

Year ended 5th Jan., 1826.	Great Britain.			Ireland.		
	Quantity.	Official Value.	Real or Declared Value.	Quantity.	Official Value.	Real or Declared Value.
	<i>Yards.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>Yards.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>
	1,985,319	100,634 13 0	194,867 9 8	433,825	26,696 18 6	50,612 18 4

LINEN CLOTH on which Duties of Excise have been paid in the year ended 5th January, 1826, for painting and printing Linen Cloth respectively, with the Rates of Duty paid per square yard; and a similar Account for Cottons and Silk Cloth, each description of Cloth, and the Rates of Duty being distinguished.

	Linen Cloth painted at 3½d. the square yard.	Linen Cloth printed, at 3½d. the square yard.	Cottons, at 3½d. the square yard.	Silk, at 6d. the square yard.
Year ended 5th Jan., 1826.	<i>Yards.</i> 554,721	<i>Yards.</i> 1,378,356	<i>Yards.</i> 139,551,084	<i>Yards.</i> 973,089

HEMP and FLAX, dressed and undressed, and of Linen Yarn, Imported from Foreign Countries into Great Britain, in the year ended 5th January, 1827; distinguishing the Quantity Imported in British-built Vessels, from that Imported in Foreign Vessels; together with Amount of the Duties paid thereon.

Hemp.

	In British Ships.	In Foreign Ships.	Total.
	<i>Cwt. qrs. lb.</i>	<i>Cwt. qrs. lb.</i>	<i>Cwt. qrs. lb.</i>
Total Importation	457,341 3 23	8,604 2 19	465,946 2 14
Amount of Duty Received	.....	111,836 17 6½	

Flax and Tow, and Codilla of Hemp and Flax.

	In British Ships.	In Foreign Ships.	Total.
	<i>Cwt. qrs. lb.</i>	<i>Cwt. qrs. lb.</i>	<i>Cwt. qrs. lb.</i>
Total Importation	639,334 - 19	29,394 1 23	668,728 2 14
Amount of Duty Received	.....	9,547 10 8½	

Linen Yarn.

	In British Ships.	In Foreign Ships.	Total.
	<i>Cwt. qrs. lb.</i>	<i>Cwt. qrs. lb.</i>	<i>Cwt. qrs. lb.</i>
Total Importation	23,715 2 18	2,632 - 24	26,347 3 14
Amount of Duty Received	.....	1,331 6 10½	

HOPS Exported from Great Britain to Foreign Parts, in the year ended 5th January, 1827.

<i>Cwt. qrs. lb.</i>	
3,960	- 19

HOPS Imported into Great Britain from Foreign Parts, in the year ended 5th January, 1827.

Cwt. qrs. lb.
1,874 - 22

PILCHARDS, for which a Bounty has been paid, from 1820 to 1826, distinguishing Pickled from other Fish.

Year	Pickled.	Otherwise Cured.	Bounty Paid.		
	Barrels of 32 Gallons.	Hogsheads of 50 Gallons.	£.	s.	d.
1820.....	18	4,122	1,746	14	11
1821.....	1	2,078	881	4	9
1822.....	-	5,303	2,253	15	6
1823.....	41½	13,248	5,636	12	6
1824.....	10	20,691	8,796	7	10½
1825.....	-	12,189	4,438	7	-
1826.....	-	11,078	3,323	8	-

BRITISH SPIRITS distilled in England, Scotland, and Ireland, respectively, in the years 1824, 1825, and 1826, stated in Imperial Gallons throughout; and an Account of the Quantities Imported from Scotland and Ireland into England, and from Scotland and Ireland into each other respectively, in the same periods, distinguishing, in the Imports into England, the Spirits distilled under the last Act, from those distilled under former Acts.

Year	Distilled in		
	England. Gallons.	Scotland. Gallons.	Ireland. Gallons.
1824.....	2,679,915	5,908,373	6,361,248
1825.....	1,860,927	8,224,807	8,835,027
1826.....	3,187,852	8,547,216	8,305,895

Under what Acts Distilled.	Imported into England from		Imported into
	Scotland. Gallons.	Ireland. Gallons.	Ireland from Scotland. Gallons.
45 Geo. 3, c. 100.....	1,096,744	445,749	370,127
45 Geo. 3, c. 100.....	1,242,594	789,886	942,651
Distilled under 4 Geo. 4, c. 94, and removed under 6 Geo. 4, c. 58 and c. 80.	3,217,159	670,791	763,662

Imported into Scotland from Ireland..... none.

AN ACCOUNT of the Number of Gallons of SPIRITS made in SCOTLAND and IRELAND, between 5th January, 1825, and 6th January, 1826; showing how much was warehoused, and the Quantity thereof exported, with or without Duty, from Scotland to England or Ireland, and from Ireland to Scotland or England, within the same period.

Year ended 5th Jan. 1826.	Gallons of Spirits made.	Gallons of Spirits warehoused:	Gallons of Spirits warehoused within the Year ended 5th Jan. 1826, and exported to	
			England.	Ireland.
Year ended 5th Jan. 1826.	Scotland 9,807,374	4,021,261	1,326,605	1,130,107
	Ireland 10,604,878	3,912,452	948,120	-

SPIRITS

SPIRITS at Hydrometer Proof imported into England from Scotland and Ireland, distinguishing the Countries; from 5th July, 1826, to 5th January, 1827.

	Scotland. Gallons.	Ireland Gallons.
From 5th July 1826, to 5th January, 1827..	1,381,572	76,734

FOREIGN SPIRITS (including over-proof) distinguishing the kinds imported for Home Consumption into the United Kingdom, in the Years 1824, 1825, and 1826; stated in Imperial Gallons.

	Rum. <i>Impl. Gallons.</i>	Brandy, Geneva, &c. <i>Impl. Gallons.</i>	Total. <i>Impl. Gallons.</i>
Year ended 5th January, 1825 ..	2,552,289	1,317,641	3,869,930
Year ended 5th January, 1826 ..	2,095,591	1,409,686	3,505,277
Year ended 5th January, 1827 ..	4,305,419	1,549,842	5,855,261

TIMBER imported into the United Kingdom, in each Year, from the Year 1812 from the British Provinces in North America, and from the Baltic, respectively.

Years.	From the British Colonies and Plantations in America, (imported exclusively in British Shipping.)		Total From the Baltic.	
	<i>Loads.</i>	<i>feet.</i>	<i>Loads.</i>	<i>feet.</i>
1812	171,795	44	27,176	36
1814	50,790	17 $\frac{1}{2}$	126,289	44
1815	122,212	10 $\frac{1}{2}$	194,503	40
1816	153,707	30 $\frac{1}{2}$	79,885	29
1817	162,611	22 $\frac{1}{2}$	86,715	24
1818	248,669	45	141,885	38
1819	322,920	17 $\frac{1}{2}$	119,237	23
1820	307,813	18	65,841	20
1821	317,563	16 $\frac{1}{2}$	99,202	21
1822	345,741	48 $\frac{1}{2}$	137,248	10
1823	383,747	19	161,472	15
1824	415,363	17 $\frac{1}{2}$	195,900	36
1825	467,625	41 $\frac{1}{2}$	286,871	10
1826	455,800	47 $\frac{1}{2}$	156,078	12

TIMBER, Deals, Masts, Spars, and Staves Imported into the United Kingdom in the undermentioned years.

From All Parts of the World.

Years.	Timber 8 inches square or up- wards.	Deals.	Masts under 12 inches in diameter.	Masts 12 Inches in diameter and upwards.	Spars.	Staves.
	<i>Loads.</i>	<i>Gt. Hund.</i>	<i>Number.</i>	<i>Number.</i>	<i>Gt. Hund.</i>	<i>Gt. Hund.</i>
1820.....	384,126	26,610	8,134	10,404	750	100,070
1821.....	428,900	26,905	10,546	8,174	1,032	84,186
1822.....	486,457	34,746	14,484	4,577	1,374	96,543
1823.....	548,497	38,818	13,395	5,009	1,169	80,415
1824.....	619,514	49,740	17,358	6,001	1,678	101,847
1825.....	769,173	62,523	19,016	8,698	1,398	103,022
1826.....	620,195	37,272	17,251	7,586	1,245	91,115
Total of 7 years from all Parts	3,856,862	276,614	100,184	50,449	8,646	657,198
Total of 7 years from Europe	1,153,730	200,879	65,807	13,154	6,697	87,634
Total of 7 years from British Colonies and Plantations in Ame- rica.....	2,693,662	75,615	34,259	28,789	1,870	329,837
Total of 7 years from other Countries	9,470	120	118	8,506	79	239,727

TIN Imported into Great Britain in the year ending 5th January, 1827.

	<i>Cwt.</i>	<i>q.</i>	<i>lb.</i>
From East Indies and China	3,000	1	23
Cape of Good Hope	207	3	3
Peru	186	1	10
Total	3,394	2	8

TIN Exported from Great Britain to Foreign Parts, in the year ending 5th Jan. 1827.

	<i>British Tin.</i>	<i>Foreign Tin.</i>
Total	43,645 0 0	5,647 1 3

FOREIGN WOOL Imported into the United Kingdom in the following years.

Whence Imported.	1824.	1825.	1826.	1827.
	<i>lb.</i>	<i>lb.</i>	<i>lb.</i>	<i>lb.</i>
Germany	12,562,434	15,412,275	28,799,661	10,545,232
Spain and Canaries	4,318,708	5,020,679	8,206,427	1,619,405
New Holland	477,261	382,907	323,995	1,106,302
Other Places.....	2,019,846	1,756,756	6,507,878	2,725,486
Total.....	19,378,249	22,572,617	43,837,961	15,996,425

FOREIGN WOOL Exported from the United Kingdom in the following years.

1824.	1825.	1826.	1827.
<i>lb.</i>	<i>lb.</i>	<i>lb.</i>	<i>lb.</i>
200,776	419,594	678,034	888,651

ENGLISH

ENGLISH WOOL Exported from the United Kingdom in the following years:

Country to which Exported.	1825.		1826.		1827.	
	Sheep or Lambs' Wool.	Woollen and Worsted Yarn.	Sheep or Lambs' Wool.	Woollen and Worsted Yarn.	Sheep or Lambs' Wool.	Woollen and Worsted Yarn.
	lb.	lb.	lb.	lb.	lb.	lb.
EUROPE ..	40,960	2,786	81,621	51,152	126,192	98,529
Total ..	53,743	12,640	112,424	76,961	143,130	122,337

OFFICIAL VALUE of Woollen Goods Exported from Great Britain, in the years ending 5th January, 1817 and 1827.

EUROPE:	1817.			1827.		
	£.	s.	d.	£.	s.	d.
Russia	416,140	0	4	107,012	18	8
Sweden	936	9	1	3,398	1	5
Norway	7,234	8	2	7,892	13	0
Denmark	10,213	3	0	2,706	16	2
Prussia	4,616	13	6	953	10	0
Germany	405,947	18	2	964,306	1	1
United Netherlands	277,853	9	10	294,306	15	4
France	2,901	14	10	7,849	1	11
Portugal, Azores, and Madeira	403,518	2	5	332,182	12	1
Spain and the Canaries	103,175	13	10	45,939	3	2
Gibraltar	85,569	16	0	62,218	15	9
Italy	82,095	18	0	188,623	17	4
Malta	57,914	1	8	9,154	0	1
Ionian Islands	-	-	-	805	4	10
Turkey and the Levant	7,871	18	4	3,740	9	7
Isles Guernsey, Jersey, Alderney, and Man	13,750	18	0	30,940	2	2
	<u>1,879,740</u>	<u>5</u>	<u>2</u>	<u>2,062,030</u>	<u>2</u>	<u>7</u>
ASIA:						
East Indies and China	556,769	16	5	944,822	4	0
New Holland and S. S. Islands	1,879	10	6	14,697	6	10
AFRICA:						
Cape of Good Hope	24,478	4	2	82,308	16	10
Other Parts of Africa	7,538	9	10	3,314	4	6
AMERICA:						
British Northern Colonies	349,050	3	0	201,876	8	11
British West Indies	158,320	4	4	104,228	14	11
Foreign West Indies	66,615	16	4	33,777	3	11
United States	2,241,510	13	11	1,220,834	19	5
Brazil	236,560	11	9	182,235	15	10
Mexico and Guatemala	-	-	-	30,071	16	7
Columbia	-	-	-	8,090	2	0
Peru	-	-	-	52,899	1	10
Chili	-	-	-	39,063	4	10
Buenos Ayres and Monte Video	63,900	14	4	121,344	1	11
Total	<u>5,586,364</u>	<u>9</u>	<u>9</u>	<u>5,041,585</u>	<u>4</u>	<u>11</u>

AN ACCOUNT showing the several Countries to which Machinery has been exported, with the Official Value, in each of the years ending 5th January, 1825, 1826, and 1827.

EUROPE:	1825.	1826.	1827.
	£.	£.	£.
Russia	1,880	2,103	1,902
Sweden	173	776	212
Norway	62	160	265
Denmark	117	192	100
Prussia	142	67	1,088
Germany	492	3,716	4,371
United Netherlands	9,521	18,432	46,156
France	18,878	42,782	69,765
Portugal, Azores, and Madeira	1,477	1,034	647
Spain and the Canaries.....	2,846	874	1,014
Gibraltar	593	441	1,354
Italy	329	2,918	5,704
Malta	223	70	186
Ionian Islands	42	45	144
Turkey and the Levant	4,498	5,677	3,640
Isles Guernsey, Alderney and Man	866	1,549	75
	<hr/>	<hr/>	<hr/>
	42,739	80,836	136,623
ASIA:			
The East Indies	48,754	38,980	30,492
New Holland	1,197	2,210	3,779
AFRICA	1,499	456	325
AMERICA:			
British Northern Colonies ..	2,976	1,265	438
British West Indies	17,127	29,623	27,674
Foreign West Indies.....	4,059	1,100	2,040
United States	2,872	4,519	2,606
Brazil	6,986	9,597	12,329
Mexico and Guatimala.....	127	29,176	4,635
Columbia	105	4,627	2,972
Peru	715	3,713	6,309
Chili	150	2,185	238
Buenos Ayres and Monte Video	346	4,129	3,495
	<hr/>	<hr/>	<hr/>
Total.....	129,652	212,416	233,955

SHIPS, and the Quantity of Tonnage, cleared Outward from the British Colonies in the West Indies to the Ports of the United States of North America, and to the British Colonies in North America, distinguishing the number of British and of American Ships and Tonnage, in each Year for the last Eleven Years.

Years.	United States of America.				British Colonies in North America.	
	British.		American.		British.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
1816..	453	70,090	156	19,745	328	44,634
1817..	469	67,375	186	24,459	382	55,557
1818..	352	49,506	227	28,719	433	57,431
1819..	13	1,139	526	62,343	612	77,098
1820..	3	289	684	77,878	554	70,594
1821..	1	70	314	34,778	570	72,301
1822..	28	2,755	279	31,018	495	56,943
1823..	99	9,310	435	49,337	468	62,082
1824..	62	5,821	567	74,908	440	46,955
1825..	80	6,836	583	75,311	413	41,574
1826..	<i>Note.</i> —As the Lists of Shipping from the British Colonies in the West Indies have been received only for a small part of the year 1826, I am unable to give any Account that will form a comparison with the former years, and therefore no Return has been rendered for that year.					

American Ships and Tonnage none.

SHIPS and Tonnage entered Inwards in the British Colonies and Islands in the West Indies, from the United States of North America and the British North American Colonies;—in each year for the last eleven years.

Years.	United States of America.				British North American Colonies.	
	British.		American.		British.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
1816..	526	94,762	140	16,442	349	47,757
1817..	651	97,857	220	23,916	436	60,727
1818..	512	76,997	190	23,933	414	54,250
1819..	28	2,317	569	62,713	600	78,422
1820..	5	525	522	57,352	524	72,235
1821..	1	36	248	25,957	623	83,544
1822..	8	1,489	254	31,006	535	62,274
1823..	98	9,881	461	50,634	454	50,674
1824..	62	5,795	499	63,174	442	51,622
1825..	72	6,870	465	58,746	421	44,526
1826..	<i>Note.</i> —As the Lists of Shipping from the British Colonies and Islands in the West Indies have been received only for a small part of the year 1826, I am unable to give any Account that will form a comparison with the former years, and therefore no Return has been rendered for that year.					

American Ships and Tonnage none.

SHIPS and quantity of Tonnage, cleared Outwards from the British Colonies in North America, to the Ports of the United States of North America, distinguishing the number of British and American Ships and Tonnage, in each Year for the last Eleven Years.

Years.	British.		American.	
	Ships.	Tonnage.	Ships.	Tonnage.
1816.....	132	12,916	4	658
1817.....	207	21,574	—	—
1818.....	81	7,415	115	10,670
1819.....	2	294	513	53,479
1820.....	1	142	481	50,391
1821.....	17	2,748	321	32,934
1822.....	8	932	167	16,363
1823.....	28	2,873	108	10,899
1824.....	12	1,173	155	16,753
1825.....	28	2,894	181	17,883
1826.....	<i>Note.</i> —As the Lists of Shipping from the British Colonies in North America have been received only for a <i>small part of the year 1826</i> , I am unable to give any account that will form a comparison with the former Years, and therefore no Return has been rendered for that Year.			

SHIPS and Tonnage entered Inwards in the British Colonies in North America, from the United States of North America, distinguishing the British from the American Ships, in each Year for the last Eleven Years.

Years.	British.		American.	
	Ships.	Tonnage.	Ships.	Tonnage.
1816.....	251	36,604	—	—
1817.....	258	28,859	—	—
1818.....	121	13,738	101	9,443
1819.....	22	5,115	436	45,407
1820.....	9	2,340	480	50,608
1821.....	12	2,748	329	33,189
1822.....	22	5,447	182	17,507
1823.....	32	6,467	145	13,002
1824.....	27	4,318	200	19,608
1825.....	34	4,840	217	22,406
1826.....	<i>Note.</i> —As the Lists of Shipping from the British Colonies in North America have been received only for a <i>small part of the year 1826</i> , I am unable to give any Account that will form a comparison with the former Years, and therefore no return has been rendered for that Year.			

THE
MERCHANT, SHIP OWNER,
AND
SHIP MASTER'S
IMPORT AND EXPORT GUIDE.

PART I.

GENERAL REGULATIONS
AS TO
NAVIGATION AND COMMERCE.

HOUSE OF COMMONS, Friday, May 12, 1826.

Mr. Huskisson rose, pursuant to notice, to move for a return of the number of ships built in the British dominions between the years 1814 and 1825, both inclusive; distinguishing the number in each year, and the amount of their tonnage. (a) In bringing forward this motion, it was, he observed, very important to learn, whether the trade of the country, after the alterations that had been made in our commercial system, was in such a state as to give employment to the whole of our shipping, or whether those alterations had operated prejudicially to the shipping interest. The object of their navigation system was, first, to create and to maintain in this country a great commercial marine—and secondly, (an object not less important) that of preventing any one state from engrossing too great a share of the carrying trade of the world. Acting on this system, their policy had been, as a general rule of navigation, to declare to other countries, that they should not bring to Great Britain the production of third powers; but that they should confine themselves to the productions of that country to which the shipping employed in conveying them belonged. There certainly were exceptions to this general rule; but the principle formed the foundation of the navigation system of this country. In the first place, provision was made that the carrying should be divided as equally as possible amongst other maritime states, and that it should not be engrossed by any one of them; and, in all cases, where from want of shipping of their own, or from any other cause that did not interfere with the relations between this and any country so situated, instead of allowing them to send their produce here in foreign vessels, it was directed that it could only be imported in English ships. He was ready to state, as consistent with this general view, that the regulations of our navigation system, however just and necessary, and salutary, must, more or less, act as a restraint on that freedom of action which was essential to commerce. He was, at the same time, bound to say, that those restrictions were

(a) See Parliamentary Documents, 1826, prefixed.

founded on the first law of every state,—the high ground of political necessity; the necessity of providing for our own safety and defence; the necessity of providing for the protection of our colonies in every part of the world; the necessity of maintaining our commerce under all the vicissitudes of war to which this country was liable; and the necessity of keeping up our ascendancy on the ocean, and thus sustaining the station which that ascendancy, more than any thing else, had given to Great Britain throughout the world. He was, therefore, as ready as any man could possibly be, to say, “that we ought, on all occasions, to look to the peculiar nature of this state necessity, as that which should be uppermost in our minds, where the interests of commerce and navigation cannot be reconciled.” And, where they could not be so reconciled, he had no hesitation in stating, that the interests of commerce ought to give way, and that those of navigation ought to have the preference. He apprehended, that if they looked at the history of the English navigation laws,—if they looked at the great charter of those laws,—the act of the 12th Charles II., (a) it would be found, that they were framed to promote the shipping of this country, under different modes of encouragement, but which were mainly divided into five heads: 1st, the fisheries, which were encouraged to give a stimulus to the industry of the country. In this part of the navigation laws no alteration had been made; none had ever been contemplated by any man; they had still adhered to this great commercial arrangement. The next object the navigation laws had in view was, to give to the shipping of the country exclusive employment in all its coasting trade. When those laws were passed, that coasting trade embraced England only; but when England became united to Scotland, it embraced the whole of the British islands. In this point of their policy, also, there appeared to be no motive for any alteration. It was a most important point, as it greatly affected the shipping of the country; it therefore remained unaltered, and would remain, so long as they wished to maintain a great commercial marine. The next object of the navigation laws, was the European trade. The principle of policy here was, that the shipping of other parts of Europe were at liberty to take from any country in Europe (except the Netherlands), the production of any country being European, and carry that produce here, with the exception of a number of enumerated articles, which, being of a bulky nature, employed a great quantity of shipping. With respect to those enumerated articles, the provision of the law was this:—that they should be brought to this country either in British ships, or in ships belonging to the country where they were produced, and proceeding directly from that country to this. This was the state of the law from the time of Charles II., until a very recent period; and the system had been kept up during that time, not only to preserve their own marine, but in a great measure, from a jealousy of the powerful marine of Holland. Acting from their own peculiar feelings, the legislature of that day had proceeded more severely and rigorously towards the Dutch than towards other countries. They did not, therefore, allow those enumerated articles, though carried in Dutch vessels, to be imported into this country. The next point to which the navigation laws were directed was the trade to Asia, Africa, and America. The law was, that no article, the produce of those parts of the world, should be imported into this country in any save British ships, coming from such parts. The British colonies abroad was the fifth and last point to which those laws related. And here he would state, generally, that the principle was to encourage, by every means, the intercourse between the colonies and the mother country. One of the great objects was to prevent the colonies from sending any part of their productions to any country except this, and that, too, in British shipping; while, on the other hand, the colonists were to be supplied with all European articles by the parent state. He took this to be a fair exposition of the main points of encouragement that were aimed at by the navigation laws. The house would perceive that there was a very great change in the state of the world, chiefly growing out of the war, at the present period, as compared with that when these laws were in full force. The house would allow him to state the situation of this country with respect to

(a) Now repealed.

shipping at the period which immediately preceded the revolutionary war of 1793. In the year 1792, the year which immediately preceded that war, the number of registered vessels was 16,000. The amount of shipping at the commencement of the revolutionary war was in tonnage, 1,540,145 tons, and the number of ships was 16,079, the increase of tonnage being 24,174 tons, from 1792 to 1793. The whole amount of tonnage during the war was 2,543,000 tons, so that this amount presented an increase of two-fifths during that period. He would also state, that at the termination of the war the amount of tonnage was 2,486,000 tons, and up to the present period that amount had increased to 2,580,000 tons. It was now necessary to state the number of ships which had been built in the British dominions since the termination of the late war, beginning with the year 1814. It appeared by the document which he held in his hand, that the number of ships last year exceeded the number of any one year since the year 1789. He did not think it necessary to enumerate the amount of the shipping in each year since the peace, but he would just take the year 1814, when the war first terminated, and compare it with last year. In the year 1814 there were 818 new vessels built, being 95,900 tons, while in the year 1825, after an interval of ten years of peace, it appeared that there were 1,312 vessels built, amounting to 171,900 tons, so that last year we very nearly doubled the number of ships built in the year 1814. The best and the only criterion to go by in questions like the present, was that which public documents afforded. (a) It appeared from returns which he held in his hands, of the number of ships cleared outwards and inwards, from the year 1814 to the close of the last year, that the employment of British shipping had considerably increased, and he now begged the attention of those gentlemen who complained that British shipping was in want of employment while he read this statement. In the year ending December, 1824, it appeared that there were 19,164 British ships in actual employment, amounting to 2,364,000 tons; and the number of foreign ships that traded to Great Britain within the same period was 5,380, amounting to 694,000 tons. In the year 1825, the number of British ships was 21,786, tonnage 2,786,844; the number of foreign ships being 5,160, amounting to 684,392 tons. By this account, it would appear that there was an increase of British tonnage in the year 1825, as compared with the year preceding, of 422,000 tons, and there was also an increase in foreign tonnage of 197,000 tons. He would now beg leave to carry his comparison one point further, and to state, with reference to Prussia, that an increased communication between that country and Great Britain, had taken place within the last two years. He held in his hand a return of the number of ships that passed through the Sound, from the year 1783 to the year 1793, being a period of ten years, exclusive, however, of the year 1789, the returns for which year being either lost or mislaid. He also held in his hand an account of the number of ships that passed through the Sound, from the 1st of January, 1816, to the 25th of December, 1825; and here he should state that the number of British ships that passed through the Sound in the year 1825, was greater than in any one year of the twenty to which he had alluded. The following was an account of the number of ships, both British and foreign, that had passed through the Sound for the last five years, and he thought that this statement would be sufficient to satisfy the house without going into a separate detail of the years he had mentioned. The number was—

In 1821—British ships	2,116
Total number of all nations	9,117
In 1822—British ships	2,940
Total number of all nations	9,000
In 1823—British ships	3,428
Total number of all nations	9,160
In 1824—British ships	4,728
Total number of all nations	9,210
In 1825—British ships	5,186
Total number of all nations	13,000

(a) See Parliamentary Documents, 1826, prefixed.

By this statement, it would appear that last year Great Britain had more than one-third proportion of the number of the ships of all nations, and that number was greater then than at any subsequent period. One charge which was brought against the then existing navigation laws was, that all commodities of produce could only be brought in ships where those commodities had been produced; but now they might be brought in other ships than those of the country where they had grown. It was the intention of Government at that time, and that intention had since been reduced to practice, to introduce a system of an exchange of wares, in order to produce a reciprocity of interests and feeling with other countries. One of those articles was wine, another was oil, both of which it was deemed desirable to have introduced into Great Britain, subject to as little restrictions as possible; but a British ship, according to the then existing law, could not bring into England either of those articles, nor many others of the enumerated articles on which like injunctions had been placed. Such a regulation, it was hardly necessary to say, was both unnecessary and vexatious. It operated to the disadvantage of commerce—it cramped the energies of trade—and served, moreover, to diminish the employment of shipping. An alteration in the navigation laws, in order to counteract the effects of this injurious system, was then determined on, and that alteration was confined to the introduction of all articles which were not the production of the country where they issued from. In consequence of this alteration, all goods might now be brought into England direct from the countries where they were produced. With respect to the *Warehouse System*, he was free to say that the alteration which had taken place in that system was one which was highly beneficial to the interests of Great Britain. It was unjust that Ireland should not have been placed on the coasting trade; and it was too much to make a country so nearly connected with England subject to a foreign trade, and liable to the payment of foreign dues. With respect to the new world, England had been obliged to extend the system there also, and the Brazils had likewise shared in the benefit of the system. England was obliged to treat that country as any other free and independent nation. It was in vain to deny that the *United States of America* had grown up a powerful and mighty nation, and it was wise, he conceived, in Great Britain to extend the hand of friendship to that country, and to cherish a kindly feeling. Was this not better than war with all its attendant misery? Be the system of free trade good or bad, it was, he contended, the duty of Great Britain to arrange peaceably a measure of this nature, rather than to hazard a rupture with those with whom it was our duty to cherish a friendly feeling, and before we kept back an advantage in which we were willing ourselves to share, we should look to our relative situation with respect to other countries. But after we had extended this measure to the United States of America, we should hardly be acting with justice to deny it to those ports which, under the feudal system, when great states affected to despise commerce, were the great nurseries of commercial marine. He (Mr. Huskisson) should have thought it highly censurable to refuse extending it to them, because we apprehended no danger from them. It was consistent with sound policy in us to uphold the little states of Europe; and it was one of the misfortunes attending the changes that had taken place on the continent, that several of the independent towns had been swallowed up. It was one of the fallacies which prevailed, that it was not seen that whilst the foreign trade increased, the trade of Great Britain increased in equal proportion. Having admitted last session the principle, from necessity, he (Mr. Huskisson) thought it better that we should at once tell the world that we were willing to admit them all equally to a trade with this country. He thought it better to remove all discriminating duties, and make one tariff for all; such a tariff as should levy only those duties necessary for the state, or for the support of our own industry,—not prohibitory duties. He had now to proceed to another branch of the subject, he meant the change in our *Colonial System*. What was the nature of that change? After our peace with America, it was found to be difficult to require our West Indian islands to draw all their supplies from this country. Yet we were willing to break through an ancient system. Orders in Council were accordingly passed, authorizing trade between the colonies and the United States; year after year the law was broken, and year after year ministers came to Parliament for indemnity. They then

obtained the power of dispensing with the law. But the United States were jealous of their navigation system. Under these circumstances, he (Mr. Huskisson) proposed last year, and Parliament adopted, a law to open the colonies to all the powers of Europe, confining the articles to those of their own growth, and exported directly from their own country. Looking to the interests of commerce, which must be the interests of navigation and good policy, and considering altogether the colonial policy of other countries, it was necessary to adopt these plans if we did not wish to incur the risk of sacrificing our commercial superiority. The right hon. gentleman concluded by moving for "A return of the number of ships built in the British dominions between 1816 and 1825 both inclusive, distinguishing the number in each year, and the amount of their tonnage." (a)

NAVIGATION ACTS.

European Goods for Home Use. The several sorts of goods hereinafter enumerated, being the produce of Europe; viz. masts, timber, boards, salt, pitch, tar, tallow, rosin, hemp, flax, currants, raisins, figs, prunes, olive oil, corn or grain, pot ashes, wine, sugar, vinegar, brandy, and tobacco, shall not be imported (b) into the United Kingdom, to be used therein, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. 6 Geo. 4. c. 109. § 2. [See next act.]

European Goods for Home Use. From and after the 1st of January, 1828, so much of the foregoing act as restricts, in manner before mentioned, the importation of rosin, pitch, vinegar, sugar, pot ashes, and salt, being the produce of Europe, is repealed, and in lieu thereof the several sorts of goods hereinafter enumerated, viz. wool, shumac, madders, madder roots, barilla, brimstone, bark of oak, cork, oranges, lemons, linseed, rape seed, and clover seed, being the produce of Europe, shall not be imported into the United Kingdom to be used therein, except in British ships, or in ships of the country from which the goods are the produce, or in ships of the country from which the goods are imported.

7 and 8 Geo. 4. c. 56. § 16.

Goods of Asia, Africa, or America, from Europe. Goods, the produce of Asia, Africa, and America, shall not be imported from Europe into the United Kingdom, to be used therein, except the goods hereinafter mentioned; viz.

Goods, the produce of places in Asia or Africa within the Straits of

(a) See Parliamentary Documents prefixed.

(b) By 6 Geo. 4. c. 107. § 122, if upon the first levying or repealing of any duty, or upon the first granting or repealing of any drawback or bounty, or upon the first permitting or prohibiting any importation or exportation, whether inwards, outwards, or coastwise, in the United Kingdom or in the Isle of Man, it shall be necessary to determine the precise time at which an importation or exportation of any goods made and completed shall be deemed to have had effect, such time, in respect of importation, shall be deemed to be the time at which the ship importing such goods had actually come within the limits of the port at which such ship shall in due course be reported, and such goods be discharged; and such time in respect of exportation shall be deemed to be the time at which the goods had been shipped on board the ship in which they had been exported; and if such question arise upon the arrival or departure of any ship, in respect of any charge or allowance upon such ship, exclusive of any cargo, the time of such arrival shall be deemed to be the time at which the report of such ship shall have been or ought to have been made; and the time of such departure shall be deemed to be the time of the last clearance of such ship with the collector and controller for the voyage upon which she had departed.

By 6 Geo. 4. c. 107. § 46, no goods shall be deemed to be imported from any particular place, unless they be imported direct from such place, and shall have been there laden on board the importing ship, either as the first shipment of such goods, or after the same shall have been actually landed at such place.

Gibraltar, or of the dominions of the Emperor of Morocco, imported from places in Europe within the Straits of Gibraltar: (a)

Goods, the produce of places within the limits of the East India Company's charter, which (having been imported into Gibraltar or Malta in British ships), may be imported from Gibraltar or Malta:

Goods taken by way of reprisal by British ships:

Bullion, diamonds, pearls, rubies, emeralds, and other jewels or precious stones. 6 Geo. 4. c. 109. § 3.

Goods of Asia, Africa, or America, in Foreign Ships. Goods, the produce of Asia, Africa, or America, shall not be imported into the United Kingdom, to be used therein, in foreign ships, unless they be the ships of the country in Asia, Africa, or America, (b) of which the goods are the produce, and from which they are imported, except the goods hereinafter mentioned; viz.

Goods, the produce of the dominions of the Grand Seigneur, in Asia, or Africa, which may be imported from his dominions in Europe, in ships of his dominions:

Raw silk and mohair yarn, the produce of Asia, which may be imported from the dominions of the Grand Seigneur in the Levant seas, in ships of his dominions:

Bullion § 4.

Manufactured Goods. All manufactured goods shall be deemed to be the produce of the country of which they are the manufacture. § 5.

In what ships Goods from Guernsey, &c. No goods shall be imported into the United Kingdom from the islands of Guernsey, Jersey, Alderney, Sark, or Man, except in British ships. § 6.

In what Ships Goods to be Exported from United Kingdom to British Possessions. No goods shall be exported from the United Kingdom to any British possession in Asia, Africa, or America, nor to the islands of Guernsey, Jersey, Alderney, Sark, or Man, except in British ships. § 7.

Coastwise. No goods shall be carried coastwise, from one part of the United Kingdom to another, except in British ships. § 8.

In what Ships Trade between Guernsey, Jersey, &c. to be carried on. No goods shall be carried from any of the islands of Guernsey, Jersey, Alderney, Sark, or Man, to any other of such islands; nor from one part of any such island to another part of the same island, except in British ships. § 9.

In what Ships Trade between British Possessions to be carried on. No goods shall be carried from any British possession in Asia, Africa, or America, to any other of such possessions, nor from one part of any of such possessions to another part of the same, except in British ships. (c) § 10.

Trade in Foreign Ships with British Possessions. No goods shall be imported into any British possession in Asia, Africa, or America, in any foreign ships, unless they be ships of the country of which the goods are the produce, and from which the goods are imported. § 11.

What Ships to be admitted as British.—How British Ships to be navigated.—How Ships to be manned. No ship shall be admitted to be a British ship unless duly registered and navigated as such; and every British registered ship (so long as the registry of such ship shall be in force, or the certificate of such registry retained for the use of such ship) shall be navi-

(a) By 7 Geo. 4. c. 48. § 21. all goods, the produce of places in the interior of Asia, or Africa, which shall be brought to any place in Europe within the Straits of Gibraltar, through places in Asia or Africa which are within those Straits, shall be deemed to be the produce of such last-mentioned places within the meaning of the above act.

(b) As to ships of Rio de la Plata, Colombia, and other countries in America, see p. 751.

(c) See BRITISH POSSESSIONS IN PART 9.

gated during the whole of every voyage (whether with a cargo or in ballast), in every part of the world, by a master who is a British subject, and by a crew, whereof three-fourths at least are British seamen; and if such ship be employed in a coasting voyage from one part of the United Kingdom to another, or in a voyage between the United Kingdom and the islands of Guernsey, Jersey, Alderney, Sark, or Man, or from one of the said islands to another of them, or from one part of either of them to another of the same, or be employed in fishing on the coasts of the United Kingdom or of any of the said islands, then the whole of the crew shall be British seamen. § 12.

How Vessels under fifteen Tons Burthen admitted in Navigation. All British-built boats or vessels under fifteen tons burthen, wholly owned and navigated by British subjects, although not registered as British ships, shall be admitted to be British vessels, in all navigation in the rivers and upon the coasts of the United Kingdom, or of the British possessions abroad, and not proceeding over sea, except within the limits of the respective colonial governments within which the managing owners of such vessels respectively reside; and all British-built boats or vessels wholly owned and navigated by British subjects, not exceeding the burthen of thirty tons, and not having a whole or a fixed deck, and being employed solely in fishing on the banks and shores of Newfoundland, and of the parts adjacent, or on the banks and shores of the provinces of Canada, Nova Scotia, or New Brunswick, adjacent to the Gulf of St. Lawrence, or on the North of Cape Canso, or of the islands within the same, or in trading coastwise within the said limits, shall be admitted to be British boats or vessels, although not registered, so long as such boats or vessels shall be solely so employed. § 13.

How Ships built in Honduras entitled as British. All ships built in the British settlements at Honduras, and owned and navigated as British ships, shall be entitled to the privileges of British registered ships in all direct trade between the United Kingdom and the said settlements; provided the master shall produce a certificate under the hand of the superintendent of those settlements, that satisfactory proof has been made before him that such ship (describing the same) was built in the said settlements, and is wholly owned by British subjects; provided also, that the time of the clearance of such ship from the said settlements for every voyage shall be endorsed upon such certificate by such superintendent. § 14.

How Foreign Ships, Prize of War, or concerned in Slave Trade, to be deemed built, &c. No ship shall be admitted to be a ship of any particular country unless she be of the built of such country; or have been made prize of war to such country; or have been forfeited to such country under any law of the same, made for the prevention of the slave trade, and condemned as such prize or forfeiture by a competent court of such country; or be British built (not having been a prize of war from British subjects to any other foreign country); nor unless she be navigated by a master who is a subject of such foreign country, and by a crew of whom three-fourths at least are subjects of such country; nor unless she be wholly owned by subjects of such country usually residing therein, or under the dominion thereof: provided always, that the country of every ship shall be deemed to include all places which are under the same dominion as the place to such ship belongs. § 15.

Who to be deemed British Masters and British Seamen.—Natives of East Indies.—How other Ships to be navigated. No person shall be qualified to be a master of a British ship, or to be a British seaman within the meaning of this act, except the natural-born subjects of His Majesty, or persons naturalized by any act of parliament, or made denizens by letters of

denization; or except persons who have become British subjects by virtue of conquest or cession of some newly acquired country, and who shall have taken the oath of allegiance to His Majesty, or the oath of fidelity required by the treaty or capitulation by which such newly acquired country, came into His Majesty's possessions; or persons who shall have served on board of any of His Majesty's ships of war in time of war for the space of three years: provided that the natives of places within the limits of the East India Company's charter, although under British dominion, shall not, upon the ground of being such natives, be deemed to be British seamen: provided always, that every ship (except ships required to be wholly navigated by British seamen) which shall be navigated by one British seaman, if a British ship, or one seaman of the country of such ship, if a foreign ship, for every twenty tons of the burthen of such ship, shall be deemed to be duly navigated, although the number of other seamen shall exceed one-fourth of the whole crew. § 16.

Foreign Sailors during War. It shall be lawful for his Majesty, by his royal proclamation during war, to declare that foreigners, having served two years on board any of His Majesty's ships of war in time of such war, shall be British seamen within the meaning of this act. § 17.

How British Ships to be navigated on leaving United Kingdom.—Negroes and Lascars. No British registered ship shall be suffered to depart any port in the United Kingdom, or any British possession in any part of the world (whether with a cargo or in ballast), unless duly navigated: provided, that any British ship, trading between places in America, may be navigated by British negroes; and that ships trading eastward of the Cape of Good Hope, within the limits of the East India Company's charter, may be navigated by lascars, or other natives of countries within those limits. § 18.

Foreign Seamen employed instead of British. If any British registered ship shall at any time have, as part of the crew in any part of the world, any foreign (a) seaman not allowed by law, the master or owners of such ship shall for every such foreign seaman forfeit £10: provided, that if a due proportion of British seamen cannot be procured in any foreign port, or in any place within the limits of the East India Company's charter, for the navigation of any British ship; or if such proportion be destroyed during the voyage by any unavoidable circumstance, and the master of such ship shall produce a certificate of such facts under the hand of any British consul, or of two known British merchants, if there be no consul at the place where such facts can be ascertained, or from the British governor of any place within the limits of the East India Company's charter; or in the want of such certificate, shall make proof of the truth of such facts to the satisfaction of the collector and controller of customs of any British port, or of any person authorized in any other part of the world to inquire into the navigation of such ship, the same shall be deemed to be duly navigated. § 19.

(a) By 7 Geo. 4. c. 48. § 23. it shall be lawful for any foreigner who shall have been actually employed as master or seaman in navigating ships employed in the Southern Whale Fisheries conformably to the act of 35 Geo. III. although such act expired on July 5, 1825, to go before the collector and controller of the customs at the port from whence the ship in which he last so served shall have cleared out for the voyage on which he was employed in the same, and make proof of such service to the satisfaction of such collector and controller, and thereupon such collector and controller shall enrol the name of such person and shall give to him a certificate of such proof, and such person producing such certificate shall at all times thereafter be deemed to hold the qualification of a British seaman for the purpose of navigating any ship employed in the Southern Whale Fisheries.

How Proportion of Seamen may be altered. If His Majesty shall at any time by his royal proclamation, declare that the proportion of British seamen necessary to the due navigation of British ships shall be less than the proportion required by this act, every British ship navigated with the proportion of British seamen required by such proclamation shall be deemed to be duly navigated, so long as such proclamation shall remain in force. § 20.

How Goods Prohibited by Navigation Law may be Warehoused. Goods of any sort or the produce of any place, not otherwise prohibited than by the law of navigation hereinbefore contained, may be imported into the United Kingdom from any place in a British ship, and from any place not being a British possession in a foreign ship of any country, and however navigated, to be warehoused for *exportation only*, under the provisions of any law in force for the time being, made for the warehousing of goods without payment of duty upon the first entry thereof. § 21.

Infringement of this Act. If any goods be imported, exported, or carried coastwise, contrary to the law of navigation hereinbefore contained, all such goods shall be forfeited, and the master of such ship shall forfeit £100. § 22.

What deemed Coasting Trade. All trade *by sea* from any one part of the United Kingdom to any other part thereof, or from one part of the Isle of Man to another thereof, shall be deemed to be a *coasting trade*, and all ships while employed therein shall be deemed to be *coasting ships*; and no part of the United Kingdom, however situated with regard to any other part thereof, shall be deemed in law, with reference to each other, to be parts beyond the seas, in any matter relating to the trade or navigation, or revenue of this realm. 6 Geo. 4. c. 107. § 100.

Doubt as to Coasting Trade. It shall be lawful for the commissioners of His Majesty's Treasury to determine and direct in what cases the trade by water from any place on the coast of the United Kingdom to another of the same, shall or shall not be deemed a trade by sea within the meaning of this Act, or of any Act relating to the customs. § 101.

UNITED KINGDOM.

IMPORTS—*Entry, Report, and Landing.*

Landing Goods and breaking Bulk.—Times and Places of Landing; and Care of Officers.—Goods not Reported nor Entered.—Bulk illegally broken.—Certain articles landed without Entry. From 5th January 1826, no goods shall be unladen from any ship arriving from parts beyond the seas, at any place in the United Kingdom, or in the Isle of Man, nor shall bulk be broken after the arrival of such ship within four leagues of the coasts thereof respectively, before due report of such ship, and due entry of such goods shall have been made, and warrant granted in manner hereinafter directed; and no goods shall be so unladen except at such times and places, and in such manner, and by such persons, and under the care of such officers as are hereinafter directed; and all goods not duly reported, or which shall be unladen contrary hereto, shall be forfeited; and if bulk be broken contrary hereto, the master of such ship shall forfeit £100; and if, after the arrival of any ship within four leagues of the coast of the United Kingdom, or of the Isle of Man, any alteration be made in the stowage of the cargo of such ship, so as to facilitate the unloading

unloading of any part of such cargo, or if any part be staved, destroyed, or thrown overboard, or any package be opened, such ship shall be deemed to have broken bulk: provided always, that the several articles hereinafter enumerated may be landed in the United Kingdom without report, entry, or warrant; viz. diamonds and bullion, fresh fish, British taken and imported in British ships, turbot and lobsters fresh, however taken or imported. 6 Geo. 4. c. 107. § 2.

When Master to make Report, and what it is to contain. From 5th January 1826, the master of every ship arriving from parts beyond the seas at any port in the United Kingdom or in the Isle of Man, whether laden or in ballast, shall, within twenty-four hours after such arrival, and before bulk be broken, make due report of such ship, upon oath, before the collector or controller of such port; and such report shall contain an account of the particular marks, numbers, and contents of all the different packages or parcels of the goods on board such ship, and the particulars of such goods as are stowed loose, to the best of his knowledge, and of the places where such goods were taken on board, and of the burthen of such ship, and of the country where such ship was built, or, if British, of the port of registry, and of the country of the people to whom such ship belongs, and of the name and country of the person who was master during the voyage, and of the number of the people by whom such ship was navigated, stating how many are subjects of the country to which such ship belongs, and how many are of some other country; and in such report it shall be further declared, whether and in what cases such ship has broken bulk in the course of her voyage, and what part of the cargo, if any, be intended for importation at such port, and what part, if any, be intended for importation at another port in the United Kingdom, or at another port in the Isle of Man respectively; and what part, if any, is prohibited to be imported, except to be warehoused for exportation only, and what part, if any, is intended for exportation in such ship to parts beyond the seas, and what surplus stores or stock remain on board such ship; and if a British ship, what foreign-made sails or cordage, not being standing or running rigging, are in use on board such ship; and the master of any ship who shall fail to make such report, or who shall make a false report, shall forfeit £100. § 8.

How Packages reported "Contents unknown," may be opened and examined.—Prohibited Goods. If the contents of any package so intended for exportation in such ship to parts beyond the seas, be reported by the master as being unknown to him, it shall be lawful for the officers of customs to open and examine such package on board, or to bring the same to the King's warehouse for that purpose; and if there be found in such package any goods which may not be entered for home use, such goods shall be forfeited; or if the goods be such as may be entered for home use, the same shall be chargeable with the duties of importation; unless in either case the commissioners of customs, in consideration of the sort or quality of such goods, or the small rate of duty payable thereon, shall see fit to deliver the same for exportation. § 9.

When Master to deliver Manifest; and if required, Bill of Lading or Copy; and to answer upon Oath as to Voyage. The master of every ship shall, at the time of making such report, deliver to the collector or controller the manifest of the cargo of such ship, where a manifest is required; and if required by the collector or controller, shall produce to him any bill or bills of lading, or a true copy thereof, for every part of the cargo laden on board; and shall answer upon oath all such questions relating to the ship and cargo, and crew and voyage, as shall be put to him by such collector

collector or controller; and in case of failure or refusal to produce such manifest, or to answer such questions, or to produce such bill of lading or copy; or if such manifest, or bill of lading, or copy, shall be false; or if any bill of lading be uttered by any master, and the goods expressed therein shall not have been *bona fide* shipped on board such ship; or if any bill of lading, uttered or produced by any master, shall not have been signed by him; or any such copy shall not have been received or made by him previously to his leaving the place where the goods expressed in such bill of lading or copy were shipped; in every such case such master shall forfeit £100. § 10.

Part of Cargo reported for another Port. If any part of the cargo of any ship for which a manifest is required, be reported for importation at some other port in the United Kingdom, or at some other port in the Isle of Man, the collector and controller of the port at which some part of the cargo has been delivered, shall notify such delivery on the manifest, and return the same to the master of such ship. § 11.

Ship to come quickly to Place of Mooring, and to bring to at Stations.—Places for Mooring Tobacco Ships. Every ship shall come as quickly up to the proper place of mooring or unloading as the nature of the port will admit, and without touching at any other place; and in proceeding to such place shall bring to at stations appointed by the commissioners of customs for the boarding of ships by the officers of customs; and after arrival at such place of mooring or unloading, such ship shall not remove from such place, except directly to some other proper place, and with the knowledge of the proper officer of the customs, on penalty of £100, to be paid by the master of such ship: provided that it shall be lawful for the commissioners of customs to appoint places to be the proper places for the mooring or unloading of ships importing tobacco, and where such ships only shall be moored or unladen; and in case the place so appointed for the unloading of such ships shall not be within some dock surrounded with walls, if any such ship after having been discharged shall remain at such place, or if any ship not importing tobacco shall be moored at such place, the master shall in either case forfeit £20. § 12.

Officers to board Ships; to have free Access to seal or secure Goods and open Locks. It shall be lawful for the proper officers of customs to board any ship arriving at any port in the United Kingdom or in the Isle of Man, and freely to stay on board until all the goods laden therein shall have been duly delivered from the same; and such officers shall have free access to every part of the ship, with power to fasten down hatchways, and to mark any goods before landing, and to lock up, seal, mark, or otherwise secure any goods on board such ship; and if any place, or any box or chest, be locked, and the keys be withheld, such officers, if they be of a degree superior to tidesmen or watermen, may open any such place, box, or chest in the best manner in their power; and if they be tidesmen or watermen, or only of that degree, they shall send for their superior officer, who may open or cause to be opened any such place, box, or chest in the best manner in his power; and if any goods be found concealed on board any such ship, they shall be forfeited; and if the officers shall place any lock, mark, or seal upon any goods on board, and such lock, mark, or seal be wilfully opened, altered, or broken before due delivery of such goods, or if any of such goods be secretly conveyed away; or if the hatchways, after having been fastened down by the officer, be opened; the master of such ship shall forfeit £100. § 13.

National Ships, having Goods on board, Person in charge to deliver an

Account, and answer on Oath.—Power to search. If any ship (having commission from His Majesty, or from any foreign Prince or State), arriving as aforesaid at any port in the United Kingdom or in the Isle of Man, shall have on board any goods laden in parts beyond the seas, the captain, or master of such ship, or of such goods for that voyage, shall, before any part of such goods be taken out of such ship, or when called upon so to do by any officer of customs, deliver an account in writing under his hand, to the best of his knowledge, of the quality and quantity of every package or parcel of such goods, and of the marks and numbers thereon, and of the names of the respective shippers and consignees of the same; and shall answer upon oath to the collector or controller such questions concerning such goods as shall be required of him; and on failure thereof, such captain or master shall forfeit £100; and all such ships shall be liable to such searches as merchant ships are liable to; and the officers of customs may freely enter and go on board all such ships, and bring thence on shore into the King's warehouse any goods found on board any such ship, subject nevertheless to such regulations in respect of ships of war belonging to His Majesty, as shall from time to time be directed in that respect by the commissioners of the treasury. § 14.

Master to deliver List of Crew, and Account of Wages. The master of every British ship arriving at any port in the United Kingdom, on her return from any British possessions in America, shall within ten days of such arrival deliver upon oath to the collector or controller, a list, (a) containing the names and descriptions of the crew which was on board at the time of clearing from the United Kingdom, and of the crew on board at the time of arrival in any of the said possessions, and of every seaman who has deserted or died during the voyage; and also the amount of wages due at the time of his death to each seaman so dying; and every master omitting so to do shall forfeit £50; and such list shall be kept by the collector for the inspection of all persons interested therein. § 15.

When Entry to be made and Goods landed.—Duties and Charges if Goods be not duly landed. Every importer of any goods shall, within fourteen days after the arrival of the ship importing the same, make perfect entry inwards of such goods, or entry by bill of sight in manner hereinafter provided, and shall within such time land the same; and in default of such entry and landing, it shall be lawful for the officers of customs to convey such goods to the King's warehouse; and whenever the cargo of any ship shall have been discharged, with the exception only of a small quantity of goods, it shall be lawful for the officers of customs to convey such remaining goods, and at any time to convey any small packages or parcels of goods to the King's warehouse, although such fourteen days shall not have expired, there to be kept waiting the due entry thereof, during the remainder of such fourteen days; and if the duties due upon any such goods shall not be paid within three months after such fourteen days shall have expired, together with all charges of removal and warehouse rent, the same shall be sold, and the produce thereof shall be applied first to the payment of freight and charges, next of duties, and the overplus, if any, shall be paid to the proprietor of the goods. § 16.

Bill of Entry.—Duplicates and Warrant for Landing. The person entering any goods inwards, (whether for payment of duty or to be

(a) By 7 Geo. 4. c. 48. § 4. to apply only to ships so arriving on their return from the West Indies.

warehoused upon the first perfect entry thereof, or for payment of duty upon the taking out of the warehouse, or whether such goods be free of duty, shall deliver to the collector or controller a bill of the entry of such goods, fairly written in words at length, expressing the name of the ship, and of the master of the ship in which the goods were imported, and of the place whence they were brought, and the description and situation of the warehouse, if they are to be warehoused, and the name of the person in whose name the goods are to be entered, and the quantity and description of the goods, and the number and denomination or description of the respective packages containing the goods; and in the margin of such bill shall delineate the respective marks and numbers of such packages, and shall pay down any duties which may be payable upon the goods mentioned in such entry; and such person shall also deliver at the same time two or more duplicates, as the case may require, of such bill, in which all sums and numbers may be expressed in figures, and the particulars to be contained in such bill shall be written and arranged in such form and manner, and the number of such duplicates shall be such as the collector and controller shall require; and such bill being duly signed by the collector and controller, and transmitted to the landing waiter, shall be the warrant to him for the landing or delivering of such goods. § 17.

In what Cases Entries not valid, and Goods to be forfeited. No entry nor any warrant for the landing of any good, or for the taking of any goods out of any warehouse, shall be deemed valid, unless the particulars of the goods and packages in such entry shall correspond with the particulars of the goods and packages, purporting to be the same, in the report of the ship, and in the manifest, where a manifest is required, and in the certificate or other document, where any is required, by which the importation or entry of such goods is authorized, nor unless the goods shall have been properly described in such entry by the denominations, and with the characters and circumstances according to which such goods are charged with duty or may be imported, either to be used in the United Kingdom, or to be warehoused for exportation only; and any goods taken or delivered out of any ship, or out of any warehouse, by virtue of any entry or warrant, not corresponding or agreeing in all such respects, or not properly describing the same, shall be deemed to be goods landed or taken without due entry thereof, and shall be forfeited. (a) § 18.

Goods by Number, Measure, or Weight. If the goods in such entry be charged to pay duty according to the number, measure, or weight thereof, such number, measure, or weight, shall be stated in the entry. § 19.

Plantation Goods. From 5th January 1826, no goods shall be entered as being of or from any British possession in America, (if any benefit attach to such distinction,) unless the master of the ship importing the same shall have delivered to the collector or controller a certificate under the hand of the proper officer of the place where such goods were taken on board, of the due clearance of such ship from thence, containing an account of such goods. 6 Geo. 4. c. 107. § 34.

When and where Goods may be landed in Presence of Officers. No goods whatever (except diamonds, bullion, fresh fish, British taken, and imported

(a) By 7 and 8 Geo. 4. 56. § 2, when demand shall have been made for the delivery or for any order for the delivery of any goods in virtue of any such entry, such goods shall be deemed to have been taken and delivered within the meaning of the above act.

in British ships, and turbot and lobsters,) shall be unshipped from any ship arriving from parts beyond the seas, or landed or put on shore, but only on days not being Sundays nor holidays, and in the daytime, that is to say, from the first day of September until the last day of March between sun-rising and sun-setting, and from the last day of March to the first day of September between the hours of seven o'clock in the morning and four o'clock in the afternoon; nor shall any goods, except as aforesaid, be so unshipped or landed, unless in the presence or with the authority of the proper officer of customs; and such goods, except as aforesaid, shall be landed at one of the legal quays, appointed by His Majesty for the landing of goods, or at some wharf, quay, or place appointed by the commissioners of the customs for the landing of goods by sufferance; and no goods, except as aforesaid, after having been unshipped, shall be transhipped, or after having been put into any boat or craft to be landed, shall be removed into any other boat or craft previously to their being duly landed, without the permission or authority of the proper officer of customs. 6 Geo. 4. c. 107. § 50.

At whose Expense Goods to be unshipped, examined, &c. The unshipping, carrying, and landing of all goods, and the bringing of the same to the proper place after landing, for examination or for weighing, and the putting of the same into the scales, and the taking, of the same out of and from the scales after weighing, shall be performed by, or at the expense of, the importer. § 51.

MANIFESTS.

British Ships and Tobacco Ships to have Manifests—Particulars of Manifests. No goods shall be imported into the United Kingdom, or into the Isle of Man, from parts beyond the seas, in any British ship, nor any tobacco in any ship, unless the master have on board a manifest of such goods or of such tobacco, made out and dated and signed by him at the place or respective places where the same or the different parts of the same was or were taken on board, and authenticated in the manner hereinafter provided; and every such manifest shall set forth the name and the tonnage of the ship, the name of the master, and of the place to which the ship belongs, and of the places where the goods were taken on board respectively, and of the places for which they are destined respectively; and shall contain a particular account and description of all the packages on board, with the marks and numbers thereon, and the sorts of goods and different kinds of each sort contained therein, to the best of the master's knowledge, and of the particulars of such goods as are stowed loose: and the names of the respective shippers and consignees, as far as the same can be known to the master; and to such particular account shall be subjoined a general account or recapitulation of the total number of the packages of each sort, describing the same by their usual names, or by such descriptions as the same can best be known by, and the different goods therein, and also the total quantities of the different goods stowed loose; provided that every manifest for tobacco shall be a separate manifest, distinct from any manifest for any other goods, and shall, without fail, contain the particular weight of tobacco in each hogshead, cask, chest or case, with the tare of the same; and if such tobacco be the produce of the dominions of the Grand Seigneur, then the number of the parcels or bundles within any such hogshead, cask, chest or case, shall be stated in such manifest. 6 Geo. 4. c. 107. § 3.

Manifests

Manifests for Vessels from British Possessions abroad, or China. Before any ship shall be cleared out or depart from any place in any of the British possessions abroad, or from any place in China, with any goods for the United Kingdom or for the Isle of Man, the master of such ship shall produce the manifest to the collector or controller of customs, or other proper officer, who shall certify upon the same the date of the production thereof to him: provided always, that in all places within the territorial possessions of the East India Company, the servant of the said company by whom the last dispatches of such ship shall be delivered, shall be the proper officer to authenticate the manifest as aforesaid, and in all places in China the chief supercargo of the said company shall be the proper officer for such purpose. § 4.

Manifests to be produced to Consuls. Before the departure of any ship from any place beyond the seas, not under the British dominions, where any tobacco has been taken on board such ship for the United Kingdom or for the Isle of Man, the master of such ship shall produce the manifest of such tobacco to the British consul or other chief British officer, if there be any such resident at or near such place; and such consul or other officer shall certify upon the same the date of the production thereof to him, § 5.

Manifests wanting, or Goods not on board. If any goods be imported into the United Kingdom or into the Isle of Man, in any British ship, or any tobacco in any ship, without such manifest, or if any goods contained in such manifest be not on board, the master of such ship shall forfeit £100. § 6.

At what Distance from Coast Manifest to be produced, and Copies to be delivered and transmitted. The master of every ship required to have a manifest on board, shall produce such manifest to any officer of customs who shall come on board his ship, after her arrival within four leagues of the coast of the United Kingdom or of the coast of the Isle of Man, and who shall demand the same, for his inspection; and such master shall also deliver to any such officer, who shall be the first to demand it, a true copy of such manifest signed by the master; and shall also deliver another copy to any other officer of customs, who shall be the first to demand the same within the limits of the port to which such ship is bound; and thereupon such officers respectively shall notify on such manifest and on such copies the date of the production of such manifest and of the receipt of such copies, and shall transmit such copies to the collector and controller of the port to which such vessel is first bound, and shall return such manifest to the master; and if such master shall not in any case produce such manifest, or deliver such copy, he shall forfeit £100. § 7.

BILLS OF SIGHT.

In what Cases Bills of Sight to be granted.—Examination of Goods, and Perfecting of Entry. If the importer of any goods, or his agent after full conference with him, shall declare upon oath, before the collector or controller, that he cannot for want of full information make a perfect entry thereof, it shall be lawful for the collector and controller to receive an entry by bill of sight, for the packages or parcels of such goods, by the best description which can be given, and to grant a warrant thereupon, in order that the same may be landed, and may be seen and examined by such importer, in presence of the proper officers; and within three days after any goods shall have been so landed, the importer shall make a perfect entry (a) thereof, and shall either pay down all duties which shall be payable

(a) By 7 Geo. 4 c. 42. § 5. such goods, although landed by bill of sight, shall not be deemed to be landed, as if delivered out of the ship within the meaning of the above act.

payable upon such goods, or shall duly warehouse the same, according to the purport of the perfect entry or entries so made for such goods, or for the several parts or sorts thereof: provided that if any sum of money shall have been deposited upon any entry by bill of sight, on account of the duties which may be found to be payable on the goods intended therein, it shall be lawful for the officers of customs to deliver, in virtue of the warrant for landing the same, any quantity of goods, the duty on which shall not exceed the sum so deposited. 6 Geo. 4. c. 107. § 23.

Perfect Entry not made, Goods to be taken to King's Warehouse and sold. In default of perfect entry, within such three days, such goods shall be taken to the King's warehouse by the officers of customs; and if the importer shall not within one month after such landing, make perfect entry or entries of such goods, and pay the duties thereon, or on such parts as can be entered for home use, together with charges of removal and of warehouse rent, such goods shall be sold for the payment of such duties, (or for exportation, if they be such as cannot be entered for home use, or shall not be worth the duties and charges,) and for the payment of such charges; and the overplus, if any, shall be paid to the importer or proprietor thereof. § 24.

How East India Company and Private Importers may enter by Bill of Sight, and make perfect Entry. It shall be lawful for the East India Company, without making the proof hereinbefore required, to enter by bill of sight, to be landed and secured in such manner as the commissioners of customs shall require, any goods imported by them, and also any goods imported by any other person from places within the limits of the charter of the said company, with the consent of such person, upon condition to cause perfect entry to be made of such goods within three months from the date of the importation thereof; either to warehouse the same or to pay the duties thereon within the times and in the manner hereinafter mentioned; (that is to say,) if such goods be charged to pay duty according to the value, then to pay such duty within four months from the sale of the goods; and if such goods be charged to pay duty according to the number, measure or weight thereof, then to pay one moiety of such duties within six calendar months from the time of the importation of such goods, and the other moiety within twelve calendar months from such time; and such goods shall be secured in such places and in such manner as the commissioners of customs shall require, until the same shall have been duly entered, and the duties thereon shall have been duly paid, or until the same shall have been duly exported: provided also, that it shall be lawful for any other person who shall have imported any goods from places within the said limits into the port of London, in like manner to enter such goods by bill of sight in his own name, upon giving sufficient security by bond, to the satisfaction of commissioners of customs, with the like conditions as are required of the said company, for making perfect entries, and for selling at the sales of the said company all such of the said goods as are called "Piece Goods," and for the securing and the paying of duties; provided such goods be entered by bill of sight, to be warehoused in some warehouse under the superintendance of the said

act, except in virtue of such perfect entry when the same shall have been made; and if such perfect entry be not made in manner required by the above act for the landing of goods as hereinbefore mentioned, such goods shall then be deemed to be goods landed without due entry thereof, and shall be forfeited.

company, and in which goods imported by the said company may be secured in manner before mentioned. § 25.

Not making perfect Entry, nor paying Duty. In default of perfect entry within three months as aforesaid, or of due entry and payment of duty within the times and in the manner hereinbefore respectively required, it shall be lawful for the commissioners of customs to cause any such goods, in respect of which such default shall have been made, to be sold for the payment of such duties (or for exportation, if they be such as cannot be entered for home use,) and for the payment of all charges incurred by the crown in respect of such goods; and the overplus, if any, shall be paid to the proprietor thereof. § 26.

How East India Company to pay Duties. The East India Company shall pay into the hands of the Receiver General of customs, every sum of money due from the said company on account of the duties of customs, at the respective times when the same shall become due; and the said Receiver General shall give to the said company a receipt for the moneys so paid, on account of the collector of customs, which receipt, when delivered to such collector, shall be received by him as cash. § 27.

RETURNED GOODS.

How Returned Goods may be Imported.—Duties to be paid on Goods Warehoused.—Certain Goods not to be for Home Use. From 5th January, 1826, it shall be lawful to re-import into the United Kingdom from any place, in a ship of any country, any goods (except as hereinafter excepted) which shall have been legally exported from the United Kingdom, and to enter the same by bill of store, referring to the entry outwards, and exportation thereof; provided the property in such goods continue in the person by whom or on whose account the same have been exported; and if the goods so returned be foreign goods which had before been legally imported into the United Kingdom, the same duties shall be payable thereon as would, at the time of such re-importation, be payable on the like goods, under the same circumstances of importation as those under which such goods had been originally imported; or such goods may be warehoused as the like goods might be warehoused upon a first importation thereof: provided always, that the several sorts of goods enumerated or described in the list following, shall not be re-imported into the United Kingdom for home use, upon the ground that the same had been legally exported from thence, but that the same shall be deemed to be *Foreign* goods, whether originally such or not, and shall also be deemed to be imported for the first time into the United Kingdom; viz.

GOODS EXPORTED WHICH MAY NOT BE RE-IMPORTED FOR HOME USE.

Corn, Grain, Meal, Flour, and Malt.

Hops.

Tobacco.

Tea.

Goods for which any bounty or any drawback of excise had been received on exportation, unless by special permission of the commissioners of customs, and on repayment of such bounty or such drawback.

All goods for which bill of store cannot be issued in manner hereinafter directed, except small remnants of British goods by special permission

of

of the commissioners of customs, upon proof to their satisfaction that the same are British, and had not been sold: § 31.

How Bill of Store to be granted, and Goods admitted to Entry. The person in whose name any goods so re-imported were entered for exportation, shall deliver to the searcher at the port of exportation, an exact account signed by him of the particulars of such goods, referring to the entry and clearance outwards, and to the return inwards of the same, with the marks and numbers of the packages, both inwards and outwards; and thereupon the searcher, finding that such goods had been legally exported, shall grant a bill of store for the same; and if the person in whose name such goods were entered for exportation was not the proprietor thereof, but his agent, he shall declare upon oath on such bill of store the name of the person by whom he was employed as such agent; and if the person to whom such returned goods are consigned shall not be such proprietor and exporter, he shall declare upon oath on such bill of store the name of the person for whose use such goods have been consigned to him; and the real proprietor, ascertained to be such, shall make oath upon such bill of store to the identity of the goods so exported and so returned, and that he was at the time of exportation and of re-importation the proprietor of such goods, and that the same had not during such time been sold or disposed of to any other person; and such affidavits shall be made before the collectors or controllers at the ports of exportation and of importation respectively; and thereupon the collector and controller shall admit such goods to entry by bill of store, and grant their warrant accordingly. § 32.

SURPLUS STORES.

Duties and Regulations. From 5th January, 1826, surplus stores of every ship arriving from parts beyond the seas, in the United Kingdom, or in the Isle of Man, shall be subject to the same duties, and the same regulations, as the like sorts of goods shall be subject to when imported by way of merchandize; but if it appear to the collector and controller that the quantity or description of such stores is not excessive or unsuitable under all the circumstances of the voyage, it shall be lawful for them to permit such surplus stores to be entered for the private use of the master, purser, or owner of such ship, or of any passenger of such ship, to whom any such surplus stores may belong, on payment of the proper duties, or to be warehoused for the future use of such ship, although the same could not be legally imported by way of merchandize. 6 Geo. 4. c. 107. § 33.

ALIEN GOODS.

What deemed Alien Goods. To prevent frauds in colouring and concealing alien goods, all wines of the growth of France or Germany, which shall be imported into any of the places in England, Ireland, Wales, or town of Berwick-upon-Tweed, in any other ship or vessel than which doth truly and without fraud belong to England, Ireland, Wales, (a) or the town of Berwick-upon-Tweed, and whereof the master and three-fourths at least of the mariners are English, shall be deemed *alien goods*, and pay all strangers customs and duties to the town and port into which they shall

shall be imported; and all sorts of masts, timber, or boards, as also all foreign salt, pitch, tar, rosin, hemp, flax, raisins, figs, prunes, olive oils, all sorts of corn or grain, sugar, pot ashes, spirits commonly called brandy, wine, or aqua vitæ, wines of the growth of Spain, the islands of the Canaries or Portugal, Madeira, or Western Islands, and all the goods of the growth, production, or manufacture of Muscovy or Russia, which shall be imported into any of the places in England, (a) Ireland, Wales, or the town of Berwick-upon-Tweed, in any other than such shipping, and so navigated, and all currants, and Turkey commodities which shall be imported into any of the places aforesaid, in any other than English-built shipping, and navigated as aforesaid, shall be deemed *alien goods*, and pay accordingly to the town or port into which they shall be imported. (b) 6 Geo. 4. c. 111. § 26.

How Bills of Entry to be Subscribed. Every merchant or other, passing any goods, inwards, shall, by himself, or his known servant, factor, or agent, subscribe one or more bill or bills of entry, whether such goods are on alien or British account, and if required make oath of the same before the officer appointed to receive the said duties (who is authorized by the charter granted to the said (c) mayor and commonalty and citizens to administer the same), and no entry on alien account shall be permitted by the officers of the customs to pass, or the goods to be delivered, unless the signature or mark of the city's collector or his deputy appears on the face of such warrant, and if any goods be entered on British account, which are *bona fide* alien's property, the merchant or others entering the same shall forfeit £50, and the damages to be recovered shall be paid into the chamber of London for the use of the mayor and commonalty and citizens. § 27.

VALUATION OF GOODS.

Entry of Goods charged by Value.—Form of Declaration. From 5th January, 1826, if the goods in any entry or warrant be charged to pay duty according to the value thereof, such value shall be stated in the entry, and shall be affirmed by the declaration of the importer (d) or his known agent, written upon the entry, and attested by his signature; and if any person make such declaration, not being the importer or proprietor of such goods, nor his agent duly authorized by him, such person shall forfeit £100, and such declaration shall be made in manner and form following, and shall be binding upon the person by or in behalf of whom the same shall be made.

* I, A. B. do hereby declare, that I am [the importer, or authorized by the importer] of the goods contained in this entry, and that I enter the same [stating which, if part only] at the sum of

* Witness my hand the

day of

* A. B. *

[6 Geo. 4. c. 107. § 19.]

(a) Query—Scotland not included.

(b) For the sake of perspicuity these articles are all enumerated under the title of UNITED KINGDOM—IMPORTS, in alphabetical order.

(c) Query—Lord Mayor of London.

(d) By 7 Geo. 4. c. 48. § 10. if any goods brought coastwise be subject to duty according to the value thereof, such value shall be ascertained in the same manner and under the same regulations and conditions as are directed in the above act in respect of goods imported from foreign parts.

Goods undervalued.—*How Amount of Valuation of Goods to be apportioned.* If upon examination it appear to the officers of customs that such goods are not valued according to the true value thereof, it shall be lawful for such officers to detain and secure such goods, and (within five days from the landing thereof, if it be in the ports of London, Leith, or Dublin, or within seven days if in any other port in the United Kingdom, or if in any port in the Isle of Man) to take such goods for the use of the Crown; and if a different rate of duty be charged upon any goods, according as the value of the same shall be described in the entry to be above or to be below any particular price or sum, and such goods shall be entered so as to be liable to the lower rate of duty, and it shall appear to the officers of customs that such goods, by reason of their real value, are properly liable to the higher rate of duty, it shall be lawful for such officers in like manner to take such goods, for the use of the Crown; and the commissioners of customs shall thereupon in any of such cases cause the amount of such valuation, together with an addition of £10 per cent. thereon, and also the duties paid upon such entry, to be paid to the importer or proprietor of such goods in full satisfaction for the same, and shall dispose of such goods for the benefit of the Crown; and if the produce of such sale exceed the sums so paid, and all charges incurred by the Crown, one moiety of the overplus shall be given to the officers who had detained and taken the goods; and the money retained for the benefit of the Crown shall be paid into the hands of the collector of the customs, with the knowledge of the controller, and carried to account as duties of customs. § 20.

Valuation of East India Goods. The value of goods imported by the East India Company and of all goods called "piece goods," being articles manufactured of silk, hair, or cotton, or any mixture thereof, imported by any person into the port of London, from places within the limits of the charter of the said company, shall be ascertained by the gross price at which the same shall have been sold by auction at the public sales of the said company; and such goods shall be landed and secured in such places and in such manner as the commissioners of customs shall require, until the duties thereon shall have been duly paid, or the same shall have been duly exported. § 21.

When East India Goods to be sold.—*Officers to attend Sales.* The East India Company shall fairly and openly expose to sale, and cause to be sold, all such goods so charged to pay duty according to the value thereof, by way of public auction, in the city of London, within three years from the importation thereof; and shall give due notice at the Custom House in London, to the officers appointed to attend such sales, of the time and place thereof. § 22.

EXCISE PERMITS.

Goods to be entered with Excise, and Permit to be obtained.—*Officers of Excise to attend Delivery.* No goods which are subject to any regulations of excise, shall be taken or delivered out of the charge of the officers of customs, (although the same may have been duly entered with them, and the full duties due thereon may have been paid,) until such goods shall also have been duly entered with the officers of excise, and permit granted by them for delivery of the same, nor unless such permit shall correspond

correspond in all particulars with the warrant of the officers of customs: provided, that such entry shall not be received by the officers of the excise, nor such permit be granted by them, until a certificate shall have been produced to them of the particulars of the goods, and of the warrant for the same, under the hand of the officers of customs who shall have the charge of the goods: provided also, that if upon any occasion it shall appear necessary, it shall be lawful for the proper officers of excise to attend the delivery of such goods by the officers of customs, and to require that such goods shall be delivered only in their presence; and it shall be lawful for such officers of excise to count, measure, gauge, or weigh any such goods, and fully to examine the same, and to proceed in all respects relating to such goods in such manner as they shall be authorized or required by any act for the time being in force relating to the excise. 6 Geo. 4. c. 107. § 49.

PROHIBITED GOODS.

A List of Goods absolutely Prohibited to be Imported. (a.)

[6 Geo. 4. c. 107. § 52.]

ARMS, Ammunition, and utensils of war, by way of merchandize, except by licence from His Majesty, for furnishing His Majesty's public stores only.

Bandstrings, of silk, until the 5th July 1826. (b)

Beef. (c)

Books; viz. first composed or written or printed in the United Kingdom, and printed or reprinted in any other country, imported for sale, except books not reprinted in the United Kingdom within twenty years; or being parts of collections, the greater parts of which had been composed or written abroad.

Brocade of Gold or Silver } until the 5th July 1826. (b)

Buttons }

Cattle, great; except 600 head yearly from and of the breed of the Isle of Man, into the port of Chester. (c)

Coin; viz. false money, or counterfeit sterling.

— Silver of the realm, or any money purporting to be such, not being of the established standard in weight or fineness.

Cutwork; of silk, until the 5th July 1826. (b)

Fish of foreign taking or curing, or in foreign vessels; except turbot and lobsters, stock-fish, live eels, anchovies, sturgeon, botargo, and caviare.

Fringe; of silk until the 5th July 1826. (b)

Gloves. See page 93.

Gunpowder; except by licence from His Majesty, such licence to be granted for the furnishing His Majesty's stores only.

Lamb. (c)

Malt.

(a) These goods are digested under their respective names in "IMPORTS," but it is considered proper nevertheless to give a general view of them here.

(b) These articles, of course, may now be imported.

(c) See note (c) in next page.

Mutton. (c)

Pork. (c)

Ribbands, laces, and girdles, foreign-made, whether wholly or partly of silk, until the 5th of July 1826; (a) except ribbands, laces, and girdles brought by any persons as part of their dress.

Sheep. (c)

Snuff-work.

Silks, (a) until the 5th July 1826: viz. wrought silks, Bengals, and stuffs mixed with silk or herba, of the manufacture of Persia, China, or the East Indies.

— wrought silks, and silks mixed with gold, or other materials (a).

— wrought silks, velvets, crapes and tiffanies, and any other work made thereof whether wholly or partly (a).

— silk stockings, foreign-made, except stockings brought by any person for his or her private use (a).

Spirits; viz. from the Isle of Man.

— Spirits of greater strength than one to nine over hydrometer proof; (c) except spirits the produce of the British possessions, or of the Cape of Good Hope.

Swine. (c)

Tobacco-stalks stripped from the leaf, whether manufactured or not.

Tobacco-stalk flour.

PROHIBITED GOODS.

A List of Goods subject to certain Restrictions on Importation. (b)

[6 Geo. 4. c. 107. § 52.]

BONNETS, hats, or plating of bast or straw, chip, cane, or horse-hair, proper for making such hats or bonnets: not being packed in bales or tubs, each of which shall contain 75 dozen of such hats, or 224 lb. of such plating or other manufacture, at least. (c)

Cambrics or lawns; not being in bales, cases, or boxes covered with sack-cloth or canvas, each of which shall contain 100 whole or 200 demi-pieces, and except into the port of London, and except by license from the commissioners of the customs. (c)

China, goods from; unless by the East India Company, and into the port of London.

(a) These articles, of course, may now be imported.

(b) See note (a) in preceding page.

(c) By 7 Geo. 4. c. 48. § 6. so much of the above act as prohibits the importation of any spirits on account of the strength thereof, and also so much of the said act as prohibits the importation of beef, pork, or bacon, to be warehoused for exportation only, is repealed; and also so much of the above act as restricts in any way the importation of bonnets, hats, or plating of bast or straw, chip, cane, or horsehair, and also of cambrics or lawns, and also of coffee, and also of or-mola, and also of china-ware or porcelain, not being the produce of places within the limits of the East India Company's charter, and also any tobacco made up in rolls, being the produce of and imported from the state of Columbia, and in packages containing at least 320 lb. of such rolls of tobacco, is repealed. By 7 & 8 Geo. 4. c. 56. § 3, so much of the above act of 6 Geo. 4. c. 107, as prohibits the importation of beef or pork salted, not being beef or pork commonly called corned beef or pork, and also so much of the said act as prohibits the importation of cattle, sheep, swine, beef, lamb, mutton, or pork, from the *Isle of Man*, being the produce of that Island, is repealed.

China

China ware or porcelain ware; except into the ports of London, Plymouth, Bristol, Liverpool, Hull, Newcastle, Leith, Greenock, Dublin, Cork, and Belfast. (a)

Coffee; unless in packages, each of which shall contain 100 lb. of neat coffee at least. (a)

East India, goods of places within the limits of the East India Company's charter; unless into such ports as shall be approved of by the lords of the Treasury, and declared by order in council to be fit and proper for such importation.

Gloves. See page 93.

Hides, skins, horns, or hoofs, or any other part of cattle or beast; His Majesty may, by order in council, prohibit, in order to prevent any contagious distemper.

Or-Molu; viz. articles manufactured wholly or partly of or-molu; except into the ports of London, Plymouth, Bristol, Liverpool, Hull, Newcastle, Leith, Greenock, Dublin, Cork, and Belfast. (a)

Parts of Articles; viz.

Any distinct or separate part of any article not accompanied by the other part, or all the other parts of such article, so as to be complete and perfect, if such article be subject to duty according to the value thereof.

Spirits, not being perfumed or medicinal spirits; viz.

All Spirits unless in ships of 70 tons or upwards.

Rum of and from the British plantations, unless in casks containing not less than 20 gallons, or in cases containing not less than three dozen reputed quart bottles.

All other Spirits, unless in casks containing not less than 40 gallons, or in cases containing not less than three dozen reputed quart bottles.

Tea; unless from the place of its growth, and by the East India Company, and into the port of London.

Tobacco and Snuff; viz.

unless in a ship of the burthen of 120 tons or upwards.

and unless in hogsheads, casks, chests or cases, each of which shall contain, of neat Tobacco or Snuff, at least 100 lb. if from the East Indies, or 450 lb. if from any other place: and not packed in bags or packages within any such hogshead, cask, chest or case, nor separated, nor divided in any manner whatever; except Tobacco of the dominions of the Turkish Empire, which may be packed in inward bags or packages, or separated or divided in any manner within the outward package, provided such outward package be a hogshead, cask, chest, or case, and contain 450 lb. net at least (a)

and unless the particular weight of Tobacco or Snuff in each hogshead, cask, chest, or case, with the tare of the same, be marked thereon.

and unless in the ports of London, Liverpool, Bristol, Lancaster, Cowes, Falmouth, Whitehaven, Hull, Port Glasgow, Greenock, Leith, Newcastle-upon-Tyne, Plymouth, Belfast, Cork, Drogheda, Dublin, Galway, Limerick, Londonderry, Newry, Sligo, Waterford, and Wexford.

but any ship wholly laden with Tobacco may come into the ports of Cowes or Falmouth to wait for orders, and there remain

(a) See note (c) in preceding page.

fourteen days, provided due report of such ship be made by the master with the collector or controller of such port.

Wine; *viz.*

— unless in a ship of the burthen of 60 tons or upwards.

— and in casks containing not less than 21 gallons, or in cases containing not less than three dozen reputed quart bottles, or six dozen reputed pint bottles, except for private use, and with leave of the commissioners of customs.

And all goods from the Isle of Man, except such as be of the growth, produce, or manufacture thereof.

And if any goods be imported into the United Kingdom contrary to any of the prohibitions or restrictions mentioned in such table in respect of such goods, the same shall be forfeited.

Prohibited Goods may be Warehoused for Exportation.—Exceptions.

Any goods of whatsoever sort may be imported into the United Kingdom, to be warehoused under the regulations of any act in force for the time being for the warehousing of goods, without payment of duty at the time of the first entry thereof, or notwithstanding that such goods may be prohibited to be imported into the united kingdom to be used therein, except the several sorts of goods enumerated or described in manner following: (that is to say,) goods prohibited on account of the package in which they are contained, or the tonnage of the ship in which they are laden; tea and goods from China in other than British ships, or by other persons than the East India Company; gunpowder, arms, ammunition, or utensils of war; dried or salted fish, not being stock fish; (a) infected hides, skins, horns, hoofs, or any other part of any cattle or beast; counterfeit coin or tokens; books first composed or written, or printed and published in the United Kingdom, and reprinted in any other country or place, copies of prints first engraved, etched, drawn, or designed in the United Kingdom; copies of casts of sculptures or models first made in the United Kingdom: clocks or watches impressed with any mark or stamp, appearing to be or to represent any legal British assay mark or stamp, or purporting, by any mark or appearance, to be of the manufacture of the United Kingdom, or not having the name and place of abode of some foreign maker abroad, visible on the frame, and also on the face, or not being in a complete state, with all the parts properly fixed in the case.

Entry. If by reason of the sort of any goods, or of the place whence, or the country or navigation of the ship in which any goods have been imported, they be such, or be so imported, as that they may not be used in the United Kingdom, they shall not be entered, except to be warehoused; and it shall be declared upon the entry of such goods, that they are entered to be warehoused for exportation only. § 54.

DAMAGED GOODS.

Allowance for Goods damaged.—Proof.—Claim. From 5th January 1826, if any goods which are rated to pay duty according to the number, measure, or weight thereof, (except certain goods hereinafter mentioned,) shall receive damage during the voyage, an abatement of such duties

(a) By 7 Geo. 4. c. 48. § 6. so much of the above act as prohibited the importation of beef, pork, or bacon, to be warehoused for exportation only; is repealed.

shall

shall be allowed in proportion to the damage so received; provided proof be made to the satisfaction of the commissioners of customs, or of any officers of customs acting therein under their directions, that such damage was received after the goods were shipped abroad in the ship importing the same, and before they were landed in the United Kingdom; and provided claim to such abatement of duties be made at the time of the first examination of such goods. 6 Geo. 4. c. 107. § 28.

Officers to examine Goods, and state Proportion; or choose Two Merchants.—Goods exported. The officers of customs shall thereupon examine such goods with reference to such damage, and may state the proportion of damage which, in their opinion, such goods have so received, and may make a proportionate abatement of duties; but if the officers of customs be incompetent to estimate such damage, or if the importer be not satisfied with the abatement made by them, the collector and controller shall choose two indifferent merchants, experienced in the nature and value of such goods, who shall examine the same, and declare upon oath in what proportion, according to their judgment, such goods are lessened in their value by reason of such damage, and thereupon the officers of customs may make an abatement of the duties according to the proportion of damage so declared by such merchants; and if any of such goods be afterwards exported for drawback, an abatement of the drawback in the like proportion shall be made, and shall be declared in the bills of the entry of such goods, and in the clearance of the same for shipment. § 29.

For what Goods no Abatement. No abatement of duties shall be made on account of any damage received by any of the sorts of goods hereinafter enumerated; viz. coffee, currants, figs, lemons, oranges, raisins, tobacco, and wine. § 30.

DUTIES, DRAWBACKS, AND BOUNTIES.

Weights, Measures, Currency, and Quantities. From 5th January, 1826, all duties, bounties, and drawbacks of customs shall be paid and received in every part of the United Kingdom and of the Isle of Man in British currency, and according to imperial weights and measures; and in all cases where such duties, bounties, and drawbacks are imposed and allowed according to any specific quantity or any specific value, the same shall be deemed to apply in the same proportion to any greater or less quantity or value. 6 Geo. 4. c. 107. § 117.

Commencement of Act. From and after the 5th January, 1826, this act shall come into and be and continue in full force and operation for granting duties of customs. 6 Geo. 4. c. 111. § 1.

New Duties and Drawbacks. In lieu of all other duties of customs (except the duties upon corn, grain, meal, or flour), there shall be paid unto His Majesty, upon goods imported into or exported from the United Kingdom, or carried coastwise from one place in the United Kingdom to another place in the same, the several duties of customs, and there shall be allowed the several drawbacks, as the same are respectively inserted, described, and set forth in figures in the tables to this act annexed.(a) § 2.

(a) These Tables are incorporated with the other matters under the titles of UNITED KINGDOM—IMPORTS—EXPORTS—COASTWISE.

Goods having paid Duties imposed by former Acts.—Ashes used in Bleaching, and Brimstone used for Oil of Vitriol. The amount of drawbacks granted upon goods exported from or used or consumed in Great Britain or Ireland, under any act in force in Great Britain or Ireland on or immediately before the 5th January, 1826, shall remain payable with respect to such goods as, having paid the duties imposed upon the importation thereof by any act in force on the said day, shall from that day be exported from or so used or consumed in Great Britain or Ireland: (a) provided, that no drawback shall be allowed for any ashes used in bleaching linen, nor for any brimstone used for the making of oil of vitriol, which shall not have been so used respectively on or before the 5th July, 1826, nor unless such drawback be duly claimed on or before the 5th January, 1827. § 3.

Under whose Management Duties and Drawbacks to be. The duties and drawbacks by this act imposed and allowed shall be under the management of the commissioners of customs, and shall be paid, and recovered, and allowed, and applied or appropriated, under the provisions of an act passed in the present session of parliament, intituled 'An Act for the General Regulation of the Customs.' (b) § 4.

Reciprocal Duties, Prohibitions, &c. It shall be lawful for His Majesty, by the advice of his Privy Council, by his order in council, from time to time to order that there shall be levied and collected any additional duty not exceeding one-fifth of the amount of any existing duty upon all or any goods, the growth, produce, or manufacture of any country which shall levy higher or other duties upon any article the growth, produce, or manufacture of any of His Majesty's dominions, than upon the like article the growth, produce, or manufacture of any other foreign country; and in like manner to impose such additional duties upon any goods, when imported in the ships of any country which shall levy higher or other duties upon any goods when imported in British ships, than when imported in the national ships of such country, or which shall levy higher or other tonnage or port or other duties upon British ships, than upon such national ships, or which shall not place the commerce or navigation of this kingdom upon the footing of the most favoured nation in the ports of such country; and either to prohibit the importation of any manufactured article, the produce of such country, in the event of the export of the raw material of which such article is wholly or in part made being prohibited from such country to the British dominions, or to impose an additional duty, not exceeding one-fifth as aforesaid, upon such manufactured article; and also to impose such additional duty in the event of such raw material being subject to any duty upon being exported from the said country to any of His Majesty's dominions; and all duties imposed by any such order shall be deemed to be duties imposed by this act. (c) § 4.

What Duty on Warehoused Goods. It shall be lawful for the importer of any goods, subject to any of the duties imposed by this act, to warehouse such goods upon the first entry thereof under the laws in force for the warehousing of goods without payment of duty upon such first entry; and all goods which shall have been so warehoused before the 5th January

(a) It seems not necessary to insert these.

(b) The regulations of this act are digested in this book according to the nature of the subjects.

(c) For orders in council pertaining to these matters, see under the names of the several countries, in subsequent parts.

1826, and shall remain so warehoused after that day, shall become liable to the duties imposed by this act, in lieu of all former duties. § 11.

Wine for Prisage. Nothing in this act, nor in any other act passed in the present session of parliament, shall extend to alter or affect the right of entering wine for prisage at such reduction of duties as the parties having such right shall be entitled to claim at any of the places in England or Wales, where the right of prisage has not been purchased by the Crown. § 19.

How Goods Imported and Exported in Foreign Ships may pay Duty, and have Drawback as in British Ships. It shall be lawful for His Majesty with the advice of His Privy Council or by His Order in Council to be published from time to time in the London Gazette, to authorize the importation into or exportation from the united kingdom, or from any other of His Majesty's dominions, of any goods, which may be legally imported or exported in foreign vessels, upon payment of the like duties only, and with the like drawbacks, bounties, and allowances, as are charged or granted upon similar goods, when imported or exported in British vessels; provided always, that before any such order shall be issued, satisfactory proof shall have been laid before His Majesty and His Privy Council, that goods imported into or exported from the foreign country in whose favour such remission of duties, or such drawbacks, bounties, or allowances shall be granted, are charged with the same duties, and are allowed the same drawbacks, bounties, or allowances, when imported into or exported from such foreign country in British vessels, as are levied or allowed on similar goods, when imported or exported in vessels of such country. (a) † Geo. 4. c. 77. § 1.

How Additional Duties may be levied on Goods Imported in Foreign Vessels. It shall be lawful for His Majesty with the advice of His Privy Council, or by His Majesty's Orders in Council as aforesaid, whenever it shall be deemed expedient, to charge any additional duties of customs, or to withhold the payment of any drawbacks, bounties, or allowances, upon any goods, imported into or exported from the united kingdom, or imported into or exported from any of His Majesty's dominions, in vessels belonging to any foreign country, in which higher duties shall have been levied, or smaller drawbacks, bounties, or allowances granted, upon goods, when imported into or exported from such foreign country in British vessels, than are levied or granted upon similar goods, when imported or exported in vessels of such country; provided always, that such additional or countervailing duties and drawbacks, bounties, or allowances, shall not be of greater amount than may be deemed fairly to countervail the difference of duty, drawback, bounty, or allowance, paid or granted on goods imported into or exported from such foreign country in British vessels, more or less than the duties, drawbacks, bounties, or allowances, there charged or granted upon similar goods, imported into or exported from such foreign country in vessels of such country. (a) § 2.

How Duties may be removed, or again imposed. His Majesty, by and with the advice of His Privy Council, or by any Orders in Council as aforesaid, is hereby empowered to remove, or again to impose, any such additional or countervailing duty of customs, or to renew or withhold such drawbacks, bounties, or allowances, whenever it shall be deemed expedient so to do. § 4.

(a) See Treaties, Acts, Orders, &c. in subsequent parts, under the names of the several countries and states.

How Foreign Vessels of less Burthen than Sixty Tons may be exempted from taking on board a Pilot. “Whereas it might tend to the advantage of British vessels arriving in foreign ports, if power was given to His Majesty to exempt foreign vessels of less burthen than sixty tons from the obligation of taking on board pilots to conduct them into or from the ports of the united kingdom, in all cases in which British vessels of less burthen than sixty tons are not required by law to take pilots:” it is therefore enacted, that it shall be lawful for His Majesty, with the advice of His Privy Council, or by any Orders in Council, in all such cases as aforesaid, to exempt Foreign Vessels, being of less burthen than sixty tons, from taking on board a pilot to conduct them into or from any of the ports of the united kingdom. § 5.

Orders to be laid before Parliament. A copy of every Order in Council which may be issued under the authority of this act shall be laid before Parliament as soon after the issuing thereof as may be practicable, if Parliament be sitting, and if it shall not then be sitting, within thirty days after the meeting thereof. § 6.

Additional Tonnage Duties. It shall be lawful for His Majesty, with the advice of His Privy Council, or by His Majesty's orders in council, to be published from time to time in the London Gazette (whenever it shall be deemed expedient), to levy any additional or countervailing duty of tonnage, upon any vessels which shall enter any of the ports in the United Kingdom of Great Britain and Ireland, or in any of His Majesty's dominions, and which shall belong to any foreign country in which any duties of tonnage shall have been or shall be levied upon British vessels, entering the ports of such country, higher than are levied upon the vessels of such country: provided always, that such tonnage duties shall not be of greater amount than may be deemed fairly to countervail the difference of duty paid in such foreign country upon the tonnage of British vessels, more than the duty there charged upon the vessels of such country. 5 Geo. 4. c. 1. § 3.

Entry of Foreign Vessels on Payment of like Tonnage Duties as on British Vessels. It shall be lawful for His Majesty, with the advice of His Privy Council, or by His Majesty's orders in council, to be published from time to time in the London Gazette, to permit and authorize the entry into any port of the United Kingdom of Great Britain and Ireland, or of any other of His Majesty's dominions, of any foreign vessels, upon payment of the like duties of tonnage only as are or may be charged upon similar British vessels: provided always, that before any such order shall be issued, satisfactory proof shall have been laid before His Majesty and His Privy Council, that vessels of the foreign country, in whose favour such permission shall be granted, are charged with no other or higher tonnage duties on their entrance into the ports of such foreign country, than are levied on the entry into such ports upon the vessels of such country. (a) § 4.

How Duties may be removed. His Majesty, with the advice of His Privy Council, or by any orders in council, as aforesaid, is hereby empowered to remove or again to impose any such additional or countervailing tonnage duties, whenever it shall be deemed expedient so to do. § 6.

(a) See note in preceding page.

† The Duties and Drawbacks mentioned under this Title, are all granted by 6 Geo. 4. c. 111.

Where no Drawback is stated, none is allowed.

GOODS, being either in part or wholly manufactured, and not being enumerated nor otherwise charged with duty, and not prohibited to be imported into or used in Great Britain or Ireland, the £100 value	Duty	20	0	0
GOODS, not being either in part or wholly manufactured, and not being enumerated nor otherwise charged with duty, and not prohibited to be imported into or used in Great Britain or Ireland, the £100 value	Duty	10	0	0

ADI

ACACIA, the lb.	Duty	0	2	0
	Drawback	0	1	4

Acacia, Egyptian Thorn, or Binding Bean-tree, in Botany, a species of mimosa, according to Linnaeus, though other botanists make it a distinct genus. The flowers of a species of the acacia are used by the Chinese in making that yellow which we see bears washing in their silks and stuffs, and appears with so much elegance in their painting on paper. Mr. Geoffroy attributes the origin of bezoar to the seeds of this plant.

Acacia, in the Materia Medica, the inspissated juice of the unripe fruit of the *Mimosa Nilotica*.

The juice is brought to us from Egypt, in roundish masses wrapt up in thin bladders. It is outwardly of a deep brown colour, inclining to black; inwardly of a reddish or yellowish brown; of a firm consistence, but not very dry. It soon softens in the mouth, and discovers a rough, not disagreeable taste, which is followed by a sweetish relish. This inspissated juice entirely dissolves in watery liquors; but is scarce sensibly acted on by rectified spirit.

Acacia is a mild astringent medicine. The Egyptians give it in spitting of blood. What is usually sold for the Egyptian acacia, is the inspissated juice of unripe sloes; that is harder, heavier, of a darker colour, and somewhat sharper taste, than the true sort.

German Acacia, the juice of unripe sloes inspissated.—*Ency. Britan.*

ACETOUS ACID. See Vinegar.

ACORNS. See Seed.

ACORUS, the lb.	Duty	0	0	10
	Drawback	0	0	6

Acorus, *Calamus Aromaticus*, Sweet Flag, or Sweet Rush.

Acorus, in the Materia Medica, a name sometimes given to the great galangal.

Acorus, blue coral. The true sort is very scarce; some, however, is fished on the coasts of Africa, particularly from Rio del Re to the river of the Camarones. This coral is part of the merchandise which the Dutch trade for with the Camarones; that of the kingdom of Benin is also very much esteemed. It grows in form of a tree on a rocky bottom.—*Ency. Britan.*

ADIANTHUM, the lb.	Duty	0	0	8
	Drawback	0	0	5

Adiantum, Maidenhair. This article is imported from Italy, the Southern parts of France, and also the Levant. It grows likewise in North America, especially in Canada. It is used medicinally, and also in preparing capillaire.—*Ed.*

AGARIC,

ALK

AGARIC, the cwt. Duty 1 18 0

Agaric. A drug of use in physic, and in the dying trade. It is divided into male and female; the male is used only in dying, the female in medicine; the male grows on oaks, the female on larches.

There are two excrescences which grow upon trees; both of them in the nature of mushrooms: the one the Romans call boletus, which grows upon the roots of oaks, and was one of the dainties of their table; the other is medicinal, that is called agaric, which grows upon the tops of oaks, though it be affirmed by some that it groweth also at the roots.—*Chambers.*

AGATES, or Cornelians, viz.

———— set, the £100 value Duty 20 0 0

———— not set, the £100 value Duty 10 0 0

———— Beads. See Beads.

Agate, or Achat, (among the Greeks and Latins, *Αχατης* and *Achates*, from a river in Sicily, on the banks of which it was first found), a very extensive genus of the semipellucid gems.

These stones are variegated with veins and clouds, but have no zones like those of the onyx.

Agates are arranged according to the different colours of their ground. Of those with a white ground there are three species.

Of the agates with a reddish ground there are four species.

Of the agates with a yellowish ground there are only two known species.

Lastly, of the agates with a greenish ground, there is only one known species, called by the ancients, *jaspachates*.

Of all these species there are a great many varieties; some of them having upon them natural representations of men and different kinds of animals, &c.

Agates may be stained artificially with solution of silver in spirit of nitre, and afterwards exposing the part to the sun.

The agate is used for making cups, rings, seals, handles for knives and forks, hilts for swords and hangers, beads to pray with, smelling boxes, patch-boxes, &c. being cut or sawed with no great difficulty.

Considerable quantities of these stones are still found near the river *Achates* in Sicily. The lapidaries pretend that the Indian agates are finer than the Sicilian; but *Father Labat* informs us, that in the same quarries, and even in the same block, there are found pieces much finer than others, and these fine pieces are sold for Indian agates in order to enhance their prices.—*Ency. Britan.*

Cornelian, a precious stone, of which there are three kinds, distinguished by three colours, a red, a yellow, and a white. The red is very well known among us; is found in roundish or oval masses, much like our common pebbles; and is generally met with between an inch and two or three inches in diameter; it is of a fine, compact, and close texture; of a glossy surface; and in the several specimens, is of all the degrees of red, from the palest flesh colour to the deepest blood-red. It is generally free from spots, clouds, or variegations: but sometimes it is veined very beautifully with an extremely pale red, or with white. The pieces of *cornelian* which are all one colour, and perfectly free from veins, are those which our jewellers generally make use of for seals, though the variegated ones are much more beautiful. The *cornelian* is tolerably hard, and capable of a very good polish.

The finest *cornelians* are those of the East Indies; but there are very beautiful ones found in the rivers of *Silesia* and *Bohemia*; and we have some not despicable ones in *England*.—*Ency. Britan.*

ALDERNEY. As to duty on goods from Alderney, see Guernsey in this part.

ALKALI, not being Barilla, viz.

———— any article containing Soda or Mineral Alkali, whereof Mineral Alkali is the most valuable part, (such Alkali not being otherwise particularly charged with Duty)

ALKALI,