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Shipping Interest.

SPEECH

OF THE

RIGHT HON. W. HUSKISSON

IN THE

HOUSE OF COMMONS,

MONDAY, THE 7th OF MAY, 1827,

ON

GENERAL GASCOYNE'S MOTION,

“That a Select Committee be appointed, to inquire into the present Distressed State of the British Commercial Shipping Interest.”

WITH AN APPENDIX,

CONTAINING THE SEVERAL ACCOUNTS
REFERRED TO.

LONDON:

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[Three Shillings.]

S P E E C H,

&c. &c.

Mr. HUSKISSON rose, and spoke, in substance, as follows:—

I do not regret, Sir, that, by giving way to the gallant Admiral,* I afforded him an opportunity of cautioning the House not to be misled by arguments calculated to make "the worse appear the better cause." The House will know how to appreciate the value of the gallant Admiral's advice, and to apply it to the speech with which he has just favoured us.

Before I proceed to those observations, which it will be my duty to make on the motion of my honourable Colleague, the House, I trust, will allow me to offer my unfeigned acknowledgments for their kind consideration towards me, in having, more than once, postponed the discussion of this important question before the Easter recess, when I was unavoidably absent from their debates. Those who have witnessed my conduct in former parliaments will give me credit when I say, that I always feel deep regret, if, from any cause, I am prevented attending my public duty in this place. My regret has, in the present instance, been greatly increased, by the consideration, that this House was occupied before the recess, with another very important question—I mean the Corn Laws; in the course of the discussions upon which, frequent reference was made to the opinions which I had professed, and to the part which I had taken on former occasions upon that subject.

* Sir Joseph Yorke.

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Neither of that reference, nor of any animadversions which may have accompanied it, have I a disposition or a right to complain. I admit that, in thus referring to my conduct and opinions, honourable Members have done no more than they were called upon to do by their own sense of public duty. They were the less called upon to be scrupulous in this respect, as they were aware that, at some future time, an opportunity would, in all probability, be afforded me, of defending myself, if necessary, against any imputations which might be cast upon me, and of making that defence, in the presence of those by whom my conduct had been arraigned, and before the same tribunal by which the charge had been heard.

Whilst I feel, therefore,—as I sincerely do feel,—nothing but thankfulness for the consideration with which I have been treated during my absence, by all parties in this House, I must say, that I cannot but take a very different view of an attack, altogether unprovoked, which was made, in another place, upon my public character and conduct, at a moment when I was wholly disabled by illness, from taking any notice of that unwarrantable proceeding:—in a place, too, where, neither in sickness nor in health, neither now, nor at any time hereafter, can I be permitted to meet, face to face, the individual making that unjust attack, or be afforded an opportunity of repelling it before the assembly to which it was addressed. It may have suited the taste, it may have been congenial to the feelings, of that individual, to represent me, under these circumstances, as a “wild theorist, ready at all times to attempt any experiment, no matter how hazardous.” It may have been deemed justifiable by that individual, to charge me with having palmed measures upon the House and upon the country, under false pretences. It may have been—

Mr. Cressett Pelham rose to order. He observed,

that the right honourable gentleman was out of order, inasmuch as he was alluding to expressions which had been used in debate, in the other House of Parliament.

Mr. Huskisson.—If an allegation—an unjust and unfounded allegation—be made against me, I must answer it when I can. If my character is attacked and calumniated in another place, in which I cannot be heard, I must avail myself of the opportunity of defending it in a place where I can be heard. It has been asserted of me, in the place to which I allude, that I have palmed upon the House and the country measures of great public importance, under false pretences, and that I have been guilty—neither more nor less—of a gross political fraud.

It is an old observation, and not the less true because it is old, that those who are the most ready to indulge in tortuous courses themselves, are usually the most ready to charge that species of conduct upon others. An indignant denial is all the answer which I can give at present to the accusation brought against me. Were I to enter into particulars, I fear I should depart too widely from the question which is at present before us; but this I will say—I have now, for more than thirty years, had the honour of a seat in this House, during the whole of which period, down to the present hour, I have always acted under a sense of that moral responsibility to public opinion and the judgment of my country, to which every man, be his rank or station what it may, is liable, for the part which he takes in the votes and proceedings of Parliament. That moral responsibility, which, in fact, constitutes public character, I am not afraid to encounter. I am equally ready to meet the more direct responsibility, which attaches to me as a minister of the Crown, not only for the measures which I have brought forward in this House on the part

of His Majesty's Government, but also for every other measure, in which I have concurred, since I have had the honour of serving his Majesty in that capacity. I make this declaration without the slightest reserve, and I trust without any unbecoming arrogance. Further it would be improper to speak of myself. But, with regard to the individual who has thus attacked me, without the slightest provocation on my part, I must be allowed to remark, that I have been an attentive observer of his public career for the last five-and-thirty years. I have done more. I have read all the multifarious works which he has published during that period, whether on general politics, political economy, or political philosophy,—all the theoretical lucubrations with which he has enlightened the world, down even to his last "Chart of the Corn Laws." I have read them all: and, in saying this, I am aware that I have executed a task, of which very few men besides myself can boast. The conclusion to which I have come—a conclusion not of yesterday but now of some years standing—is that, among the many mercies which have been vouchsafed to this country, since the breaking out of the revolutionary war in 1792, there are few for which she ought to be more thankful, than for those fortunate occurrences, which, on more than one occasion, have disappointed the aspiring ambition of that individual—occurrences which have hitherto prevented his being placed in any station of power, in which he might have been enabled to inflict the application of his own extravagant theories—and theories more extravagant were certainly never conceived by man—either upon the people of this country or upon that far more numerous, but more helpless population, which is placed under our protection, in another quarter of the world. Having escaped so long, I trust there is now no risk, that any part of the British empire will ever fall under such a visitation.

To come, Sir, to the question more immediately under discussion—first begging pardon of the House for this digression, upon matters principally personal to myself.—I rejoice most sincerely, that the gallant General, my honourable colleague, has brought forward his present motion: not only because it affords me an opportunity of defending my own conduct, but because it has given to the honourable Member for Northumberland,* an occasion for a display of the clear and able manner in which he can state his views on an extended and intricate subject, and of talents for business, which cannot fail of being duly appreciated by the important county which he represents. It has also afforded to the honourable Member for Dover,† an opportunity of manifesting an extraordinary degree of acuteness and knowledge, in respect to the commerce and navigation of the country, and of stating his information in a manner which must, I am sure, have made the most favourable impression upon the House.

Among the many extraordinary statements which fell from my gallant Colleague, there was none which I heard with more surprise, than his remark, that, for the last two or three years, the table of this House has been overwhelmed with Petitions from the Ship-Owners of all the ports of Great Britain, complaining of their distressed condition; and that his Majesty's Government had never condescended to pay to them the slightest attention. Now what is the real state of the case? In the course of the last session, but not till the last session, some petitions were presented to the House on this subject. And what became of them? The honourable Members who presented these Petitions, contented themselves with moving, that they should be laid on the table of the House, and be printed. These formalities fulfilled by those immediately entrusted with

* Mr. Liddell. † Mr. Poulett Thompson.

these Petitions, they would have been forgotten, if I had not felt it my duty minutely to investigate the allegation contained in them,—“that the shipping, and carrying trade of the country were in a rapid state of decay.” Having satisfied myself that the allegation was unfounded, it became my further duty to endeavour to dispel any unfavourable impression, which it was calculated to make upon the public mind. With that view, I did, uncalled-for, bring forward an exposition of what I knew to be the real situation of the commercial marine of the kingdom. I made that statement for the purpose of removing any apprehensions, needlessly but industriously excited, with respect to an interest so nearly connected with the honour and the safety of the empire. In submitting that statement to the House, about a twelvemonth ago, I availed myself of the opportunity which it afforded me, of explicitly declaring the principles which I entertain on the subject of our Navigation-Laws;—of explaining and vindicating the measures which had been adopted by his Majesty’s Government, in reference to those Laws;—of bringing fully and fairly before the country the present state of our Commerce and Marine;—the great increase in their amount since the year 1792;—and of comparing our present means of sustaining and manning our military marine with those which we could command at former periods; as well as with the means possessed, both now and at former periods, by the powers which have been, and may again be, opposed to us in maritime warfare.

This statement, which I submitted to the last Parliament, is now before the public, and in a shape, I am ready to allow, which entitles any gentleman who may do me the honour to refer to it, to hold me responsible for its contents. It has been made the ground, or pretext, of so many misrepresentations out of doors, that I feel thankful for this opportunity of setting myself right,

and—what is of far more consequence than any personal consideration—of setting the Government, and the late Parliament right, in the judgment of the country, upon this important subject. If the House will favour me with a patient hearing, and my own physical powers will permit, I trust that, before I sit down, I shall be able to expose those misrepresentations; and, if I succeed in that object, I shall feel equally confident of relieving myself from the calumnies which, with no sparing hand, have been heaped upon me personally, in the course of the last year. Let not the hireling authors of those calumnies suppose that I am about to retort upon them, the low and vulgar abuse which they have attempted to cast upon me. The only punishment which they shall receive at my hands is to shew them, that their venom has fallen innocuous upon me; that I am not infected by it; and that, however unjustly attacked, I feel too much respect for this House—and, I might add, too much self-respect—to resort to such base engines in my defence.

But, if I abstain from noticing personal abuse and malignant insinuations, I cannot extend the same degree of forbearance to the arguments, the mistatements, the sophisms, and, I must add, the falsehoods, which have been brought forward, I will not say by the Ship-Owners, but by their advocates, in the present controversy. Even with respect to the Ship-Owners themselves, although great allowance is to be made for the irritation of men suffering under pressure and difficulties, I cannot consent to flatter their feelings, and to purchase their good-will, at the expense of compromising the claims of truth, and the permanent interests of the country.

I am not unaware, Sir, of all the disadvantages under which I approach the discussion of this great question. Many honourable gentlemen may think it necessary—

and for this I do not blame them—to yield to the solicitations of their constituents. I am not ignorant that, even amongst those gentlemen who have no constituents immediately connected with the Shipping interest, an active canvas has been carried on, and that *ex-parte* statements have been industriously laid before them by the delegates from the Out-Ports, with a view to influence their judgment, and to secure their votes on the present question:—a question upon which it is the more easy to excite alarm, from its being so intimately connected with the maritime power of the country. When this paramount interest is represented to be in jeopardy, it is natural that honourable Members should listen with attention to those who, in pointing out the supposed danger, are ready, at the same time, to suggest the course by which it may be averted.

I know, likewise, what active and incessant efforts have been made to influence the feelings, if not the votes, of all who entertain opinions, in any degree, or upon any particular point—the Corn Laws, for instance—at variance with the general principles of our domestic and commercial policy;—to array those feelings under the popular banner of the Shipping Interest, and to enlist the most laudable impulse of national pride and maritime glory, on the side of that general struggle which is now carried on, in certain quarters, against every attempt at improvement.

Notwithstanding all these considerations, and making every allowance for those honourable Members who are, in a manner, obliged to vote in favour of the gallant General's motion, in deference to the wishes of their constituents (conduct, for which, be it remembered, I am far from imputing any blame), I still feel it to be my bounden duty, however much these circumstances may tell upon the division, to state fully and fearlessly, the grounds upon which I stand—trusting that the great

majority of this House do not come to the discussion of this important question, as Members are sometimes said to attend upon a private bill;—that their votes are not pledged to some petty and local interest;—that they are not flocking here to-night, for the purpose of redeeming any such pledges given out of doors; but for that of pronouncing an impartial judgment, after hearing both sides of the question now under consideration.

Now, I feel myself, at the very outset, I own, rather at a loss how to deal with that question,—a difficulty not created by any thing which I have heard for the first time this evening, but arising out of the statements and arguments resorted to, by those who have had the management of the question out of doors. These parties—I mean the Ship-Owners and their advocates—appear to me to employ a mode of reasoning quite peculiar to themselves, and which I know not how to designate, unless I describe it as resembling that philosophy which prevailed during the middle ages. To reason from facts, observation, and experience—to draw conclusions from what is passing before them—is a system not yet adopted by those who claim to be exclusively *practical men*. In their method of induction, indeed, facts are precisely what they are most disposed to overlook. Thus far, at least, their wisdom is in accordance with the wisdom of their ancestors, the Philosophers of those middle ages, who, setting their faces against all improvements, denied all facts, which they could not reconcile to their own preconceived doctrines. Of this philosophy we had something like a sample last year, in the question of the Silk Trade. All that was thought necessary, on the part of the advocates of prohibition, was to assume, as incontrovertible, that the Silk manufacture of this country would necessarily, be altogether ruined, root and branch, by the then pending change in the law. Here was the theory of *practical men*. That theory once ad-

mitted, the inferences were not difficult to draw. These inferences were stated as so many undeniable facts;—the total annihilation of a capital amounting to many millions sterling;—five hundred thousand industrious people, women and children, deprived of all means of subsistence;—and I know not how many other horrible consequences; all so much taken for granted, that I was pointed out as a “cold-hearted, callous metaphysician,” who, worse than the Devil, could contemplate unmoved the certainty of so much wretchedness and distress!

In spite of this frightful denunciation, the House resolved to abide the result of the alteration, which was then about to take effect, in respect to the Silk Trade of this country. The new law came into operation last July, at a period of peculiar pressure and difficulty, in every branch of our manufactures. Yet, nevertheless, I have now the satisfaction of stating, that there is no one extensive manufacture, which has suffered so little from the distress of the times, as that of which the total ruin and annihilation had been so confidently foretold. Nay, more; I am enabled to add, that the result of a free competition has been this—that more real improvement has been made in the Silk manufacture of this country, within the last twelvemonth, than had been made for half a century before. I assert this, on the authority of the manufacturers themselves; and I say that, at this moment, those manufacturers are not only fearless of the rivalry of France in foreign markets, but, in some articles, are able to undersell the French manufacturer, even in his own market: and, so little do they dread the competition of Bandana handkerchiefs, against which no rate of duty, however high, we were assured, could afford protection, that silk handkerchiefs are now actually wearing in England, for the purpose of being sent out to the Indian market.

But, Sir, the Ship-Owners go even a stage further

than the Silk Manufacturers. They are not content to assume what *will* be the inevitable result of the measures adopted by Government for the regulation of our Navigation system; they positively assert, that those results *have* already taken place. They maintain, that the Shipping Interest of this country is, at the present moment, in a state of rapid decay. This is the burthen of all the Petitions which have been presented on this subject. I have been at the pains of reading them all; and there is not one which does not proceed upon the assumed fact, that Foreign Shipping resorting to our ports has increased in an alarming degree, and that the Shipping of this country has decreased in the same proportion. From this assumption it is inferred—and, if the premises be correct, there is no disputing the conclusion—that the Shipping of other states will, ere long, supersede our own Shipping in the foreign trade of the country.

Now, upon this point rests the whole question between the Ship-Owners and his Majesty's Government. We are at issue upon a fact; and that issue is what the House is called upon this evening to try. If the fact shall be established, it will then be our duty to examine how far the inferences are correct; and, if they are correct, to lose no time in considering of the best means of averting from the country the evils involved in these inferences. But, if the pretended fact should be altogether unfounded,—if the true state of things should turn out to be the reverse of what is alleged by the Petitioners,—surely we may dismiss the inference, and save ourselves the trouble of any further proceeding. Upon the shewing of the Petitioners themselves, there would be no ground for the Committee proposed by the gallant General; and to grant it, under such circumstances, would only tend to raise a doubt, both at home and abroad, upon the disposition to persevere in our present

system of Commercial Policy:—a system which, his Majesty's Government are persuaded, is calculated to advance the general interests of the country, without creating any prejudice to the separate interests of the Ship-Owner.

The gallant General has stated, that it is not his fault that this question was not brought forward at a much earlier period of the session. If there be blame anywhere, I am afraid I am the principal cause of this delay. But I own that, for the fair discussion of the question, I cannot regret that it was deferred. If we had gone into this subject previous to the recess, we could not have had before us the annual Accounts of Tonnage and Shipping, which are never laid upon the table till the 25th of March. Without those Accounts, we should not have possessed any authentic means of examining the assertions, upon the validity of which we are now to decide.

I will not affirm of the Petitioners, who have complained of this delay, any thing so offensive as that they were aware, that when these Accounts should be produced, they would overturn all their statements: but I will say, that those statements have been made at random; although I am ready to concede, that they were according to the best of the belief of the persons who have signed these Petitions. They have taken the allegations upon credit, from those who have had the task of what is called "getting up the Petition,"—a practice, I am afraid, become very common of late years, and by which the value of one of the most important rights of the subject, and the influence of Petitions in this House, have been rather impaired than strengthened.

The truth of this observation, I own, has been somewhat confirmed to me by the attention which I have found it my duty to give to the allegations in the Petitions now under consideration—allegations which have

surprised me not a little. The confidence, not to say the credulity, of the Petitioners must, indeed, have been largely drawn upon; seeing that, of their own personal knowledge, it was scarcely possible for them not to have been aware how inconsistent some of the statements were with occurrences, which came under their own immediate observation. In the Petition from Scarborough, for instance, which I take because it is the first which was presented this session, I find it stated, to the great regret and alarm of the Petitioners, that there has been a great increase in the entry of Foreign Vessels, and particularly of vessels from the Baltic, in all the British ports during the last year. This, Sir, is the grievance complained of by the inhabitants of Scarborough, on the 16th of February, 1827. As far as their own port is concerned, they must naturally be supposed to be, of all persons, the best acquainted with the real state of the case. As far as other ports are concerned, they were probably speaking only from hearsay. Now, by referring to the Returns to which I have alluded, I find that, in the year 1825, there entered into the port of Scarborough nineteen British Vessels, amounting to 2,451 tons, and seventeen Foreign Vessels, amounting to 998 tons. I find also that, in the next year, 1826—the year adverted to by the inhabitants of Scarborough—the year in which the foreign Shipping has made much alarming progress towards superseding the Shipping of this country,—there entered seventeen British Vessels, amounting to 2,349 tons, and only two Foreign, amounting to 149 tons. So much for the Petition from Scarborough! And so much for the practical information which these Petitioners have brought to bear upon the question!

The next Petition I shall refer to is from Greenock—a much larger port than Scarborough. The Petition contains the same general allegations, and complains

more particularly of the loss of the Timber Trade with the British provinces in North America. It states, that, in consequence of the protection afforded to Foreign Shipping, so decided a preference is given to foreigners in the Timber trade, that the Petitioners can no longer compete with them, and that the British trade to Canada will soon be wholly destroyed. How far this allegation is correct, as relates to this particular branch of trade, I shall have occasion to notice hereafter: but, as the Petitioners also proceed upon the assumption, that the increase of Foreign Shipping has been alarmingly great in the last year, I will shew the House, from the Returns, to what degree of credit this assumption is entitled. In the year 1825, there entered into the port of Greenock 201 British Vessels, amounting to 51,249 tons; and twenty-one Foreign Vessels, amounting to 6,229 tons. In the year 1826, the number of British Vessels was 197, and their tonnage 54,037 tons; while the number of Foreign Vessels was only eight, and their tonnage 2,380 tons; being an absolute increase in the British tonnage, accompanied by a very great decrease in the tonnage of Foreign Vessels, in the very port from which the Petition proceeded!

Were I to go on to other ports from which Petitions have been presented, I should, in most instances, have to exhibit similar comparisons from similar returns. But this course is unnecessary, and would occupy too much of the time and attention of the House.

There is, however, one more Petition to which I will briefly refer, because it attempts, by exciting the prejudices of the poorer classes of the community, to bring their feelings to bear upon the present question. This Petition comes from the Artificers and Labourers connected with the port of London, and employed, in various departments, about the Shipping. They state that, in the year 1825, they were in a prosperous condition,

and had plenty of employment; but that, in the year 1826, owing to the great influx of Foreign Shipping, they are, at this moment, destitute of employment, and in a state of the deepest distress. Now how stands the fact? I find, by the Returns to which I have just referred, that in the year 1825, the Foreign Vessels entering inwards in the port of London, amounted to 302,122 tons; and that in the last year—the year 1826—they amounted only to 215,254 tons. If, then, the distress of these Petitioners be occasioned by the amount of Foreign Shipping, the aggregate of that distress ought, as a matter of course, to have been less, by nearly one-third, during the last year, than during the year 1825. Is it not evident, therefore, that the effects complained of must have arisen out of some other cause? Yet, Sir, these Petitioners are actually “overwhelmed with dismay”—I use their own words—at the increase of Foreign Shipping in 1826; and to that circumstance they attribute all their present difficulties.

I am afraid I am detaining the House too long; but as it is with assertions of pretended facts that I am dealing, it is necessary for me to exhibit facts, in order to show how entirely groundless are the charges which have been brought against me, and against the System which it is my duty to defend. It is the more necessary, as it has been imputed to me, that I was guilty of exaggeration in the statement which I made last year, and that I attempted to support such statement, and to deceive the public, by Returns, purposely prepared to lead to false conclusions. I have been accused of the “pitiful trick” of jumbling together the Foreign, the Irish, and the Coasting trade, for the purpose of concealing that there had been a great decrease in the British Shipping, employed in the *Foreign* trade of the country. I knew the falsehood of this charge, and so, I have no doubt, did those by whom it was made; but, since it had been

made publicly, it became my duty, before the House was called upon to discuss the subject in the present session, to call for Returns, prepared in such a form as would remove all suspicion, that I had attempted so miserable and unworthy a delusion. I called, therefore, for the Return, which I now hold in my hand, shewing the comparative increase of British Shipping, in what, in the Custom House books, as kept up to the year 1823, was considered the *Foreign* trade of the country. Up to that year, the trade with Ireland was included under that head. And why? Because, by a long mistaken policy—a policy which, happily for both countries, is now abandoned—up to that year, we treated the trade with Ireland as a Foreign trade, subject to all the impediments and regulations imposed on the intercourse with Foreign countries. Therefore, it becomes necessary, for any purpose of fair comparison with years antecedent to 1823, to include the Irish trade under the head of *Foreign*. I hold in my hand a comparison so made, for each year, from 1814 to 1826 both inclusive, shewing the total Tonnage of British and Foreign Ships, which have entered inwards and cleared outwards from and to all parts of the world. And what is the result?—that, with the single exception of the year 1825—(and although the trade of the year 1826 was necessarily depressed, in consequence of the excessive and wild speculations of the preceding year)—there appears to have been a greater amount of British Shipping employed in the last, than in any former year since 1814.

(Here, then, is my first proof in refutation of the allegations of the Petitions. Let honourable gentlemen cast their eyes down the column of this Return, from 1814 to 1826,* and they will see, that there is no year, —1825 always excepted—which stands so high, since the restoration of peace. The amount of tonnage of

* Appendix, No. I.

British Vessels entered inwards, in the year 1826, was 2,478,047 tons. In the year 1814, it was 1,846,670 tons; shewing an increase of more than 600,000 tons. But, inasmuch as our intercourse with Ireland is now separated from the Foreign trade, and considered, as it ought to be considered, a part of the Coasting trade, a Return has been prepared, from 1814 to 1826, both inclusive, in which the trade of this country with Ireland is omitted for the whole of that period.* And here I find the comparison at least as favourable as in the first Return. The tonnage of British Vessels entering inwards from Foreign ports, in 1826, considerably exceeded the tonnage in any one year since 1814, with the exception of 1825; whilst there are not fewer than four years of the thirteen (three of them before any Treaty of Reciprocity with the Northern Powers), in which the Foreign tonnage exceeded that of 1826.

Last year, in addressing the House on this subject, I admitted that, looking to the excessive over-trading of 1825, a proportionate decrease in the employment of British vessels was naturally to be expected in 1826. As the first of these years—1825—from excessive excitement, could not, taken by itself, be considered as affording a fair estimate for the future, so, in like manner, I stated my apprehension, that the latter year—1826—being the natural consequence of preceding excitement, would exhibit an unusual depression in our Navigation. This apprehension, as the House now perceives, has fortunately not been realized. What, then, becomes of the lamentations over the ruin of our Foreign trade?—of the bold assertion, that it has been transferred to the Shipping of other countries?

The decrease of British Shipping in 1826, as compared with the preceding year, was 231,219 tons; the amount of tonnage in 1825, being 2,027,469 tons, and in 1826,

* Appendix, No. II.

1,796,250 tons. The Foreign Shipping, in the same period, had fallen off 248,679 tons: the amount of their tonnage, in 1825, being 892,601 tons, and in 1826 only 643,922 tons. Taking the ships entered inwards and cleared outwards, the positive decrease in the British was less than that in the Foreign Shipping by 136,932 tons. If we compare the relative decrease in the Foreign tonnage, it amounted to about two-sevenths; while the decrease in the British tonnage was only one-ninth.

This result of the comparative employment of British and Foreign Shipping in the two years 1825 and 1826—the first a year of great excitement, and the second of great depression, in the Foreign commerce of this country—is the best answer to the theory, so dogmatically laid down by the practical men and their advocates—that henceforward it was only at intervals, “short and far between,” during some temporary flush of trade, for which Foreign tonnage might not be immediately adequate, that British Shipping would be able to procure freights in the foreign trade of this country. This was the explanation of what they could not deny—the great demand, and the extravagantly high freights paid for British ships in 1825. It was the answer of these theorists to the facts stated by me in May 1826; but what will they say to the facts of May 1827? I am afraid there was no flush of foreign trade in 1826, which they can call in aid to bolster up their theory of last year.

This, Sir, is my first answer to the Petitioners, as to the increase of Foreign over British Shipping in 1826.

It has been objected to these comparisons that, instead of selecting particular years, I ought to have taken averages, formed upon a certain number of years prior, and subsequent to, the late changes in our Navigation Laws. Those who have made this objection do not scruple to affirm, that these averages would prove their

charges against me. My adversaries might have made this comparison for themselves; but, as they prefer dealing in vague assertions, I have done it for them. They will see that I am a disciple ready to adopt their suggestions, and that, by so doing, I am only furnished with a further proof against themselves. I have, therefore, taken the average—first, for a period of five years, subsequent to 1814,—secondly, for a period of ten years from the same date—thirdly, for the last three years, during which the changes complained of have been in operation. The result is as follows:

	BRITISH. Tons.	FOREIGN. Tons.
The amount of tonnage of British and Foreign shipping which entered inwards in the ports of the United Kingdom, upon an average of five years, from 1814 to 1818, both inclusive, was	1,517,918	590,156
The average amount for ten years, from 1814 to 1823, both inclusive, was	1,607,940	539,062
The average amount for three years, from 1824 to 1826, both inclusive, was	1,963,678	804,566
The amount of British and Foreign Ships entered inwards in the ports of the United Kingdom, for the year 1826, was	1,950,630	694,116
The increase of British Shipping, therefore, in 1826, as compared with the first average of five years, is	Tons 432,712	
Ditto of Foreign		103,960
Excess of British increase above Foreign	328,752	

Increase of British on the average of ten years	342,690
Ditto of Foreign	155,054
Excess of British increase above Foreign	187,636
Decrease of British on the average of three years	13,048
Decrease of Foreign on ditto	110,250
Excess of decrease of Foreign above British	97,202

I have only to thank my opponents, for having forced me to this mode of comparing the past growth, with the present decay of our Foreign carrying trade, and I now leave it in their hands, that they, in their turn, may reconcile it, as they can, with their assertion that, since the peace, the increase of Foreign, when compared with British tonnage, has been in the proportion of four to one. I may be told, however, and, if I stop here, I have no doubt I shall be told, "All this is very true; but, if from this comparison were excluded the British tonnage which is engaged in carrying on the trade between this country and our own colonies, the result would be found widely different. As foreign competition is not allowed in this trade, the vessels employed in it ought, in fairness, to be excluded from the comparison." My answer is shortly this.

I am perfectly willing to abide the issue of the present question, tried by a reference to this test, new and unfair as I hold it to be, in an inquiry of this nature. That it may be strictly applied, I have called for the following Returns:

First.—An Account shewing the total tonnage of British and Foreign ships, which have entered inwards and cleared outwards from and to all foreign countries in each year, from 1814 to 1826, both inclusive, exclud-

ing the British Colonies and Possessions in all parts of the world out of Europe.

Secondly.—A Return of the number of British and Foreign ships, and of 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), between the years 1814 and 1826, both inclusive.

Thirdly.—A Return of the total number of loads of timber imported into the United Kingdom in each year, from the year 1784, from the British Provinces in North America and from the Baltic respectively; distinguishing the quantity imported in British from that imported in Foreign ships:—also, a Return of the total number of loads of timber imported into Great Britain in each year, from the year 1784, from the British Provinces in North America, and from the Baltic respectively; distinguishing the quantity imported in British from that imported in Foreign ships:—also, a Return of the total number of loads of timber imported into Ireland in each year, from 1784 to 1826, inclusive, from the British Provinces in North America and from the Baltic respectively, distinguishing the quantity imported in British from that imported in Foreign ships:—and also, an Account of Duties levied upon timber, deals, and other articles of wood, imported from North America in each of the last three years; and of what would have been paid upon the same articles had they been imported from the Baltic.

Fourthly.—A Return for the United Kingdom, of the total number of 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 1814 to the year 1826, both inclusive, distinguishing each year.

Fifthly.—A like Return from his Majesty's colonies and plantations in America, north of the 35th degree of latitude.

Sixthly.—A like Return 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.

Seventhly.—A like Return from any possessions, settlements, or territories, on the West Coast of Africa, including the Cape of Good Hope.

Eighthly.—A Return of the number of 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 1814 and 1826, both inclusive, distinguishing each year.

Ninthly.—An Account of the tonnage of vessels employed in the Coasting Trade, which have entered at, or cleared out from, the ports of Great Britain, from the year 1823 to the year 1826, both inclusive.

From this last Return, to which I shall presently have occasion to refer, honourable gentlemen will see, whether I can justly be charged with having "jumbled" the Foreign with the Coasting trade, for the unworthy purpose attributed to me. I shall first advert to the other documents, which embrace what, in the strictest sense, may be termed the Foreign trade of the country.

By the Return which I now hold in my hand, and which, I am sure, will afford my gallant Colleague the greatest satisfaction, I find the total tonnage of British Vessels which have entered inwards and cleared outwards from and to all foreign countries, in the year 1826, excluding the British Colonies and possessions in all parts of the world out of Europe, exceeded that

* Appendix, No. III.

of any former year since 1814—always with the exception of the extravagant year 1825. There is not a single year besides, which is not below 1826. This is one evidence, truly, of the total ruin that has befallen our foreign trade! In the year 1814, the amount of British tonnage was 696,691 tons. On the average of the twelve years, including the year 1825, it was 865,377 tons: and, in the last year, it amounted to 934,491 tons.

In the tonnage of Foreign Ships entering our ports during the same period, there has also been an increase. But there are no less than three years, antecedent to the Reciprocity System, during which the tonnage of Foreign vessels exceeded the tonnage of last year.

But is there in this increase of Foreign Shipping any just ground for regret or alarm? If, in a time of peace, we are increasing our trade in a much greater proportion than our rivals, are we, forsooth, to allow ourselves to be carried away by a miserable feeling of jealousy, and to resort to prohibitory or hostile measures, merely because some augmentation may have taken place, simultaneously, in the trade of the neighbouring countries of Europe? I have looked into this subject with great attention, and have carefully sifted it to the bottom. I have been induced to do so, because I felt, that not only my own reputation, as a public man, was at stake, but what is of far more consequence than the reputation of any man—that the welfare and safety of the country were involved in the maintenance of our commercial marine.

Of what description of vessels does the House suppose a great proportion of this increase in the amount of Foreign tonnage to consist? One-fourth of them is under fifty tons burden; and the whole, upon an average, falls short of one hundred tons each. They are chiefly employed in carrying on the daily intercourse from the opposite coast of France, the Netherlands, and

other adjacent ports, with this country. This mighty commercial marine may be seen at Dover, Ramsgate, Southampton, Rochester, and the other sea-ports, from Plymouth to Hull, bringing, besides passengers (for all the passage and steam vessels are included in this Return), eggs, butter, vegetables, poultry, fish, fruit, and other trifling articles which find a market in our sea-ports, and many of which are sent from thence to the markets of the metropolis. Such is the character of about one-fourth of the tonnage which helps to swell the numerical return of Foreign Ships, which threaten to overwhelm the commercial marine of this country. Many of them come with one tide, and return with the next. Is this the nursery for foreign seamen, which is to dislodge us from our rank among the maritime powers of the world? Are the men trained up in this school to be, for a moment, put in comparison with those who navigate our ships to the remotest extremity of the globe? As well might you compare the establishment of a stage coach plying between Paddington and the Bank, with that of the mail between Edinburgh and London. But if this petty traffic is of little value to the marine of the countries from which it is carried on, and if it ought to be quite as little an object of jealousy to this country, let it not be supposed, that it is not a source of considerable comfort and accommodation to a great part of our population. Gentlemen, I am convinced, have no notion to what an extent this daily interchange with our neighbours is carried. I will only specify one article. The House will be astonished to hear that, during the last year, the number of Foreign Eggs imported into Great Britain was 64,503,790; the duty upon which amounted to £22,416. 3s. 3d.

There is, Sir, one other article on which I wish to remark, as accounting for the employment of a considerable amount of small foreign shipping. During my

unavoidable absence from this House, my right honourable friend, the Vice President of the Board of Trade, adverted, in one of the discussions on the Corn Bill, to the quantity of foreign Bones imported into this country, for the purpose of manure. The value of this article yearly imported from the coast between the Scheldt and the Eider, exceeds £100,000. It is collected from all the ports and creeks of that line of coast. Will the Ship-Owners pretend, that they feel any alarm at this trade, in which nearly 40,000 tons of Shipping are employed? Would they have a British merchant ship sent to Hamburgh to lay alongside the wharf, waiting to collect a bushel of bones here, and a bushel there, until she was able to complete a cargo of manure? This manure must be a valuable article to our agriculturists, otherwise they would not lay out their money upon old bones. It constitutes a new branch of trade, which can only exist by low freights, and by being managed with the strictest economy. With a system of discriminating and retaliatory duties, this traffic, like many others, would not be transferred to British Shipping, but would be annihilated altogether. Why have I referred to it particularly on this occasion? It is to shew, that if new branches of trade are springing up, in consequence of the removal of the discriminating duties, such trade, even if carried on principally in foreign bottoms, must nevertheless be incidentally productive of advantage to the general interests, as well as to the Shipping, of the country. By an advance of between one and two hundred thousand pounds expended on this manure, is it too much to presume, that five hundred thousand additional quarters of corn are produced? This corn must be sent to market; and I have no doubt that a great part of it finds its way, by sea, to London, and other great towns; and thus our Coasting trade, the most beneficial, as well as the most extensive, nursery for seamen, is increased.

I now proceed to that part of the subject which relates to the trade with all parts of the world, strictly Foreign, out of Europe. In the year 1814, the amount of British tonnage employed in this trade was 465,809 tons. In the year 1826, its amount was 503,024 tons, exceeding the tonnage of any one year, since 1814, except 1818; whilst, with the single exception of the United States of America, there has been no increase at all, in the amount of tonnage of Foreign Vessels trading between this country and ports out of Europe. And even allowing for the increase of American Shipping, there are seven years out of the thirteen, from 1814 to 1826, in which the amount of Foreign Shipping entering the ports of this country, from places out of Europe, was greater than in the year 1826.*

I now come to that portion of our Foreign trade which is more immediately under our own controul: I mean the trade to the Colonies. And here a heavy charge has been made against me, by my gallant Colleague, that I have gratuitously, unwisely, and unnecessarily, opened to the competition of the Shipping of other countries this trade, which had previously been exclusively our own. I admit that the trade of the Colonies has been thrown open; but I have the satisfaction of stating to the House, that we have not thereby, in the slightest degree, injured our own trade, or decreased the amount of British Shipping to which it affords employment.

I will first take the trade with the West-Indies.† In the last year, the amount of British Shipping engaged in that trade was greater than it had been in any year subsequent to the peace, excepting 1814 and 1815; during which years we still retained several colonies which have since been restored to the powers, from which they had been taken during the war. In this branch of trade,

* Appendix, No. IV. † Appendix, No. VI.

therefore, the Shipping of this country has suffered no diminution.

Next comes the trade with our North American colonies. I hardly know in what terms to describe its growth. It has increased in a proportion that may truly be called gigantic. Instead of the tonnage employed in it amounting, as it did in 1814, to 88,247 tons, in the year 1826, it had increased to 472,588 tons.* This trade, therefore, has been more than quintupled in twelve years, and exceeds in the last any former year, 1825 excepted, the tonnage of which was 489,844 tons.

In the trade to the British Possessions in the East-Indies, as well as in that to the Coast of Africa, there has been a considerable increase since the restoration of peace.† Indeed, I am at a loss to find a single branch of our trade, foreign or domestic, in which there has not been more or less of augmentation, with the exception of the Deep-Sea Fishery, in which there appears a trifling diminution.‡ This diminution is, however, in my mind, easily and satisfactorily to be accounted for. It must be recollected that, during the war, we had nearly the exclusive possession of this fishery, and supplied all the other nations of Europe with Oil. Since the peace, several of those nations have prohibited the importation of Fish Oil. It was not, therefore, to be expected, that we could continue to employ our Shipping in that trade so extensively as heretofore. Besides, there is another circumstance, as connected with this subject, to be taken into consideration; namely, that the demand for Oil has been considerably diminished, in consequence of the new mode of lighting cities and towns with gas, adopted throughout this country.

With regard to the separate trade of Ireland, it is highly gratifying to find, that there has been a considerable increase in her intercourse with all parts of the world, and particularly with the Baltic, and the British

* Appendix, No. VII. † Nos. VIII. and IX. ‡ No. X.

Provinces in North America. I rejoice exceedingly at this improvement. I hail the great increase in the consumption of timber in Ireland, not only as it regards the general interests of our maritime relations, but as creating a strong presumption, that an increased proportion of the population of that country possess the means of improving their habitations, and of affording themselves those comforts and enjoyments, to which the use of Timbers, in a great degree, conducive.

I have now, I think, shewn in detail, the part which British Shipping enjoys in every branch of our trade, and proved that, in the participation with Foreign States, our aggregate share has been increased, instead of diminished, since the change in our Navigation Laws. It now only remains for me to refer very shortly, but more specifically, to the Timber trade with the Baltic, because, upon the misrepresentations industriously circulated with regard to this trade, the Ship Owners have endeavoured to bolster up their case. That part of their case, like every other, I am prepared to meet by facts. I have called for a Return of the state of this trade for every year since the year 1784: * and if any one piece of evidence can be more conclusive than another of the rapid growth of wealth, and of the general power of consumption in this country, it is to be found in the comparison of the quantity of timber which we now import with the quantity imported in the year 1784. In that year, we received from the British Provinces in North America 739 loads of timber, and from the Baltic 105,227 loads. In the year 1825, the quantity imported from the British Provinces in North America was 407,020 loads; instead of 739 loads; and from the Baltic 272,764 loads, instead of 105,227 loads. So that the increase from British North America in forty years has not been ten-fold, or fifty-fold, or a hundred-fold, but almost a thousand-fold, whilst, instead of there being

* Appendix, No. V.

any proportionate decrease in the supply from the Baltic, that also has been increasing. Every one knows that the whole importation from Canada is exclusively confined to British vessels; so that, even if we did not receive a single plank from the Baltic in British Shipping, the Canada trade alone would afford a substitute for the employment of that Shipping, to a greater amount than it ever possessed in the Baltic Trade.

This new and extensive opening for the employment of our second-class Ships, would not leave the Owners of them without resource, even if their most exaggerated prediction, that, in a few years, they shall be wholly driven out of the Timber trade with the Baltic, should be realized. I do not share in this apprehension, for a reason to which I now invite the attention of the House, and especially of the honourable Mover and Seconder of the present motion.

I have applied to the timber trade with the Baltic that same test which, taunted to it by my opponents, I had applied to the other branches of our trade. I have taken the respective averages of five years, of ten years, and of the last three years; and I have compared these several averages with the year 1826. The following is the result:—

	In British Ships.	In Foreign Ships.
The average Number of loads of timber imported from the Baltic for five years from 1814 to 1818, both inclusive, was	49,226	61,805
The average Number for ten years from 1814 to 1823, both inclusive, was	54,910	68,904
The average Number for three years from 1824 to 1826, both inclusive, was	100,467	112,482
The quantity imported in 1826, was	87,576	68,501

V. M. Appendix *

If this result shall prove as satisfactory to those who were the first to call for it, as it is to myself, who have yielded to their call, both sides will be equally gratified. In this case, as in the former instance, I have taken three averages between 1814 and 1826. In all three, the foreign tonnage employed in this trade exceeds that of this country. Let the House compare these averages with the year 1826, in which the proportion of British to the Foreign Shipping is nearly as four to three, and then let them say, whether this comparison warrants the assertion, that we have been deprived of our fair share of this trade by the Reciprocity System, or justifies the Petitioners in appealing, as they do, to the experience of the last year, as furnishing the proof of that assertion. I had nearly forgotten one most material part of the present subject: I mean the Coasting Trade, which, like the Colonial, we are enabled to keep entirely to ourselves. It was by "jumbling up" this with the Foreign Trade of the country, that I was enabled, according to certain sapient gentlemen, to boast last year of an aggregate of British Shipping, entered inwards, amounting to upwards of 2,700,000 tons. I will now tell these gentlemen what has been the amount of Shipping, entered inwards, in the Coasting Trade alone, for the last four years.*

In the year 1823 it was	7,899,602 tons.
Do..... 1824.....	8,101,337
Do..... 1825.....	8,300,756
Do..... 1826.....	8,368,812

Such is the amount of our Coasting trade—a trade surpassing all others, for the formation of brave and hardy seamen. It is a trade, too, with which the policy of Foreign States can in no way interfere; but which must increase with the growth of the manufactures, the agriculture, the wealth, and the population of the country.

* Appendix, No. XI.

Let the House compare the total amount of this trade with that portion of our intercourse with the continent of Europe, which is carried on in Foreign Shipping. The latter is about 500,000 tons—the former upwards of 8,000,000. Again, let them compare the nature of these two trades, as schools for the formation of experienced and danger-defying seamen. The trade from Norway, and from the Baltic (at least as far as Foreign Ships are concerned) is a fine-weather navigation, carried on during the summer months. The greatest part of the intercourse with the Elbe and the Weser is of the same character. Nearly the whole of the remainder is from the ports of Holland, or those of France within the Channel. When we talk of trade as the nursery of seamen, and the foundation of naval power, will any man place in the same scale any part of this navigation with that which, at all seasons, and in all weather, is carried on between Great Britain and Ireland, and round the coasts of both these islands? Yet it is this Carrying Trade, comparatively insignificant in amount, and of no importance in any other respect, divided between six or seven different States in Europe, some of them not possessing, or likely ever to possess, a single ship of war, that is to undermine and destroy the maritime greatness of this country. It is to avert this danger, that we are called upon to persevere in restrictions, which, if retaliated (as we know would be the case), would be ruinous to the interests of our manufactures and our commerce;—and to punish that retaliation, if persisted in, by resorting even to the extremity of war!

There is another speculative grievance much dwelt upon in the Petitions now before the House:—The Act passed in the year 1825, by which the ports of our Colonies were opened, on certain conditions, and within specified limits, to the Shipping and Trade of all

See Appendix.

friendly nations. For having introduced this Act, I have been greatly blamed by the Shipping Interest, and other parties who have joined in their clamour. Having, at the time, fully explained to the House the grounds on which I submitted this measure to Parliament, I will not now revert to them at any length. It is enough for me that, in so far as it affects the British possessions on the continent of North America, this relaxation of our ancient colonial system was recommended, not only on sound commercial principles, but by views of a higher nature, by the lessons of experience, and by considerations of political expediency. The change has been highly gratifying to his Majesty's loyal subjects in these provinces. It cannot fail to contribute to the more rapid growth of their prosperity; and no proof has been offered, none can be adduced, that it has, in the smallest degree, injured any British interest. It is impossible that it should; it is not in the nature of things, that whatever tends to increase the wealth and population of these valuable provinces, should not, at the same time, conduce to the general prosperity of the Mother Country; so long as they continue a part of the British empire, and as long as they are treated, and by admitting the inhabitants of this extensive territory, as much as possible, into a participation of all the benefits of our own navigation and commerce; and not by treating them as we might a small Sugar island, interdicted from all intercourse with other countries, that we may expect to ensure their attachment, and to maintain them in a state of colonial connexion, alike beneficial both to us and to themselves.

It may be said, however, "whatever good reasons there may be for these measures of indulgence to British North America, why extend them to our Sugar colonies in the West Indies? Surely to them you may prescribe

any conditions, however exclusive, which the interests of the Parent State may require. They cannot help themselves, however rigid the rules of monopoly or dependence under which you may place them; and to open their ports, therefore, to the ships of other European nations, was, on your part, a wanton and gratuitous injury done to the Shipping Interest of this country." Admitting that we possess the power which this argument assumes, and without stopping to inquire how far, because one party is weak, and another strong, it is just to exercise such a power, if to the injury of the former, I maintain that, for the protection and security of British property in the West Indies, for the sake of the commercial interests of this country, and in strict furtherance of the true principles of our Navigation Laws, as those principles were understood and acted upon by our ancestors, the Government of this country was called upon, under the present circumstances of the world, to allow the nations of the north of Europe, subject to the conditions laid down in the Act of Parliament, to trade directly with our Sugar Colonies, and to conduct their trade with us, as they have done since the separation of the United States of America, the West Indies have drawn from that country their principal supplies of Gunpowder, Flour, Biscuit, and other articles of which they stand in need. At first, this intercourse was carried on under Orders in Council, and was confined to British shipping. But the Government of the United States, by degrees, imposed upon the British Ships engaged in this trade such restrictions, that, of late years, they have been nearly excluded from it, and by far the greatest proportion of it has been transferred to American Vessels. Yet, so necessary are supplies of this description to our West India Colonies, that, in the year 1822, an Act of Parliament was passed, legalizing the intercourse of American Ships; which, till then, had been carried on

by connivance, or under the sufferance of temporary Orders in Council. The principle being thus established, that our West India Colonies were to be at liberty to draw their necessary supplies from foreign states and in foreign shipping, the questions naturally arose:—Why are the United States to be exclusively favoured in this respect? Why are the states of Europe to be shut out from attempting a competition in furnishing the like articles? There appeared to me no reason for this exclusion, and many obvious ones why it should not be persevered in. In the first place, it was reported from all our Colonies that the United States, instead of taking in return for their produce, rum, molasses, and other products of our islands, had ceased to afford this relief to the planters, and that specie or bills upon England, were, of late years, the only terms of payment upon which American cargoes could be procured. Upon this ground alone, would it not have been worth while to try whether other countries, dealing in the like cargoes, would not be satisfied to take in payment a part of the surplus produce of our Colonies? And at any rate, where could be the mischief of such an experiment? In the second place, nearly the whole of the supplies from the United States, as I have already observed, were conveyed in American vessels. By an authentic Account, published in the United States, it appears that, in the year 1825, this trade gave employment to 101,604 tons of American shipping—an amount not much short of one-half of the total tonnage engaged in the trade between this country and our West India colonies. And here it may not be amiss to observe that, by this same Account, it appears, that the whole American tonnage trading to the West Indies (where the United States do not possess a single colony) exceeds the whole tonnage employed by this country in that trade;—not less than 115,481 tons

of American shipping being employed in the trade of Cuba alone. Now, I have always understood that the primary object of the Navigation Laws being to maintain for ourselves a great commercial marine, the next great principle of those laws was to prevent too great a share of the foreign carrying trade being engrossed by any one particular country. Was it, then, a subversion of our Navigation System to invite such powers as Prussia, Denmark, Sweden, the Hans Towns, &c. to participate with the United States, in the trade which we had permitted to the latter with our Sugar colonies? Which of those Powers is aspiring to raise a commercial marine, to preponderate over that of Great Britain? Which of those States is, year after year, augmenting its military marine, by building ships of war of the largest class? Which of those powers possesses a formidable navy, and is looking forward to the time when it expects to wrest from this country its sway upon the ocean? In the third place, was it prudent that the supply of our West India Colonies, in articles of first necessity, should depend upon the good-will of any one power, and that they should be exposed to the risk of all the inconveniences which a sudden interruption of that supply might bring upon them? These considerations were surely sufficient to induce His Majesty's Government to extend to other powers, the same facility of trading with our Sugar Colonies which had been granted to the United States. In doing so, it became our duty to revise the whole system of that trade. It appeared to us, for reasons which I have stated on a former occasion, that, without prejudice to any British interests, the colonies would be relieved and benefited, by affording a greater latitude to the trade between them and foreign states. To this trade we annexed conditions, alike for the United States and for

all other countries. The United States did not think proper to comply with these conditions; and all intercourse between them and the Colonies has, in consequence, ceased. This was their choice in declining our terms; but, since they were declined, I cannot say that, with a view to the interests of our Navigation, I regret the course which the policy of the American Government has forced us to adopt. It is with no unfriendly feeling towards the United States, that I make this statement. There is nothing in what has occurred which ought to give rise to such feelings on either side. They might have enjoyed, like others, the boon which we tendered equally to all, when we opened the trade with our colonies. We have no right to complain that they adhered to terms incompatible with the conditions on which we tendered that boon; neither can they complain, having made their option to decline our conditions, that the boon is withheld from them, and granted to other nations, by which those conditions were accepted.

But, say the Ship-Owners, you have done right in shutting out the Shipping of the United States from this trade. It is not of the Order in Council, issued for that purpose, that we complain. Our grievance is, that the interdiction is not equally extended to the Shipping of all other countries. Do these gentlemen recollect, that this would be placing our Sugar Colonies under a more severe system of exclusion, than has been applied to them at any period since the independence of the United States:—a system which, in spite of the wishes and policy of the Government, after the close of the first American war, it was found impossible to enforce. To enforce such restrictions now, would be to expose the British Sugar Colonies to the greatest distress. It is vain to contend, that, because we grant to them a monopoly of the British market for their staple productions, they ought in return to draw all the articles, of which

they stand in need, exclusively from this country. The monopoly granted to the West India planter is of little or no advantage to him. By conquests made during the last war, by cessions obtained at the last peace, you have extended your Sugar Colonies in such a degree, that the quantity which they now send to this country exceeds by 60,000 hogsheads (about one-fifth of the whole supply) the consumption of this country. This excess must be sold in the general market of Europe. The price which it will command in that market, it is obvious, must be regulated by the rate at which other Sugars of like quality (those of Brazil, Cuba, and the East Indies) can be afforded in the same market. It is equally obvious, that the price of this excess must determine the price of the other four-fifths, consumed in the United Kingdom. The monopoly, therefore, affords little, if any, substantial advantage to those upon whom it is conferred. They must be able to produce Sugar in competition with the foreign grower.

But, if they are exposed to this competition, the House will at once perceive, that it becomes necessary to afford them every reasonable facility in procuring, at moderate charges, those articles immediately necessary for the cultivation of their estates, which this country cannot supply, with sufficient regularity, and except at prices greatly exceeding those which are paid for the like articles in other countries, their rivals in the growth of Sugar. It is the duty of the Government to endeavour to regulate and balance the conditions of this foreign supply, on the one hand, with a reference to this last consideration (in which is involved the well-being of our Colonies); and on the other, to the interests of our own Navigation. It is on this joint principle, that the Law of 1825 was framed and submitted to Parliament. I have already shown that, since the passing of that law, there has been an increase, instead of a decrease, in the British Shipping trading to

our Sugar Colonies. Of the law, as far as it has hitherto operated, the Ship-Owner, therefore, has no right to complain; and it cannot, I think, be denied by any reflecting man, that, in the present state of our Colonies, we could not adopt towards them a more exclusive system of commercial policy, without the greatest risk of aggravating their present difficulties; and that to aggravate those difficulties, and to involve the planters in ruin, is not the best mode of permanently protecting and upholding the Shipping Interest of this country.

If these considerations cannot be lost sight of in reference to our Sugar Colonies, they apply, still more forcibly, to Newfoundland. The indulgence of trade granted to that Settlement has been denoted, in the most severe terms, as amounting almost to criminality on the part of the Government. What is the real state of the case? The value of this Settlement, it is well known, is derived altogether from the Fishery. The right of fishing on the coasts of that island, and in the adjacent waters, is shared with us both by France and the United States. Now, a very inconsiderable portion of the produce of the British fishery is consumed in this country. It is principally sold in foreign markets, where we have to encounter the competition of the Americans and the French, but more especially of the former. Our only chance of sustaining that competition, it has been found by recent experience, depends upon our giving every facility for supplying all the wants of our own fishermen upon the cheapest terms. It is upon this principle that we have allowed a free trade, without duty, to Newfoundland. We had to make our choice between this sacrifice, and the loss of the Fishery. By the alternative which Parliament has adopted, some injury, it cannot be denied, is sustained by those trades which heretofore had the exclusive supply of the Newfoundland Fishery with articles of British produce. These articles are now

furnished from the cheaper markets of the Continent. This will be manifest from the Return which I hold in my hand, of the Goods exported from Hamburg to Newfoundland, in the first six months of the last year, consisting of Flour, Biscuit, Salt Provisions, &c. But then this export took place in British ships, amounting to 5,456 tons, which were despatched from this country to Hamburg for that purpose. This export, therefore, was of no injury to our shipping. That the Newfoundland Fishery is one of its best means of encouragement is, I believe, generally allowed; and with this understanding, I think I have now said enough to prove, that the relaxation of our Navigation Laws, in the instance of Newfoundland, was necessary for the preservation of the Fishery, and was made, consequently, in furtherance of the Shipping interest, however much at variance with the rigid regulations and prohibitions of our ancient Navigation and Colonial System.

Another charge which has been adduced against me by the Shipping Interest is, the having opened the ports of British India to foreign ships. This charge is almost too ridiculous to be noticed. Do those who make it consider the East-Indies as they would some small distant colony, from which they could exclude all the rest of the world? Do they forget that other European nations have settlements on that continent—some of those settlements situated even on the shores of the Ganges itself? To have brought forward such a charge, only proves the monopolizing spirit, as well as the gross ignorance, of those by whom it has been made. This permission to Foreign States to trade with British India, instead of being one of the rash innovations of the present day, has existed, I believe, at all times, but certainly ever since the year 1797, when it was specifically provided for and regulated by an act of the 37th of the late

Act of the 37th of the late King, Chapter 10. Appendix, No. XII.

King; with a simple reference to which I shall at once dismiss this part of the subject.*

When it is recollected, that the Tonnage of our mercantile marine was nearly doubled in the course of the last war; that during a great part of that war, but especially in the latter years of it, there was the greatest excitement to Ship-building; that whilst the profits of freight were very high, little regard was paid to economy in the construction and repair of ships; and that upon the unexpected cessation of the war, between three and four hundred thousand tons were discharged from the public service; it cannot be matter of surprise, that we had more merchant ships than could find profitable employment, under all the changes in our situation produced by the restoration of peace. It must also be borne in mind, that our Merchant Ships were, from that time, no longer subject to the restraints and delays of convoy; and that other nations, of which the navigation had been altogether suspended by the war, not only resumed their former share in the commerce of the world, but began to use every means in their power to increase and promote their Shipping. The wonder is, not that the profits of Ship-Owners have been diminished with the diminution of demand, but that, under all these circumstances, this country has been able to maintain, up to the present time, its mercantile Tonnage, at an amount so very little below that at which it stood at the close of the war. That this is a fact cannot be denied. In my opinion, there would have been a much greater falling-off in our tonnage, and a much greater degree of distress among Ship-owners, if those alterations had not been made in our commercial policy, of which they shortsightedly complain; and it would have been better for their relief, if they had been adopted, at an earlier period after the restoration of peace. So far from their

* Appendix, No. XIII.

being innovations, rash and uncalled-for, I maintain, that they are either the necessary adaptation of our ancient principles to the new circumstances of the world; or real and substantive improvements, such as would have been made, twenty years sooner, but for the general subversion and confusion which grew out of the French war. They are only the following up of those principles of good-will and liberal commercial policy between nations, which Mr. Pitt inculcated, and, as far as possible, acted upon, from 1786, till he was forced into war by the progress of the French revolution. With the restoration of peace to the world, and of a settled order of things in Europe, it was fit, and for the interest of this country, that those principles and that policy should revive. That they were not lost sight of by those who had the greatest interest to see them adopted—I mean the enlightened Merchants and Ship-Owners of this country—I could prove, by abundant references to their proceedings, in 1814, 1815, and 1816. I shall content myself with quoting only one important document. I wish those who are now so clamorous against the general Warehousing System, and the other changes in our Navigation and Commercial Policy, which became necessary to carry that system into effect, would only read the Letter addressed to the Board of Trade by Mr. Buckle, so early as the 13th of July 1814.* Mr. Buckle was then Chairman of the Brazil Association of Trade: he has since been Chairman of the Ship-Owners' Association. The Letter is too long to be read by me on the present occasion; but every sentence of it is well worth perusal. Honourable Members will find it annexed to the First Report of the Committee on Foreign Trade, made to this House on the 18th of July 1820. The only thing to be regretted is, that the excellent suggestions contained in this Letter were not sooner adopted. I do

* Appendix, No. XIV.

not mention it as blame to any one, that they were not
 fully aware of the prejudices which, in many branches
 of our manufactures and commerce, stood in the way of
 the Warehousing System. As far as the manufacturers
 and merchants were concerned, they have since seen
 their error; and, owing principally to the exertions and
 perseverance of my right honourable friend, who with
 so much ability presided over the Committee of Foreign
 Trade in this House,* the Warehousing System, and most
 of the other Improvements growing out of the labours
 of that Committee, have since been carried into effect.
 It is not necessary for me, on this occasion, to explain
 more specifically the nature of these improvements.
 This duty has been so ably discharged, in the several
 Reports made by the Committee, and by another Com-
 mittee which sat on the same subject in the House of
 Lords, that I shall merely refer to the Reports them-
 selves, not only for the best justification of the measures
 which they recommend, but as entitling the authors of
 those Reports to the approbation and gratitude of the
 country. I may, however, be permitted to observe,
 that to criticize these improvements as so many insulated
 measures, without reference to their bearings, the one
 upon the other, as parts of one connected system, is a
 most unfair mode of dealing with those Reports. For ex-
 ample, the honourable Member for Northumberland has
 told you of the great boon which has been gratuitously
 granted to Foreign Ships, by lowering the Light and
 Harbour Dues to which they were liable, and of the
 expense which has been incurred out of the public
 revenue for that purpose. But, how could we expect to
 make this country the emporium of the commerce of the
 world, if these heavy exactions were to be levied from
 all Foreign Vessels visiting our ports; especially if there
 exist other emporia, equal, or nearly equal, in conve-
 nience (Antwerp for instance), where such exorbitant
 dues are not demanded? Indeed, I am surprised that any
 gentleman, who has ever looked into the Evidence taken
 before the Committee on this subject, should for a mo-
 ment object to the reduction of these charges. They
 there stand condemned by almost every Merchant and
 Ship-Owner examined, on grounds more cogent than
 those of mere commercial policy. It was proved that,
 from the dread of these enormous dues, Foreign Ships,
 sailing along our coasts, or through the Channel, were
 deterred, even when in distress, from putting into a
 British port; that shipwreck, attended not only with the
 loss of property, but of lives, was frequently incurred in
 struggling with adverse weather, because the captains
 of Foreign Ships were forbidden by their Owners to
 expose them to the ruinous expense contingent upon
 seeking shelter from a storm, within the inhospitable
 limits of any English harbour. Is this a state of things,
 which, for the honour of England, any man is anxious to see
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 most selfish calculation, there was more lost than gained
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 urging any further argument against it in a British
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 and that, in giving up the latter, there did not exist the
 same necessity for abrogating the former, under what is
 called the Reciprocity System. I grant that the neces-
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 that other powers have a right to retaliate these discrimi-
 nating duties, either upon British goods, or British
 Ships, visiting their ports;—if the fact cannot be denied,

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 Ships, visiting their ports;—if the fact cannot be denied,

that some of these powers—Prussia, in particular—had actually exercised this right of retaliation, and that there was no reason to expect that she would desist from that exercise, or that other States would not follow her example, then I say, that the interests of this country required of us to put an end to this system of commercial hostility, by acquiescing in an arrangement for the mutual abrogation, on both sides, of these discriminating duties.

As I have already, more than once, both officially, and in my place in this House, stated the principles which have guided his Majesty's Government in these transactions, I will not now dwell upon them. I shall content myself with noticing one or two mistakes which have been most prevalent upon the subject, among the Ship-Owners and their advocates, and which have been more or less pressed into the service of my gallant Friend this evening. It has been assumed, that I am the author of the Reciprocity System, and that Prussia was the first power with which we stipulated for its adoption. I agree with those who have fallen into this error that, if you once consented to the removal of the discriminating duties in respect to one power, you could not, upon principle, refuse it to other powers. But when I add, that we stipulated for this removal—first, with Portugal and Brazil in 1810; secondly, with the United States of America in 1815; those who cast all the blame upon the Treaty with Prussia, which was not entered into till 1824, will see how little I had to do with creating either the first or second precedent, whilst they admit that one was sufficient to take away all fair ground for refusing to enter into a like arrangement with all other powers. I am the more glad to have had an opportunity of recalling to the recollection of the House the course of these transactions, as it has been recently observed, in another place, by one nearly allied to a late noble Lord, who

held a very prominent situation in the councils and diplomacy of this country from 1810 to 1822; that, during his administration, the Shipping Interest was protected from the ruinous innovations which have since been so rashly introduced into our Navigation Laws, and our Reciprocity Treaties. I can only say, that the two first Reciprocity Treaties were entered into under the administration of that noble Lord; that all the changes, without any exception, made in our Navigation Laws, in furtherance of the Reports of the Committee on Foreign Trade (and these include all the principal changes which have taken place), had his entire concurrence and support in this House, as they had, I believe, of every other member of the Cabinet to which that noble Lord belonged. In respect to any further alterations which have been made, either in the laws of Commerce or of Navigation, since I have held my present office, I boldly affirm, that I am not aware of there being any difference of opinion between my Colleagues and myself respecting them; and of this I am quite certain, that they were cordially approved of by my noble Friend, till lately at the head of his Majesty's Councils.

I have thought this explanation, Sir, just to others, as well as due to myself. In my judgment, all the measures in question were called for by the circumstances of the times in which we live, and by a due regard to the true interests of the country. But, whatever be the merits or demerits of the System which I uphold, I owe it to truth to claim in it no more than my own share. That share consists in having followed, according to the best of my judgment, the path which I found chalked out by Committees of Parliament, and by other and more able men than myself, who had preceded me in the administration of the commercial concerns of this country.

To revert to the Reciprocity Treaty with Prussia. My gallant Friend has talked of it as a gratuitous concession

to that power, for the making of which I had, on a former occasion, justified myself by this childish reason—that without it, “the Shipping of Prussia would have been ruined.” A more complete, and, let me add, foolish perversion of any argument never was attempted; and I am only surprised that my gallant Friend should have condescended to borrow it from the miserable scribblers on this subject, who have not scrupled to use it out of doors. Does my gallant Friend mean to adopt their insinuation, that I sacrificed a great British interest to a morbid feeling of compassion, or, what some of those hirelings would fain wish to have understood,—to a corrupt sensibility for Prussian Ship Owners? Prussia issued her Edict imposing discriminating duties, not upon British Shipping, as British, but alike upon all Shipping belonging to countries which levied discriminating duties upon the ships or goods of Prussia. Great Britain was not even specifically adverted to in the Edict,—neither was it communicated to us at all by the Prussian Government. The communication came from our own Minister and Consuls, accompanied with the loud complaints of our merchants. We addressed remonstrances to Prussia. Her answer was: “This is a municipal regulation with which you have no right to interfere. The discriminating duties of other countries are ruinous to our Shipping. In the port of Dantzic, which, some years ago, had 108 large ships, there now only remain 55 of smaller dimensions. We have followed your example, to protect this remainder from ruin.” It was with a reference to this reply that I stated, there was no hope of procuring the repeal of the Prussian discriminating duties, so long as we persevered in our own.

This reply has been characterized as the “insolent dictation of a petty German prince,” to which our rejoinder should have been from the mouths of our can-

non, rather than submit to the cowardly sacrifice of any of our commercial monopolies. Those who hold such language, and recommend such expedients, have a very different notion of what becomes the dignity and honour of this country from the feelings which I, and, I trust, those whom I am now addressing, entertain upon this subject. I pass over, as unworthy of notice, the indecorous expression applied to a sovereign in alliance with this country, and with all the great powers of Europe. But I hope I shall never bear any share in the councils of England, when a principle shall be set up, that there is one rule of independence and sovereignty for the strong, and another for the weak;—when, abusing its naval superiority, England shall claim for herself, either in peace or war, maritime rights which she refuses to acknowledge in other States, or shall, under any circumstances, either neutral or belligerent, impose upon others obligations, from which she claims, under the like circumstances, to be herself exempt. To act as if there were one rule of international law for ourselves, and a different rule for other states, would be not only monstrous injustice, but the only course, I verily believe, by which our maritime power could be brought into jeopardy! Such a pretension would call for and warrant a combination of all the world to defeat it; and it is only from such a combination, acting together in a just cause, that this country can have any thing to apprehend. The same parties, who are so flippant in recommending retaliation and violence against Prussia, tell us, that our Commerce would sustain little or no loss, even if we were to interrupt all intercourse with that country;—that the whole annual consumption of British produce and manufactures in the dominions of Prussia does not exceed £400,000; and that, owing to prohibitions and high duties upon our goods, even that paltry amount is diminishing every year. All this statement is founded

either in wilful misrepresentation, or the most gross ignorance. Within these few days there has been laid upon the table of the House a document, shewing that the value of British Goods* which entered the Prussian dominions in 1823, instead of being £400,000, was upwards of seven millions sterling. This Account, it is true, is formed upon the price of the goods at their entrance into Prussia, and is, therefore, necessarily higher than their declared value upon exportation from this country, by the expenses of freights, carriage, insurance, mercantile profit, &c. But the quantity, as well as the value of the goods, is given in the Return, and upon those quantities it is easy to ascertain the English valuation; which after inquiry, I am warranted in stating would have been at least five millions for that year. The reason of this great difference between the actual Entries of British goods at the Prussian custom-houses, and the declared Export from this country direct to the ports of Prussia in the Baltic, is so fully explained in the Prussian document to which I have referred, that it is unnecessary for me to dwell upon it at present. But I cannot help observing that, from the geographical position of the Prussian territories, this power, in a great degree, commands the navigation of the Vistula, the Niemen, the Oder, the Elbe, the Weser, and the Rhine—that is, of all the great water communications by which the productions brought by sea are distributed over Germany, and through most of the central and eastern states of Europe.

But then, Sir, we are told of the Prussian prohibitions against, and high duties upon, British merchandize. What are the facts? First, the transit duties in Prussia are very moderate, not exceeding one-half per cent.: secondly, the duties on the internal consumption of British goods are what we should consider very low—upon most articles fluctuating from five to ten per cent.—

* Appendix, No. XV.

upon no one article, I believe, exceeding fifteen per cent.; and, thirdly, there is not, in the whole Prussian Tariff, a single prohibition. I trust that the time will come when we shall be able to say as much for the Tariff of this country. Then, Sir, to crown the whole, it appears by another Document,* laid upon the table within these few days, that, even in the last year, the Tonnage of the British vessels, which sailed from the ports of Prussia, was equal to much more than a moiety of the whole Shipping of Prussia which sailed from those same ports; and yet, in the madness of the spirit of monopoly, we are called upon to go to war, because we have not the other half, and to forego the benefits of a commerce such as that which I have now described! The population of Prussia, in its turn, is crying out for monopolies, and prohibitions against the manufactures and produce of this country. The Government, as we well know, has been beset by these clamours for many years; and, if it has not yielded, it is, I am convinced, because it has been expecting (and, as our recent policy has proved, not in vain) rather a gradual relaxation, than the addition of fresh restrictions, in our commercial system. Let the advice of the Ship-Owners be followed, and our commerce would not be long without feeling the baneful result.

I think I have proved, beyond the possibility of contradiction, that, if our Ship-Owners be in a state of distress, it is not a diminution of employment which has brought them into difficulty. It may be, and probably is, that there has been over-building in Shipping, as there has been over-trading in so many other branches of our national industry. I do not believe that there is a greater diminution in the present money-value of Shipping property, compared with its money-value in 1825, than there is, measured by the same standard,

* Appendix, No. XVI.

in all the fixed capitals vested in our manufactures—than there is in the raw materials consumed, or in the goods created, by those manufactures—than there is in houses and buildings of every description—than there is in the wages of the manufacturing labourers, taken upon an average throughout the kingdom. Among those artisans, whose labour is their only capital, recollect the case of the hand-loom weavers. They tell you, not that the profits of employment are diminished, but that they are thrown out of employment altogether, in consequence of inventions which they could not foresee, when they were brought up to this mode of gaining a livelihood. To those who are thus left destitute and without employment, by no fault of their own, you refuse a Committee;—and will you give it to those who complain, not of want of employment, but only that their employment, from causes which you cannot controul, is comparatively unprofitable? When I say *comparatively*, let it be recollected, that it has been stated in this House, that in 1825 the profits of the Ship-Owners, particularly in the Baltic trade, were very large, and that they, at least, had the good fortune to realize those profits, whilst the extravagant ventures which so much raised freights, have, in almost every instance, left nothing but heavy loss or total ruin to those who incautiously embarked in them.

As the course of my argument has led me to advert to the suffering and stagnation, which have now existed for so many months in the manufacturing districts, it will not be irrelevant to the immediate subject of our consideration, if I implore this House to be cautious how it listens to any suggestion, the effect of which might be to raise the cost of the raw materials employed in our principal manufactures. Let them recollect, that England is no longer the only country in Europe, in which the capitals embarked in great manufacturing

establishments are considered to be secure—no longer the only country in which commerce and industry are respected, and even honoured by the Government:—and that France, which, in 1817, imported only 60,000 bags of cotton, had an import of 216,000 in 1826;—that a formidable rival to our Cotton manufacture has recently sprung up in the United States of America, which already boast of consuming nearly one-fourth of the cotton grown in those States;—and that, whilst our manufacture of this article is exposed to the growing competition of France and America, it is with great difficulty that we are enabled to keep our ground against the Hardware, the Woollens, and the Linens of the Netherlands and Germany, in the general markets of the world.

It cannot be too strongly impressed upon our minds, that, whatever increases the agriculture, the trade, or the manufactures of the country, must eventually afford increased employment to our Shipping; whatever impairs or destroys those great interests, all connected, and dependent as they are, each upon the other, must, at no distant period, and by no doubtful consequences, undermine and weaken our commercial marine.

I could wish these truths to be seriously considered, not by the Ship-Owners alone, but by others who are equally disposed to find fault with that enlarged system of Commercial Policy which, recommended from the Throne, has, of late years, been steadily persevered in by Parliament. There are, I know, gentlemen in this House who condemn that policy; but I have never had the good fortune to hear from them any better argument, or any stronger objection, than is to be gathered from their authoritative declaration—“that they are decidedly against *Free Trade*.” I wish that some of these Honourable Members—the Honourable Baronet from Kent—

the Honourable Baronet from Somersetshire—or the Honourable Baronet from Suffolk, for instance, all of whom must have thoroughly considered this whole question, before they pronounced their judgments against it,—would have the goodness to tell us what they understand by “*Free Trade*.” I think myself entitled to make this claim on their courtesies, if not on my own part, at least on the part of the House; because I have distinctly stated to these Honourable Members, over and over again, the object, the drift, and the limits of the plan, upon which His Majesty’s Government is acting, in respect to all matters connected with our national industry and trade. These Honourable Members must be aware, that much valuable time is often lost in useless discussions, from want of preliminary explanation. Let them, then, give us their definition of “*Free Trade*,” to which they object, and tell us fairly what is the opposite policy—call it “*fettered Trade*,” or what they please—which they recommend. Are they desirous to limit trade and industry, as formerly, to Guilds and Corporations? Do they wish them to be confined to Chartered Companies and Monopolies? Are they anxious to restore some thousand or fifteen hundred Laws of absurd regulation and vexatious interference, which have been repealed? Is it their object, that the most experienced merchant should again be driven to the necessity, in conducting his ordinary business, of having a Lawyer always at his side, to construe those confused and discordant Statutes;—that, escaping the penalty of one law, he should fall under that of another, imposing conditions incompatible, or contradictory with the first; and that it should be left to the discretion of the Revenue Officer, either to punish these contradictions of the law, or to overlook them? In short, let them point out what it is that has been abolished, which they would restore—

what it is that is now permitted to be done, which they would no longer permit;—and what (if any thing) not now permitted, they would permit to be done. An explanation on these points might bring us to a better understanding; and, at any rate, if the three Honourable Baronets, who are so conspicuously opposed to Free Trade, would favour us with that explanation, coming from such quarters, it might, by throwing new light upon the subject, tend to enliven a very dry debate. But, whether these Honourable Members condescend, or decline, to answer these questions, I do entreat of them, and of others who may be co-operating with them, not to entertain the visionary expectation, that improvement, either in the civil or the commercial Policy of the State, can be arrested by their efforts. This country cannot stand still, whilst others are advancing in science, in industry, in every thing which contributes to increase the power of empires, and to multiply the means of comfort and enjoyment to civilized man. This country cannot stand still, so long as there exists a free Press out of doors to collect and embody, and a free discussion in Parliament to guide and direct, the influence of public opinion. When I speak of improvement, I mean that temperate and gradual melioration which, in every complicated and long-settled state of society, is the best preservative and guarantee against rash and dangerous innovation. To improvement of that description it is the duty of each of us to contribute to the utmost of his power. It is by acting steadily upon this principle, that we shall maintain the lofty position which we now hold in the civilized world. That position, with all the fame and influence which justly belong to it, England has acquired by having hitherto taken the lead in this noble career of usefulness and distinction. In that career we must go forward, impelled by the retrospect of past

associations, by a just sense of our present greatness, and by a due regard to the obligations, which both the past and the present impose upon us, towards those by whom we are to be succeeded. If there be any man, either in this House or in this country, insensible to these higher claims of public duty, and to be moved only by sordid considerations, even to that man I would say, that upon the most selfish calculation, England cannot afford to be in arrear of any other nation in the progress of useful improvement.

On the ground that no case has been made out for granting a Committee, I shall feel it my duty to take the sense of the House against the present motion.

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APPENDIX

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LIST OF APPENDIX.

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No. I.
AN ACCOUNT of the Total Number of Vessels, with the Amount of their Tonnage, and the Number of the 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 1814 to 1826, both inclusive; distinguishing the British from the Foreign.

YEARS.	ENTERED INWARDS From all Parts of the World.						CLEARED OUTWARDS To all Parts of the World.						
	BRITISH.			FOREIGN.			BRITISH.			FOREIGN.			
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	
In the Year													
1814	16,065	1,846,670	114,049	5,109	566,516	35,581	16,654	1,875,855	116,564	4,452	571,413	33,198	
1815	16,851	1,993,150	120,027	4,919	673,918	39,058	17,884	2,088,029	129,091	4,285	671,690	36,901	
1816	16,754	1,966,890	119,779	2,825	317,577	23,253	17,383	1,987,794	123,733	2,260	329,942	20,156	
1817	18,707	2,240,675	131,901	3,163	401,792	24,745	19,754	2,249,206	136,947	2,674	396,164	22,981	
1818	20,401	2,457,779	143,800	5,898	704,511	40,690	19,791	2,401,067	142,476	5,063	671,342	36,764	
1819	19,851	2,413,019	142,160	3,854	478,220	29,138	19,424	2,263,650	138,159	3,447	491,405	26,889	
1820	18,586	2,270,400	135,195	3,258	498,401	25,472	18,177	2,207,663	134,323	2,739	390,991	22,211	
1821	18,738	2,263,813	134,699	3,091	366,397	24,400	18,624	2,223,869	136,384	2,446	351,283	20,415	
1822	20,212	2,390,238	147,603	3,113	419,694	25,807	19,436	2,286,713	139,487	2,582	408,417	22,871	
1823	20,303	2,469,053	154,958	3,806	534,674	31,329	19,177	2,297,975	140,291	3,179	515,774	26,844	
1824	19,164	2,364,249	142,923	5,280	694,880	38,662	20,732	2,492,402	152,584	4,717	690,374	35,823	
1825	21,786	2,786,844	162,614	6,561	892,601	48,943	21,384	2,633,524	160,725	5,753	851,354	44,431	
1826	18,960	2,478,047	151,327	5,439	643,922	37,137	21,874	2,676,263	163,027	5,129	641,106	34,600	

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No. II.

A like RETURN, exclusive of the Trade between Great Britain and Ireland.

YEARS. In the Year	ENTERED INWARDS From all Parts, exclusive of Ireland.					CLEARED OUTWARDS To all Parts, exclusive of Ireland.					
	BRITISH.			FOREIGN.		BRITISH.			FOREIGN.		
	Vessels.	Tons.	Men.	Vessels.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1814	8,593	1,232,772	80,215	5,093	34,533	7,935	1,160,684	77,331	4,443	570,124	33,111
1815	8,389	1,312,817	82,832	4,917	39,045	8,282	1,311,716	84,481	4,283	671,335	36,876
1816	9,179	1,345,617	85,965	2,798	21,927	8,522	1,266,022	82,510	2,258	329,457	20,133
1817	10,751	1,561,544	93,501	3,152	399,836	10,224	1,486,436	93,175	2,671	395,549	22,949
1818	12,432	1,812,883	107,657	5,854	679,730	10,928	1,637,445	101,675	5,063	671,342	36,754
1819	11,276	1,713,134	102,064	3,803	499,938	9,673	1,468,155	92,007	3,447	491,405	26,889
1820	10,755	1,593,074	96,094	3,235	465,979	9,636	1,472,947	91,657	2,739	390,991	22,211
1821	10,208	1,516,258	92,722	3,063	362,734	9,358	1,422,862	89,709	2,444	359,850	20,398
1822	10,444	1,574,244	93,888	3,089	415,968	9,501	1,458,599	91,436	2,582	408,417	22,871
1823	10,698	1,668,336	108,027	3,758	528,720	9,240	1,483,592	91,938	3,179	515,774	26,844
1824	11,124	1,705,495	103,482	5,280	694,880	9,743	1,586,953	99,059	4,717	690,374	35,823
1825	12,807	2,027,469	116,704	6,561	892,601	10,403	1,711,169	105,001	5,753	851,354	44,431
1826	11,623	1,796,250	105,109	5,439	643,922	10,275	1,620,393	99,007	5,129	641,106	34,600

Office of Register General of Shipping,
Custom House, London,
26th April 1827.

T. E. WILLOUGHBY.

No. III.

AN ACCOUNT shewing the total Tonnage of British and Foreign Ships, which have entered Inwards and cleared Outwards from and to all Foreign Countries in each Year, from 1814 to 1826, both inclusive, excluding the British Colonies and Possessions in all parts of the World out of Europe.

Years.	Inwards.		Outwards.	
	British Tonnage.	Foreign Tonnage.	British Tonnage.	Foreign Tonnage.
1814	696,691	545,546	652,710	569,166
1815	732,506	654,651	714,494	671,252
1816	724,880	311,284	686,920	327,400
1817	923,571	399,223	836,438	392,514
1818	1,052,368	697,161	882,700	670,180
1819	897,501	469,888	708,711	489,125
1820	818,361	404,509	747,228	390,087
1821	775,486	362,584	707,419	349,933
1822	855,589	415,868	762,978	407,069
1823	866,187	528,155	734,598	519,634
1824	870,330	694,038	777,477	689,210
1825	1,171,063	892,058	867,624	849,158
1826	934,491	643,651	827,544	639,778

Note.—As no distinct account was kept of the trade with the foreign possessions in Asia previous to 1819, vessels trading with China are not included in the above return for the first five years.

T. E. WILLOUGHBY.

Office of Register General of Shipping,
Custom-House, London,
7th April 1827.

No. IV.

A RETURN of the Number of British and Foreign Ships, and of 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, between the Years 1814 and 1826, both inclusive.

Table with columns for BRITISH and FOREIGN ships and tonnage from 1814 to 1826. Includes sub-columns for Ships and Tonnage.

(Signed) T. E. WILLOUGHBY, Custom House, London, Register General of Shipping Office, 8th May 1827.

Table with columns for BRITISH and FOREIGN ships and tonnage from 1814 to 1826. Includes sub-columns for Ships and Tonnage.

Insp. Gen.'s Office, Custom-House, 20 Mar. 1827.—WM. IRVING.

No. V.

A RETURN of the Total Number of Loads of Timber imported into the UNITED KINGDOM in each Year from the Year 1784, from the British Provinces in North America and from the Baltic respectively; distinguishing the Quantity imported in British, from that imported in Foreign Ships.

Table with columns for Years, From the British Provinces in North America, and From the Baltic (In British Ships, In Foreign Ships, Total from the Baltic). Includes sub-columns for Loads and Feet.

Insp. Gen.'s Office, Custom-House, 20 Mar. 1827.—WM. IRVING.

No. V.—(Continued.)

A RETURN of the Total Number of Loads of Timber imported into GREAT BRITAIN in each Year, from the Year 1784, from the British Provinces in North America, and from the Baltic respectively; distinguishing the Quantity imported in British from that imported in Foreign Ships.

Years.	From the British Provinces in North America.	From the Baltic.		
	Imported exclusively in British Ships.	In British Ships.	In Foreign Ships.	Total from the Baltic.
	Loads. Feet.			Loads. Feet.
1785	739 2	—	—	105,227 14
1786	1,555 18	—	—	166,556 31
1787	1,083 1	—	—	181,752 35
1788	5,360 48	—	—	180,077 43
1789	2,202 31	—	—	168,018 45
1790	110 3	—	—	212,008 9
1791	2,500 33	In consequence of the destruction of the records, the Importations in British and Foreign Ships cannot be exhibited separately for the years prior to 1812.		191,529 30
1792	2,667 28			252,379 32
1793	2,664 38			179,223 14
1794	873 16			157,892 49
1795	235 2			138,685 15
1796	840 32			179,932 11
1797	1,206 45	—	—	113,663 24
1798	1,555 47	—	—	135,403 7
1799	1,989 41	—	—	140,426 1
1800	2,516 8	—	—	176,081 25
1801	3,099 27	—	—	147,363 5
1802	5,143 25	—	—	235,356 44
1803	11,809 0	—	—	257,932 13
1804	14,414 38	—	—	257,295 24
1805	12,899 28	—	—	229,141 25
1806	15,148 14	—	—	136,208 10
1807	26,181 3	—	—	198,513 47
1808	57,207 3	—	—	24,880 26
1809	83,503 40	—	—	52,057 2
1810	118,675 43	—	—	130,476 42
1811	151,437 27	Loads. Feet.	Loads. Feet.	120,579 49
1812	165,675 44	1,007 43	22,978 43	23,986 36
1814	49,051 13	42,637 28	68,615 16	111,252 44
1815	114,310 10	42,836 34	127,497 6	170,333 40
1816	144,960 11	27,914 27	33,463 2	61,377 29
1817	148,953 47	56,164 12	25,062 12	81,226 24
1818	225,513 17	76,577 0	54,380 38	130,957 38
1819	287,754 23	54,124 10	50,174 13	104,298 23
1820	279,346 44	41,340 34	18,335 36	59,676 20
1821	294,959 1	57,181 13	35,098 8	92,279 21
1822	306,899 18	73,650 41	54,162 19	127,813 10
1823	361,425 44	63,317 14	87,535 1	150,852 15
1824	371,696 26	74,024 19	108,635 17	182,659 36
1825	407,020 14	128,361 21	144,402 39	272,764 10
1826	389,607 25	66,597 35	60,022 27	126,620 12

Insp. Gen.'s Office, Custom-House, 14 Mar. 1827.—WM. IRVING.

No. V.—(Continued.)

A RETURN of the Total Number of Loads of Timber imported into IRELAND in each Year, from 1784 to 1826 inclusive, from the British Provinces in North America and from the Baltic, respectively, distinguishing the quantity imported in British from that imported in Foreign Ships.

Years.	From the British Provinces in North America.	From the Baltic.		
	Imported exclusively in British Shipping.	In British Ships.	In Foreign Ships.	Total imported from the Baltic.
	Loads.			Loads.
1785	50	—	—	9,858
1786	5	—	—	14,244
1787	7	—	—	18,176
1788	320	—	—	23,405
1789	10	—	—	11,512
1790	38	—	—	15,630
1791	36	—	—	17,543
1792	59	—	—	24,882
1793	—	—	—	10,517
1794	—	—	—	11,818
1795	—	—	—	8,699
1796	—	The quantities imported in British and in Foreign Ships respectively, are not distinguished in the records of the Irish Trade for the years prior to 1819.		19,187
1797	307	—	—	3,388
1798	52	—	—	5,639
1799	137	—	—	7,854
1800	89	—	—	13,250
1801	—	—	—	11,407
1802	—	—	—	17,316
1803	324	—	—	22,618
1804	421	—	—	18,134
1805	119	—	—	19,576
1806	972	—	—	7,846
1807	380	—	—	15,123
1808	3,260	—	—	1,884
1809	7,326	—	—	2,563
1810	6,638	—	—	5,150
1811	2,845	—	—	4,186
1812	6,120	—	—	3,190
1813	1,704	—	—	24,306
1814	1,721	—	—	15,037
1815	7,876	—	—	24,170
1816	8,509	—	—	18,508
1817	13,639	—	—	5,489
1818	21,540	Loads.	Loads.	10,928
1819	33,461	4,392	10,547	14,939
1820	27,728	2,113	4,052	6,165
1821	22,031	3,568	3,355	6,923
1822	38,713	2,467	6,968	9,435
1823	22,293	822	9,798	16,620
1824	43,582	3,165	10,076	13,241
1825	60,603	8,274	5,833	14,107
1826	66,089	20,979	8,479	29,458

Insp. Gen.'s Office, Custom-House, 20th Mar. 1827.—WM. IRVING.

No. V.—(Continued.)

AN ACCOUNT of the Amount of the Duties levied upon Timber, Deals, and other Articles of Wood, imported from the British Provinces in North America, in each of the last three Years; stating also, the Amount of Duties which would have been paid upon such Timber, Deals, and other Articles, if they had been imported from the Baltic.

	Amount of Duty paid in the United Kingdom on Timber, Deals, and other Articles of Wood imported from the British Provinces in North America.			Amount of Duty which would have been received on the same Articles, if they had been charged with the Rates of Duty payable on similar Articles imported from the Baltic.		
	£.	s.	d.	£.	s.	d.
Year ended 5 Jan. 1825	218,117	14	1	1,444,140	16	0
Do. 1826	244,868	9	11	1,653,947	10	11
Do. 1827	241,045	12	10	1,519,636	1	1

WILLIAM IRVING,
Inspector General of Imports and Exports.
Inspector General's Office,
Custom House, London,
28th March 1827.

No. VI.

A RETURN for the United Kingdom, of the Total Number of 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 1814 to the Year 1826, both inclusive, distinguishing each Year.

	INWARDS.		OUTWARDS.	
	Ships.	Tonnage.	Ships.	Tonnage.
In the Year 1814	798	242,082	874	269,149
1815	811	251,828	862	266,029
1816	749	236,149	728	220,240
1817	803	242,569	800	232,639
1818	858	246,932	828	232,510
1819	879	244,940	886	242,764
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

No. VII.

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

	INWARDS.		OUTWARDS.	
	Ships.	Tonnage.	Ships.	Tonnage.
In the Year 1814	433	88,247	689	131,195
1815	740	157,643	972	190,268
1816	880	197,364	876	177,786
1817	937	211,031	1,164	220,822
1818	1,290	294,940	1,524	318,129
1819	1,657	391,201	1,786	393,279
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

Custom House, London, T. E. WILLOUGHBY
Office of the Register General of Shipping,
12th April 1827.

No. VIII.

A like RETURN 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.

	INWARDS.		OUTWARDS.	
	Ships.	Tonnage.	Ships.	Tonnage.
In the Year 1814				
1815				
1816				
1817				
1818				
1819	152	75,633	97	51,118
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

Until the Year 1819, the trade to India and China was not distinguished, but kept under the general head "Asia."

No. IX.

A like RETURN from any Possessions, Settlements, or Territories, on the West Coast of Africa, including the Cape of Good Hope.

	INWARDS.		OUTWARDS.	
	Ships.	Tonnage.	Ships.	Tonnage.
In the Year 1814	37	8,519	48	9,922
1815	53	10,192	58	10,861
1816	42	7,207	68	13,517
1817	56	12,228	81	17,646
1818	62	13,652	73	15,366
1819	63	13,757	83	17,231
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

Custom House, London, T. E. WILLOUGHBY.
Office of the Register General of Shipping,
12th April 1827.

No. X.

A RETURN of the Number of 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 1814 and 1826, both inclusive, distinguishing each Year.

	Greenland and South Sea Fishery.	
	Vessels.	Tonnage.
In the Year 1814	142	45,575
1815	156	50,295
1816	164	52,099
1817	177	58,333
1818	198	63,254
1819	187	59,761
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

Custom House, London, T. E. WILLOUGHBY.
Register General Shipping,
12th April 1827.

No. XI.

AN ACCOUNT of the Tonnage of Vessels employed in the Coasting Trade, which have entered at, or cleared out from the Ports of Great Britain, from the Year 1823 to 1826, both inclusive.

Years.	Inwards.		Outwards.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
1823	110,566	7,899,602	113,962	8,139,278
1824	113,033	8,101,337	118,990	8,505,244
1825	113,206	8,300,756	118,060	8,184,421
1826	111,324	8,368,812	118,040	8,688,487

Note.—The vessels engaged in the "Irish Trade" are included in the above account.

Custom House, London, T. E. WILLOUGHBY.
Register General of Shipping Office,
23d March 1827.

No. XII.

Return of Exports in British Vessels from Hamburg to British Colonies in Six Months, ending 30th June 1826.

Number of Vessels.	TONNAGE.	COLONY.	ARTICLES EXPORTED.									
			Flour in Barrels.	Biscuit in Bags.	Pork in Barrels.	Beef in Barrels.	Butter in Firkins.	Pease in Barrels.	Oatmeal in Barrels.	Oats and Barley in Bags.	Potatoes in Barrels.	Hams in Barrels.
38	5,456	Newfoundland.	8,263	31,389	9,685	320	2,836	484	304	1,343	232	28

(Signed) HENRY CANNING.

No. XIII.

COPY of East-India Trade Act, 37 Geo. III. c. 117.

"WHEREAS by an act passed in the twelfth year of the reign of his late Majesty King Charles the Second, intituled an Act for the encouraging and increasing of Shipping and Navigation, it was enacted, that from and after the first day of December, one thousand six hundred and sixty, and from thenceforward, no goods or commodities shall be imported into or exported out of any lands, islands, plantations, or territories, to his Majesty belonging or in his possession, or which may hereafter belong unto or be in the possession of his Majesty, his heirs and successors, in Asia, Africa, and America, in any other ship or ships, vessel or vessels, than such as do truly and without fraud belong unto the people of England or Ireland, dominion of Wales, or town of Berwick upon Tweed, or are the built of and belonging to any of the said lands, islands, plantations, or territories, as the proprietors and right owners thereof, and whereof the master and three-fourths of the mariners at least are English, under certain penalties and forfeitures therein mentioned. And whereas it is expedient that the ships and vessels

of countries and states in amity with his Majesty should be allowed to import goods and commodities unto and to export the same from the British territories in India, subject to certain restrictions and regulations: be it therefore enacted by the King's most excellent Majesty, by and with the advice and consent of the Lords spiritual and temporal, and Commons, in this present Parliament assembled, and by the authority of the same, that from and after the passing of this act, and during the continuance of the exclusive trade of the United Company of Merchants of England trading to the East-Indies, and during the term for which the possessions of the British territories in India is secured to the said United Company, it shall and may be lawful for the ships and vessels of countries and states in amity with his Majesty, to import into and export from the British possessions in India, such goods and commodities as they shall be permitted to import into and export from the said possessions by the Directors of the said Company, who are hereby directed to frame such regulations for carrying on the trade to and from the said possessions and the countries and states in amity with his Majesty, as shall seem to them most conducive to the interest and prosperity of the said British possessions in India and of the British empire; and no ship or vessel belonging to any of the subjects of states or countries in amity with his Majesty, shall be liable to seizure, confiscation, or forfeiture, or other penalty, for exporting from or importing into the said British possessions in India, any goods or commodities, the importation or exportation of which respectively shall be permitted by the said regulation; any thing in the said herebefore recited act, of the twelfth year of the reign of King Charles the Second, to the contrary notwithstanding: Provided always, that it shall not be lawful for the Directors of the said United Company to frame any regulations for the conduct of the said trade, which shall be inconsistent with any treaty or treaties which shall have been or may be entered into by his Majesty, his heirs and successors, and any country or state at amity with his Majesty, or which may be inconsistent with any act or acts of Parliament which have been passed for the regulation of the trade and commerce of the said British territories in India."

No. XIV.

Copy of a Letter, dated 13th July 1814, from John Wm. Buckle, Esq. on behalf of the Brazil Committee, to the Lords Committee for Trade and Plantations, submitting the expediency of certain Alterations of the Revenue Laws, with a view of making this country an Entrepôt.

London, July 13th, 1814.

MY LORDS :

The very important changes in commercial affairs which have been produced by the treaties of peace just concluded, having been brought under the consideration of the Brazil Committee, they deem it their duty to submit to your Lordships their ideas upon the effects which the new order of things is likely to produce in the British trade to and from South America, and upon the expediency of an alteration in the Revenue Laws in respect of the existing restrictions upon, and prohibitions to the importation of certain articles from the continent of Europe.

Your Lordships are well aware that the effect, as was the intention of the Warehousing Acts, has been to make this country an entrepôt for the various articles of trade therein enumerated; and that the advantages thereof have been of the most important nature in every point of view, more especially as they have affected the interests of the Revenue, the Merchant, and Ship-Owner; it will, however, be evident to your Lordships, that the war had a direct and powerful tendency to further that great object, and that this cause having ceased, its influence, so far as depended upon the necessity which the foreign merchant and planter found himself under of sending his goods to this country, is at an end.

Happily, however, there yet exist some strong inducements to foreigners still to look to England as the country where, in general cases, both sales and purchases may be the most advantageously made; and provided that timely measures be adopted to prevent the trade from being diverted into other channels, and most confident hopes may be entertained that Great Britain will still continue to be the chief medium of commercial intercourse between all the nations of the world, whereby her pay-

ments on the continent of Europe will be materially facilitated.

With a view to this most important object, the Committee would submit to the wisdom of your Lordships, how far it has become necessary to extend the warehousing system to other foreign articles than those which the existing laws permit to be secured or bonded, free of duty, and with the least possible expense, for re-exportation, and which at present almost wholly consist of unmanufactured goods. So long as the war lasted, it was impossible for our late enemies to introduce their manufactures, in any considerable quantity, into the ports of Asia, Africa, or America; but now that every obstacle is removed, and that general tranquillity has been restored to the continent of Europe, the impediments to a direct communication with every part of the world, except to the British settlements (and so long as the blockade shall last to the United States), are completely removed: and the British manufacturer must therefore look to meet in future with the most active competition in those markets where, except in the occasional exportation of prize goods from hence, he was so lately without a rival.

The foreign European articles, from which it is conceived the most serious competition is to be apprehended, are plain linens, coloured ditto, glass-ware, cambrics, lawns, porcelain, clocks and watches, wrought silks and silk stockings, German hardware.

The first of these (except sail-cloth) may at present be warehoused for exportation, but are subject to duties that, under existing circumstances, operate a virtual prohibition on the importation. Linens form a principal feature in a cargo for the South American markets, and will therefore most certainly find their way direct from the ports of France, Germany, and Holland (unless inducements shall be offered to the previous importation of them into this country), especially as other foreign manufactured goods are to be obtained, of qualities and prices suited to form assorted cargoes for these markets, whereby the British manufacturers would be supplanted in a most serious degree.

But your Lordships will observe, that the evil would not stop here: a cargo of foreign manufactures exported, besides

giving activity to foreign capital and foreign shipping, would divert from its present channel the return cargoes of foreign produce that otherwise would be, for the most part, brought in British Shipping; whilst in the event of the requisite inducements being offered them, the foreign merchants of Europe, instead of looking to those distant markets, will have inducements to continue to make Great Britain the emporium of their commerce.

The Committee are not ignorant of the repugnance of the British manufacturers to the introduction, even for exportation alone (as proposed), of articles of foreign manufacture. But, under the circumstances set forth, it is humbly conceived that their objections are founded on an erroneous view of their own interest; not only for the reason assigned, that the foreign manufacture will find its way direct into those places where there is a demand; but because much of the capital arising from such warehoused foreign manufactures, and from the produce constituting their returns, may be expected to be expended in British goods; especially if, in the commercial treaty about to be formed, the powers of the Continent should agree upon a principle of reciprocity, as is practised in Portugal and Brazil, to admit our manufactures to benefits in their ports, equal to those which it is thus submitted it would be politic to extend to theirs, in the ports of Great Britain.

The Committee beg, in conclusion, to add, that should your Lordships concur in the sentiments which they have thus taken the liberty to lay before you, they submit to your Lordships, that it will be to the last degree important that the system should be acted upon with the least possible delay, and that, when acted upon, it should be with the least possible expense to the merchants sending their goods to this country for sale. The Committee are induced to impress the importance of despatch with the more earnestness, from having understood that, upon the remonstrance of the manufacturers of Scotch and Irish linens, your Lordships have expressed an opinion that it will be expedient to try for some time whether the effect of continuing the existing duty upon bonded plain linens, will be productive of those injurious consequences contemplated by the importers of foreign linens, and of which such serious apprehensions are entertained by this Committee; who fear that when

once the foreign merchant has been driven to find a distant market among the consumers of his goods, it will be then too late to realize those advantages which (unless he is driven to that necessity by our virtually prohibitory laws) may be expected, as the certain results of the immediate adoption of the measures which, with the most perfect deference to your Lordships' wisdom, they have thus felt it their duty to submit to your consideration.

I have the honour to be, &c.

(Signed) JOHN WM. BUCKLE.

The Committee beg, in conclusion, to add, that should your Lordships concur in the sentiments which they have thus taken the liberty to lay before you, they submit to your Lordships, that it will be to the last degree important that the system should be acted upon with the least possible delay, and that, when acted upon, it should be with the least possible expense to the merchants sending their goods to this country for sale. The Committee are induced to impress the importance of despatch with the more earnestness, from having understood that, upon the remonstrance of the manufacturers of Scotch and Irish linens, your Lordships have expressed an opinion that it will be expedient to try for some time whether the effect of continuing the existing duty upon bonded plain linens, will be productive of those injurious consequences contemplated by the importers of foreign linens, and of which such serious apprehensions are entertained by this Committee; who fear that when

No. XV.
 EXTRACT (Translation) of a Note from Baron Maltzahn, Minister Plenipotentiary of his Prussian Majesty, at the Court of Great Britain, dated 25th June, 1826, respecting British Produce and Manufactures imported into the Prussian States, in the Year 1823: Two Enclosures.

THE Undersigned Envoy Extraordinary and Minister Plenipotentiary of His Majesty the King of Prussia, in reference to his official note of the 19th of May last, has the honour to enclose to his Excellency Mr. Canning, &c. &c. a complete and detailed Statement of the value of such goods, being the produce and manufacture of the United Kingdom and of its Colonies, as were imported into the Prussian states, in the year 1823, for home consumption, and for transit to other states.

Although this statement has been prepared with all possible care, and although as the U. S. flatters himself, it is as exact as it can be made, it must, however, only be considered as coming near to the reality, for the books of the Prussian Custom-Houses contain no reference to the place of origin of the articles of merchandize, and the most considerable ports whence merchandize is imported from England into Prussia (that of Hamburgh, for instance) are not subject to Prussia. The statement in question is, however, compiled solely from the books of the Prussian Custom-Houses; nothing in it is exaggerated; where a doubt existed as to the origin of any given article, that article has been altogether omitted.

A considerable quantity of Liverpool salt, for instance, might undoubtedly have been added to the second column, it being notorious that this article is largely consumed in the Rhenish provinces; but as it was not known how many quintals of the salt imported by the Rhine, came from France and Portugal, all the salt imported through the Netherlands has been left out.

With the same degree of caution, such merchandize only as has been imported through the most direct channels from the United Kingdom into Prussia, has been comprized in this statement; as a proof of this, all importations by Malmedy, Aix-la-Chapelle, Duisbourg, and the Custom-Houses on the southern frontiers of the Prussian states, have been altogether omitted, although it is beyond a doubt that English goods are imported by these roads in considerable quantities, it being

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proved by the books, that 69,225 lbs. of English twist have been imported by the way of Frankfort on the Main.

The year 1823 has been selected in preference to any other, because the official returns of the imports of 1823 having been collected for other purposes, it has been found more practicable to draw up a correct table for this year, than, for instance, for the year 1825, and because the object of showing the extent of the sale of English produce, can be just as well attained, by a table of the Imports for 1823, as by a summary of those for 1825.

It being important that the rates at which the articles of merchandize have been valued in the enclosed list should be rightly understood, the U. S. has the honour to add a statement of the averages on which their valuation was founded.

These averages are computed from the prices-current in the markets of 1823; they of course include freight and duties, and must therefore differ widely from the English prices.

It is, among other facts, proved by the accompanying papers, that the Imports placed in the English returns under the head of "Germany," as also those headed "Holland" and "Flanders," belong for the most part to the Prussian states, all the English and Colonial merchandize which the Austrian states want, being imported through Trieste; and all that goes to the South of Germany being obliged to pass by the way of France, on account of the difficulties to which the trade and navigation of the Rhine are still exposed, and the heavy charges to which the conveyance of goods through the Netherlands is subjected by the necessity of loading and unloading, and the expense of carriage. The amount of these Imports ought therefore to be added to the small sum of £468,463, at which the English official return of the 10th April last rates the Imports into Prussia from England and Scotland, and which is in fact not equal to one-third of the value of one item of Import into Prussia from England taken by itself, namely, the article of twist.

To His Excellency Mr. Canning,
 &c. &c. &c.

A complete

A complete and detailed STATEMENT of the Value of such Goods, being the Produce and STATES, in the Year 1823, for Home

DESCRIPTION of the MERCHANDISE.	1. Direct from England into all the PRUSSIAN PORTS.	2. By way of the Kingdom of the Netherlands, and also by way of the Custom-house of EMMERICH.	3. By way of Bremen, and by the Custom-house of MINDEN.	4. By way of Lubeck, and also by the Custom-house of SALZWESEL.
No.	Rix-dollars.	Rix-dollars.	Rix-dollars.	Rix-dollars.
I. RAW MATERIALS.				
1. Cotton, raw.....	39,220	1,125,696	149,645	—
2. Wool, fine.....	1,500	—	—	—
3. Hides and Skins, raw.....	13,408	760,702	12,119	—
4. Train Oil.....	4,432	—	16,243	—
5. Dye-Wood.....	217,352	175,160	11,765	—
6. Indigo.....	255,750	1,384,578	54,592	—
7. Saltpetre.....	164,016	140,793	3,860	—
8. Lead.....	12,433	—	228	—
9. Iron.....	10,049	31,126	18,880	8,110
10. Copper.....	—	135,067	7,152	—
11. Tin.....	11,640	49,695	—	—
12. Hops.....	18,416	—	—	—
13. Tobacco, in leaf.....	7,440	190,143	38,498	—
14. Sundries, as { Cabinet-makers' Wood, Chemical Preparations, and Drysalter's Drugs }	52,400	63,200	7,400	4,200
	808,106	4,056,160	320,382	12,310
II. MANUFACTURES.				
15. Cotton Twist.....	49,661	2,514,770	10,298	2,137
16. Woollen Goods.....	68,789	—	4,008	—
17. Cotton Goods.....	424,939	—	14,531	—
18. Silk and Half Silk Goods.....	12,036	—	—	—
19. Iron Ware.....	83,035	—	—	—
20. Stone Ware and China.....	69,340	35,349	10,970	—
21. Hardware of every Description.....	23,365	—	9,650	—
22. Sundry, as { Books, manufactured Tobacco, Mechanical Instruments, Glass, Paper, &c..... }	31,000	—	36,000	900,440
	762,165	2,550,119	55,457	3,537
III. PROVISIONS.				
23. Herrings.....	352,020	—	4,341	—
24. Rum, Arrack.....	267,604	9,309	1,825	—
25. Wine.....	21,214	—	—	—
26. Sugar, Raw.....	101,557	141,095	44,740	—
27. Doce, Refined.....	310,551	383,548	13,891	—
28. Porter.....	87,732	—	—	—
29. Syrup.....	5,731	—	—	—
30. Coffee.....	1,198,934	822,541	20,290	—
31. Spices.....	125,876	37,018	9,231	—
32. Tea.....	1,800	49,320	22,877	—
33. Southern Fruits.....	4,928	—	—	—
34. Rice.....	65,564	148,257	—	—
35. Salt.....	450,810	—	—	—
36. Sea Coal.....	203,531	—	—	—
37. Sundry.....	16,900	—	—	—
	3,214,752	1,591,088	117,195	—
Add III. MANUFACTURES.....	762,165	2,550,119	55,457	3,537
Add I. RAW MATERIALS.....	808,106	4,056,160	320,382	12,310
TOTAL Amount.....	4,785,023	8,197,367	493,034	15,847

Adding all the Goods specified in direct Transit under No. 10, the sum of all Goods imported from England into the Prussian States, amounts to 49,741,945 Rix-dollars.
 * Besides from Frankfort a M. there was imported Cotton Twist, answering to 69,225 Dollars.
 † The total importation of Coffee in the Prussian States amounted, in the year 1823, to 9,829,943 Rix-dollars.

Manufacture of the United Kingdom and of its Colonies, as were imported into the PRUSSIAN Consumption, and for Transit to other States.

5. By way of Hamburg, and also by the Custom-house of WITTEMBERG.	6. By way of Mecklenberg, and also by the Custom-house of GRANSEE.	7. By way of Hanover, and by the Custom-house of HALBERSTADT.	8. By way of DENMARK.	9. TOTAL of Importations of ENGLISH GOODS.	10. Direct Transit from England by way of Bremen, Hamburg, Rostock, through PRUSSIAN STATES.
Rix-dollars.	Rix-dollars.	Rix-dollars.	Rix-dollars.	Rix-dollars.	Rix-dollars.
1,348,215	—	15,287	38,430	2,716,493	393,093
154,444	—	87,676	46,380	1,054,729	221,648
195,835	—	—	—	216,561	—
240,956	—	5,074	13,889	664,196	38,187
966,177	4,083	84,461	56,552	2,806,193	1,216,498
92,064	—	—	—	400,733	17,307
2,817	—	—	—	15,478	—
17,159	12,460	—	—	97,784	13,430
24,855	—	—	—	142,219	—
1,758	—	—	—	86,190	—
80,471	—	13,674	—	20,174	211,713
711,400	—	30,600	—	869,200	—
3,836,152	16,543	216,772	155,251	9,421,676	2,111,876
5,879,643	2,700	234,322	173,888	8,867,419	2,484,385
652,746	5,201	34,337	—	765,081	2,737,407
2,593,530	18,336	34,869	—	3,086,205	3,832,825
—	—	—	—	12,036	—
60,963	3,708	6,586	—	154,292	24,446
33,525	4,223	12,364	—	165,771	21,095
102,341	16,318	26,772	—	178,446	614,113
290,000	24,280	47,000	—	399,680	—
9,612,748	74,766	396,250	173,888	13,628,930	11,714,771
221,187	—	—	—	577,548	—
207,190	1,180	1,814	39,540	528,462	77,620
10,000	—	—	86,000	117,214	—
1,049,592	—	—	356,134	1,693,118	104,487
1,324,128	—	—	203,850	2,235,968	725,654
8,122	—	—	—	95,854	—
—	—	—	—	5,731	—
1,727,551	—	88,062	77,411	3,984,789	444,976
324,492	—	—	13,212	509,829	66,550
252,231	—	35,492	38,508	400,228	57,800
—	—	—	—	4,928	—
280,000	2,072	15,868	13,051	524,812	31,293
—	—	—	—	450,810	23,057
9,383	—	—	—	212,914	—
97,200	—	—	—	114,100	—
5,561,076	8,252	141,236	827,706	11,456,305	1,438,387
9,612,748	74,766	396,250	173,888	13,628,930	11,714,771
3,836,152	16,543	216,772	155,251	9,421,676	2,111,876
19,009,976	94,561	754,258	415,645	34,506,911	15,265,034

imported from England into the Prussian States, amounts to 49,741,945 Rix-dollars.
 Cotton Twist, answering to 69,225 Dollars.
 and the whole amount of what passed in transitu through the Prussian States, was 1,579,775 Dollars.

AVERAGE PRICES
Of the Merchandise specified in the Commercial and Statistical View.

1. Raw Materials		2. Manufactures.		3. Provisions.	
Per Cwt.	Rix. Dol.	Per Cwt.	Rix. Dol.	Per Cwt.	Rix. Dol.
Raw Cotton	40	Cotton Twist	100	Herrings	5
Fine Wool	100	Woolen Goods	250	Rum	15
Hides	30	Cotton do.	300	Wine	20
Skins	20	Silk do.	2,000	Porter	8
Trawl Oil	10	Iron Ware	15 & 40	Sugar, Raw	10
Dye Wood	5	Stone Ware	40	Do. Refined	20
Indigo	330	Porcelain	120	Syrup	15
Saltpetre	20	Hard Ware	150 & 500	Coffee	40
Lead	12			Spices	20
Iron	5 & 10			Tea	200
Copper	24			Southern Fruits	20
Tin	49			Rice	10
Hops	22			Salt	1
Tobaccoin Leaf	5			Sea Coal	11

No. XVI.

EXTRACT (Translation) of a NOTE from Baron Maltzahn, dated the 8th and 9th April 1827; enclosing a Return of all the Vessels which entered into and cleared out from Prussian Ports, in the Year 1826.

THE Prussian Government having given directions for making out an exact return of the Vessels which, in the course of last year, entered into the Prussian Ports and cleared out from them; and considering that it might prove of some interest to the British Government to be put in possession of this Statement, the undersigned Envoy Extraordinary and Minister Plenipotentiary of His Majesty the King of Prussia has been desirous to communicate this paper to his Excellency Mr. Canning, his Britannic Majesty's Principal Secretary of State for Foreign Affairs.

The undersigned, in enclosing it to his Excellency, has the honour to accompany this communication with the following observations.

While the tonnage of the Prussian vessels, which last year entered from all countries into the Ports of Prussia, amounts to 153,895 lasts, that of the British vessels rises to 79,926 lasts, that is to say, to nearly one-half of the tonnage of the national shipping. The tonnage of the Prussian vessels which sailed from the Ports of Prussia amounts to 149,326 lasts, and that of the English vessels makes 81,211 lasts, or much more than a moiety of the Prussian-built shipping. Of this number, there departed from the Prussian Ports only eleven English vessels in ballast, containing in the aggregate, 1,356 lasts, while 235 Prussian vessels, amounting to 73,708 lasts, sailed in ballast. The tonnage of English vessels that shipped cargoes in Prussian Ports, makes up a total of 79,855 lasts. Upwards of one-half of the 1,531 vessels of Prussia which sailed from the Ports of Prussia, returned to them in ballast, namely 847 vessels, computed at 95,111 lasts.

10, Hereford-street,
April 8, 1827.

(Signed) MALTZAHN.

His Excellency, Mr. Canning,
&c. &c. &c.

RETURN (Translation) of the Shipping which, in the course of 1826, to which the Vessels belonged, and

COUNTRY.	MEMEL.					
	Number of Ships.	Tonnage.	Laden.		In Ballast.	
			Ships.	Lasts.	Ships.	Lasts.
Denmark { Imports	38	2,260	8	432	30	1,828
Denmark { Exports	41	2,582	41	2,582	—	—
Mecklenberg { Imp.	—	—	—	—	—	—
Mecklenberg { Exp.	—	—	—	—	—	—
Hanse-towns { Imp.	10	438	9	406	1	32
Hanse-towns { Exp.	9	395	9	395	—	—
Russia { Imp.	—	—	—	—	—	—
Russia { Exp.	1	14	—	—	1	14
Sweden { Imp.	6	474	2	73	4	401
Sweden { Exp.	6	474	6	474	—	—
Norway { Imp.	16	665	15	594	1	71
Norway { Exp.	14	601	14	601	—	—
Great Britain { Imp.	343	44,669	20	2,463	323	42,206
Great Britain { Exp.	340	43,975	339	43,845	1	130
Hanover { Imp.	12	808	6	286	6	522
Hanover { Exp.	13	1,832	13	832	—	—
Oldenburg . . { Imp.	10	591	1	31	9	560
Oldenburg . . { Exp.	13	695	13	695	—	—
Netherlands . { Imp.	46	2,568	7	355	39	2,213
Netherlands . { Exp.	46	2,649	46	2,649	—	—
France { Imp.	—	—	—	—	—	—
France { Exp.	—	—	—	—	—	—
Portugal . . . { Imp.	—	—	—	—	—	—
Portugal . . . { Exp.	—	—	—	—	—	—
Spain { Imp.	—	—	—	—	—	—
Spain { Exp.	—	—	—	—	—	—
United States { Imp.	—	—	—	—	—	—
United States { Exp.	—	—	—	—	—	—
Total { Arrived	481	52,473	68	4,640	413	47,833
Total { Cleared out	483	52,217	481	52,073	2	144
TOTAL	964	104,690	549	56,713	415	47,977
PRUSSIA { Imp.	190	22,786	49	4,516	141	18,270
PRUSSIA { Exp.	190	22,641	189	22,505	1	136
TOTAL	380	45,427	238	27,021	142	18,406
Total { Arrived	671	75,259	117	9,156	554	66,103
Total { Cleared out	673	74,858	670	74,578	3	280
TOTAL	1,344	150,117	787	83,734	557	66,383

Entered into and Cleared out from Prussian Ports; distinguishing the Country the Ports to which they were bound.

COUNTRY	PILLAU.					
	Total of Ships Arrived.	Tonnage.	Laden.		In Ballast.	
			Ships.	Lasts.	Ships.	Lasts.
Denmark { Imports	38	1,596	35	1,509	3	87
Denmark { Exports	40	1,657	36	1,404	4	253
Mecklenberg { Imp.	—	—	—	—	—	—
Mecklenberg { Exp.	—	—	—	—	—	—
Hansetowns . . { Imp.	6	173	5	148	1	25
Hansetowns . . { Exp.	5	133	5	133	—	—
Russia { Imp.	7	278	7	278	—	—
Russia { Exp.	7	278	3	142	4	136
Sweden { Imp.	16	1,154	7	245	9	999
Sweden { Exp.	16	1,154	14	1,081	2	73
Norway { Imp.	8	441	8	441	—	—
Norway { Exp.	7	399	7	399	—	—
Great Britain { Imp.	55	5,196	9	749	46	4,447
Great Britain { Exp.	50	5,735	47	5,405	3	330
Hanover { Imp.	13	517	11	429	2	88
Hanover { Exp.	19	731	19	731	—	—
Oldenburg . . { Imp.	5	173	3	98	2	75
Oldenburg . . { Exp.	4	326	4	326	—	—
Netherlands . { Imp.	46	2,230	22	936	24	1,294
Netherlands . { Exp.	46	2,272	46	2,272	—	—
France { Imp.	—	—	—	—	—	—
France { Exp.	—	—	—	—	—	—
Portugal . . . { Imp.	—	—	—	—	—	—
Portugal . . . { Exp.	—	—	—	—	—	—
Spain { Imp.	—	—	—	—	—	—
Spain { Exp.	—	—	—	—	—	—
United States { Imp.	2	186	2	186	—	—
United States { Exp.	2	186	2	186	—	—
Total { Arrived	196	11,944	109	5,019	87	6,935
Total { Cleared out	196	12,871	183	12,079	13	792
TOTAL	392	27,815	292	17,098	100	7,717
PRUSSIA { Imp.	98	10,158	60	5,870	38	4,288
PRUSSIA { Exp.	98	11,602	91	9,968	7	1,634
TOTAL	196	21,760	151	15,838	45	5,922
Total { Arrived	294	22,102	169	10,889	125	11,213
Total { Cleared out	294	24,473	274	22,047	20	2,426
TOTAL	588	46,575	443	32,936	145	13,639

RETURN of the Shipping, which, in the course of 1826,

COUNTRY.		DANTZICK.					
		Total of Ships arrived.	Tonnage.	Laden.		In Ballast.	
				Ships.	Lasts.	Ships.	Lasts.
Denmark	Imports	44	2,246	31	1,189	13	1,057
	Exports	46	2,345	41	2,207	5	138
Mecklenberg	Imp...	8	676	3	184	5	492
	Exp...	10	946	10	946	—	—
Hanse-towns	Imp...	16	898	13	606	3	292
	Exp...	17	1,138	17	1,138	—	—
Russia	Imp...	3	363	3	363	—	—
	Exp...	2	317	—	—	2	317
Sweden	Imp...	14	894	12	564	2	330
	Exp...	13	859	10	749	3	110
Norway	Imp...	29	1,134	28	903	1	231
	Exp...	30	1,180	23	965	7	215
Great Britain	Imp...	219	25,152	10	858	209	24,294
	Exp...	219	26,638	219	26,638	—	—
Hanover	Imp...	83	6,349	21	1,140	62	5,209
	Exp...	83	6,522	83	6,522	—	—
Oldenburg	Imp...	13	455	1	20	12	435
	Exp...	10	470	10	470	—	—
Netherlands	Imp...	197	10,448	42	2,077	155	8,371
	Exp...	197	10,228	193	10,010	4	218
France	Imp...	—	—	—	—	—	—
	Exp...	—	—	—	—	—	—
Portugal	Imp...	—	—	—	—	—	—
	Exp...	—	—	—	—	—	—
Spain	Imp...	—	—	—	—	—	—
	Exp...	—	—	—	—	—	—
United States	Imp...	—	—	—	—	—	—
	Exp...	—	—	—	—	—	—
Total Arrived		626	48,615	164	7,904	462	40,711
Total Cleared out		627	50,643	606	49,645	21	998
TOTAL		1,253	99,258	770	57,549	483	41,709
PRUSSIA	Imp...	392	57,255	118	16,481	274	40,774
	Exp...	370	52,024	366	51,644	4	380
TOTAL		762	109,279	484	68,125	278	41,154
Total Arrived		1,018	105,870	282	24,385	736	81,485
Total Cleared out		997	102,667	972	101,289	25	1,378
TOTAL		2,015	208,537	1,254	125,674	761	82,863

Entered into and Cleared out from Prussian Ports, &c.—(Continued.)

COUNTRY.		STOLPEMUNDE.					
		Total of Ships arrived.	Tonnage.	Laden.		In Ballast.	
				Ships.	Lasts.	Ships.	Lasts.
Denmark	Imports	—	—	—	—	—	—
	Exports	—	—	—	—	—	—
Mecklenberg	Imp...	—	—	—	—	—	—
	Exp...	—	—	—	—	—	—
Hanse-towns	Imp...	—	—	—	—	—	—
	Exp...	—	—	—	—	—	—
Russia	Imp...	1	110	—	—	1	110
	Exp...	1	110	1	110	—	—
Sweden	Imp...	1	49	1	49	—	—
	Exp...	1	49	—	—	1	49
Norway	Imp...	—	—	—	—	—	—
	Exp...	—	—	—	—	—	—
Great Britain	Imp...	1	51	1	51	—	—
	Exp...	1	52	—	—	1	51
Hanover	Imp...	—	—	—	—	—	—
	Exp...	—	—	—	—	—	—
Oldenburg	Imp...	—	—	—	—	—	—
	Exp...	—	—	—	—	—	—
Netherlands	Imp...	1	112	—	—	1	112
	Exp...	1	112	1	112	—	—
France	Imp...	—	—	—	—	—	—
	Exp...	—	—	—	—	—	—
Portugal	Imp...	—	—	—	—	—	—
	Exp...	—	—	—	—	—	—
Spain	Imp...	—	—	—	—	—	—
	Exp...	—	—	—	—	—	—
United States	Imp...	—	—	—	—	—	—
	Exp...	—	—	—	—	—	—
Total Arrived		4	322	2	100	2	222
Total Cleared out		4	322	2	222	—	—
TOTAL		8	644	4	322	4	322
PRUSSIA	Imp...	32	1,091	26	798	6	293
	Exp...	31	1,040	14	574	17	466
TOTAL		63	2,131	40	1,372	23	759
Total Arrived		36	1,413	28	898	8	515
Total Cleared out		35	1,362	16	796	19	566
TOTAL		71	2,775	44	1,694	27	1,081

RETURN of the Shipping, which, in the course of 1826,

COUNTRY.	RUGENWALDE.					
	Total of Ships arrived.	Tonnage.	Laden.		In Ballast.	
			Ships.	Lasts.	Ships.	Lasts.
Denmark { Imports	7	199	1	21	6	178
Denmark { Exports	6	162	6	162	—	—
Mecklenberg { Imp. . .	—	—	—	—	—	—
Mecklenberg { Exp. . .	—	—	—	—	—	—
Hanse-towns { Imp. . .	—	—	—	—	—	—
Hanse-towns { Exp. . .	—	—	—	—	—	—
Russia { Imp. . .	—	—	—	—	—	—
Russia { Exp. . .	—	—	—	—	—	—
Sweden { Imp. . .	1	32	1	32	—	—
Sweden { Exp. . .	—	32	1	32	—	—
Norway { Imp. . .	—	—	—	—	—	—
Norway { Exp. . .	—	—	—	—	—	—
Great Britain { Imp. . .	—	—	—	—	—	—
Great Britain { Exp. . .	—	—	—	—	—	—
Hanover { Imp. . .	—	—	—	—	—	—
Hanover { Exp. . .	—	—	—	—	—	—
Oldenburg . . . { Imp. . .	—	—	—	—	—	—
Oldenburg . . . { Exp. . .	—	—	—	—	—	—
Netherlands . . { Imp. . .	—	—	—	—	—	—
Netherlands . . { Exp. . .	—	—	—	—	—	—
France { Imp. . .	—	—	—	—	—	—
France { Exp. . .	—	—	—	—	—	—
Portugal { Imp. . .	—	—	—	—	—	—
Portugal { Exp. . .	—	—	—	—	—	—
Spain { Imp. . .	—	—	—	—	—	—
Spain { Exp. . .	—	—	—	—	—	—
United States { Imp. . .	—	—	—	—	—	—
United States { Exp. . .	—	—	—	—	—	—
Total { Arrived	8	231	2	53	6	178
Total { Cleared out	7	194	7	194	—	—
TOTAL	15	425	9	247	6	178
PRUSSIA { Imp. . .	25	635	14	343	11	292
PRUSSIA { Exp. . .	25	628	15	406	10	222
TOTAL	50	1,263	29	749	21	514
Total { Arrived	33	866	16	396	17	470
Total { Cleared out	32	822	22	600	10	222
TOTAL	65	1,688	38	996	27	692

Entered into and Cleared out from Prussian Ports, &c.—(Continued.)

COUNTRY.	COLBERG.					
	Total of Ships arrived.	Tonnage.	Laden.		In Ballast.	
			Ships.	Lasts.	Ships.	Lasts.
Denmark { Imports	5	109	2	25	3	84
Denmark { Exports	5	109	5	109	—	—
Mecklenberg { Imp. . .	—	—	—	—	—	—
Mecklenberg { Exp. . .	—	—	—	—	—	—
Hanse-towns { Imp. . .	—	—	—	—	—	—
Hanse-towns { Exp. . .	—	—	—	—	—	—
Russia { Imp. . .	—	—	—	—	—	—
Russia { Exp. . .	—	—	—	—	—	—
Sweden { Imp. . .	1	67	1	67	—	—
Sweden { Exp. . .	1	67	—	—	1	67
Norway { Imp. . .	—	—	—	—	—	—
Norway { Exp. . .	—	—	—	—	—	—
Great Britain { Imp. . .	—	—	—	—	—	—
Great Britain { Exp. . .	—	—	—	—	—	—
Hanover { Imp. . .	—	—	—	—	—	—
Hanover { Exp. . .	—	—	—	—	—	—
Oldenburg . . . { Imp. . .	—	—	—	—	—	—
Oldenburg . . . { Exp. . .	—	—	—	—	—	—
Netherlands . . { Imp. . .	—	—	—	—	—	—
Netherlands . . { Exp. . .	—	—	—	—	—	—
France { Imp. . .	—	—	—	—	—	—
France { Exp. . .	—	—	—	—	—	—
Portugal { Imp. . .	—	—	—	—	—	—
Portugal { Exp. . .	—	—	—	—	—	—
Spain { Imp. . .	—	—	—	—	—	—
Spain { Exp. . .	—	—	—	—	—	—
United States { Imp. . .	—	—	—	—	—	—
United States { Exp. . .	—	—	—	—	—	—
Total { Arrived	6	176	3	92	3	84
Total { Cleared out	6	176	5	109	1	67
TOTAL	12	352	8	201	4	151
PRUSSIA { Imp. . .	53	1,595	34	678	19	917
PRUSSIA { Exp. . .	50	1,391	44	1,131	6	260
TOTAL	103	2,986	78	1,809	25	1,177
Total { Arrived	59	1,771	37	770	22	1,001
Total { Cleared out	56	1,567	49	1,240	7	327
TOTAL	115	3,338	86	2,010	29	1,328

RETURN of the Shipping, which, in the course of 1826,

COUNTRY.	SWINEMUNDE.					
	Total of Ships arrived.	Tonnage.	Laden.		In Ballast.	
			Ships.	Lasts.	Ships.	Lasts.
Denmark	Imports 69	3,094	58	2,469	11	625
	Exports 65	2,972	40	1,957	25	1,015
Mecklenberg	Imp. 3	224	3	224	—	—
	Exp. 6	432	3	297	3	135
Hanse-towns	Imp. 7	415	6	327	1	88
	Exp. 7	519	7	519	—	—
Russia	Imp. 1	98	—	—	1	98
	Exp. 1	98	—	—	1	98
Sweden	Imp. 17	1,131	16	1,040	1	91
	Exp. 17	1,131	6	394	11	737
Norway	Imp. 3	326	2	153	1	173
	Exp. 3	326	3	326	—	—
Great Britain	Imp. 17	2,061	15	1,841	2	220
	Exp. 17	2,061	11	1,216	6	845
Hanover	Imp. 9	322	5	191	4	131
	Exp. 9	322	9	322	—	—
Oldenburg	Imp. 8	215	7	183	1	32
	Exp. 6	164	6	164	—	—
Netherlands	Imp. 34	1,458	16	732	18	726
	Exp. 36	1,522	35	1,495	1	27
France	Imp. 1	70	1	70	—	—
	Exp. 1	70	—	—	1	70
Portugal	Imp. —	—	—	—	—	—
	Exp. —	—	—	—	—	—
Spain	Imp. —	—	—	—	—	—
	Exp. —	—	—	—	—	—
United States	Imp. 3	288	3	288	—	—
	Exp. 3	288	1	84	2	204
Total	Arrived 172	9,702	132	7,518	40	2,184
	Cleared out 171	9,905	121	6,774	50	3,131
TOTAL	343	19,607	253	14,292	90	5,315
PRUSSIA	Imp. 449	36,327	312	24,801	137	11,526
	Exp. 418	34,856	349	28,205	69	6,651
TOTAL	867	71,183	661	53,006	206	18,177
Total	Arrived 621	46,029	444	32,319	177	13,710
	Cleared out 589	44,761	470	34,979	119	9,782
TOTAL	1,210	90,790	914	67,298	296	23,492

Entered into and Cleared out from Prussian Ports, &c.—(Continued.)

COUNTRY.	WOLGAST.					
	Total of Ships arrived.	Tonnage.	Laden.		In Ballast.	
			Ships.	Lasts.	Ships.	Lasts.
Denmark	Imports 1	30	—	—	1	30
	Exports 1	30	1	30	—	—
Mecklenberg	Imp. —	—	—	—	—	—
	Exp. 2	198	—	—	2	198
Hanse-towns	Imp. —	—	—	—	—	—
	Exp. —	—	—	—	—	—
Russia	Imp. —	—	—	—	—	—
	Exp. —	—	—	—	—	—
Sweden	Imp. 12	474	12	474	—	—
	Exp. 12	474	2	106	10	368
Norway	Imp. —	—	—	—	—	—
	Exp. —	—	—	—	—	—
Great Britain	Imp. 1	82	—	—	1	82
	Exp. 1	82	1	82	—	—
Hanover	Imp. —	—	—	—	—	—
	Exp. 1	25	1	25	—	—
Oldenburg	Imp. —	—	—	—	—	—
	Exp. 4	71	4	71	—	—
Netherlands	Imp. 2	74	—	—	2	74
	Exp. —	—	—	—	—	—
France	Imp. —	—	—	—	—	—
	Exp. —	—	—	—	—	—
Portugal	Imp. —	—	—	—	—	—
	Exp. —	—	—	—	—	—
Spain	Imp. —	—	—	—	—	—
	Exp. —	—	—	—	—	—
United States	Imp. —	—	—	—	—	—
	Exp. —	—	—	—	—	—
Total	Arrived 16	660	12	474	4	186
	Cleared out 21	880	9	314	12	566
TOTAL	37	1,540	21	788	16	752
PRUSSIA	Imp. 46	3,324	19	1,275	27	2,049
	Exp. 48	3,768	35	2,535	13	1,233
TOTAL	94	7,092	54	3,810	40	3,282
Total	Arrived 62	3,987	31	1,749	31	2,225
	Cleared out 69	4,648	44	2,849	25	1,799
TOTAL	131	8,632	75	4,598	56	4,024

RETURN of the Shipping, which, in the course of 1826,

COUNTRY.		GREIFSWALDE.					
		Total of Ships arrived.	Tonnage.	Laden.		In Ballast.	
				Ships.	Lasts.	Ships.	Lasts.
Denmark . . .	Imports	4	428	—	—	4	428
	Exports	4	510	4	510	—	—
Mecklenberg	Imp. . .	—	—	—	—	—	—
	Exp. . .	1	109	1	109	—	—
Hanse-towns	Imp. . .	—	—	—	—	—	—
	Exp. . .	—	—	—	—	—	—
Russia	Imp. . .	2	65	1	35	1	30
	Exp. . .	2	51	1	30	1	21
Sweden	Imp. . .	10	642	8	435	2	207
	Exp. . .	10	643	1	161	9	482
Norway	Imp. . .	—	—	—	—	—	—
	Exp. . .	—	—	—	—	—	—
Great Britain	Imp. . .	11	1,089	2	203	9	886
	Exp. . .	11	989	11	989	—	—
Hanover	Imp. . .	6	99	5	52	1	47
	Exp. . .	5	93	4	87	1	6
Oldenburg	Imp. . .	—	—	—	—	—	—
	Exp. . .	—	—	—	—	—	—
Netherlands	Imp. . .	2	63	1	38	1	25
	Exp. . .	2	63	2	63	—	—
France	Imp. . .	—	—	—	—	—	—
	Exp. . .	—	—	—	—	—	—
Portugal	Imp. . .	—	—	—	—	—	—
	Exp. . .	—	—	—	—	—	—
Spain	Imp. . .	—	—	—	—	—	—
	Exp. . .	—	—	—	—	—	—
United States	Imp. . .	—	—	—	—	—	—
	Exp. . .	—	—	—	—	—	—
Total	Arrived	35	2,386	17	763	18	1,623
	Cleared out	35	2,458	24	1,949	11	509
TOTAL		70	4,844	41	2,712	29	2,132
PRUSSIA	Imp. . .	94	7,001	28	817	66	6,184
	Exp. . .	112	9,073	58	3,371	54	5,702
TOTAL		206	16,074	86	4,188	120	11,886
Total	Arrived	129	9,387	45	1,580	84	7,807
	Cleared out	147	11,531	82	5,320	65	6,211
TOTAL		216	20,918	127	6,900	149	14,018

Entered into and Cleared out from Prussian Ports, &c.—(Continued.)

COUNTRY.		STRALSUND.					
		Total of Ships arrived.	Tonnage.	Laden.		In Ballast.	
				Ships.	Lasts.	Ships.	Lasts.
Denmark	Imports	17	438	10	97	7	341
	Exports	17	508	8	394	9	114
Mecklenberg	Imp. . .	3	142	3	142	—	—
	Exp. . .	4	175	3	142	1	33
Hanse-towns	Imp. . .	2	45	2	45	—	—
	Exp. . .	1	18	1	18	—	—
Russia	Imp. . .	5	334	5	334	—	—
	Exp. . .	5	334	—	—	5	334
Sweden	Imp. . .	41	2,445	32	1,608	9	837
	Exp. . .	43	2,673	19	1,547	24	1,126
Norway	Imp. . .	1	67	1	67	—	—
	Exp. . .	1	67	1	67	—	—
Great Britain	Imp. . .	16	1,626	1	53	15	1,573
	Exp. . .	16	1,680	16	1,680	—	—
Hanover	Imp. . .	9	154	4	40	5	114
	Exp. . .	11	163	9	443	2	20
Oldenburg	Imp. . .	6	158	3	83	3	75
	Exp. . .	7	185	5	131	2	54
Netherlands	Imp. . .	5	181	—	—	5	181
	Exp. . .	5	181	5	181	—	—
France	Imp. . .	—	—	—	—	—	—
	Exp. . .	—	—	—	—	—	—
Portugal	Imp. . .	—	—	—	—	—	—
	Exp. . .	—	—	—	—	—	—
Spain	Imp. . .	—	—	—	—	—	—
	Exp. . .	—	—	—	—	—	—
United States	Imp. . .	—	—	—	—	—	—
	Exp. . .	—	—	—	—	—	—
Total	Arrived	105	5,590	61	2,469	44	3,121
	Cleared out	110	5,984	67	4,303	43	1,681
TOTAL		215	11,574	128	6,772	87	4,802
PRUSSIA	Imp. . .	195	13,723	67	3,205	128	10,518
	Exp. . .	189	12,303	135	8,407	54	3,896
TOTAL		384	26,026	202	11,612	182	14,414
Total	Arrived	300	19,133	128	5,674	172	13,639
	Cleared out	299	18,287	202	12,710	97	5,577
TOTAL		599	37,600	330	18,384	269	19,216

RETURN of the Shipping, which, in the course of 1826,

TOTAL OF THE PORTS.

COUNTRY.	Total of Ships arrived.	Tonnage.	Laden.		In Ballast.	
			Ships.	Lasts.	Ships.	Lasts.
Denmark	Imports 223	10,400	145	5,142	78	4,658
	Exports 225	10,875	182	9,355	43	1,520
Mecklenberg	Imp. . . 14	1,042	9	550	5	492
	Exp. . . 23	1,860	17	1,494	6	366
Hanse-towns	Imp. . . 41	1,969	35	1,532	6	437
	Exp. . . 39	2,203	39	2,203	—	—
Russia	Imp. . . 19	1,248	16	1,010	3	238
	Exp. . . 19	1,202	5	282	14	920
Sweden	Imp. . . 119	7,362	92	4,587	27	2,775
	Exp. . . 120	7,556	59	4,544	61	3,012
Norway	Imp. . . 57	2,633	54	2,158	3	475
	Exp. . . 55	2,573	48	2,358	7	215
Great Britain	Imp. . . 663	79,926	58	6,218	605	73,708
	Exp. . . 655	81,211	644	79,855	11	1,356
Hanover	Imp. . . 132	8,249	52	2,138	80	6,111
	Exp. . . 141	8,688	138	8,662	3	26
Oldenburg	Imp. . . 42	1,592	15	415	27	1,177
	Exp. . . 44	1,971	42	1,857	2	54
Netherlands	Imp. . . 333	17,134	88	4,138	245	12,996
	Exp. . . 333	17,027	328	16,782	5	245
France	Imp. . . 7	70	—	70	—	—
	Exp. . . 7	70	—	—	1	70
Portugal	Imp. . . —	—	—	—	—	—
	Exp. . . —	—	—	—	—	—
Spain	Imp. . . —	—	—	—	—	—
	Exp. . . —	—	—	—	—	—
United States	Imp. . . 5	474	5	474	—	—
	Exp. . . 5	474	3	270	—	—
Total. Arrived	1,649	132,099	570	29,032	1,079	103,067
Total. Cleared out	1,660	135,650	1,505	127,662	155	7,988
Total	3,309	267,749	2,075	156,694	1,234	111,055
Prussia	Imp. . . 1,574	153,895	727	58,784	847	95,111
	Exp. . . 1,531	149,326	1,296	128,746	235	20,580
Total	3,105	303,221	2,023	187,530	1,082	115,691
Total. Arrived	3,223	285,994	1,297	87,816	1,926	198,178
Total. Cleared out	3,191	284,976	2,801	256,408	390	28,568
Total	6,414	570,970	4,098	344,227	2,316	226,746

Entered into and Cleared out from Prussian Ports, &c.—(Continued.)

NAMES of the PORTS	Number of Ships.	Laden.		In Ballast.		Tonnage.	FOREIGN SHIPS.	
		Ships.	Lasts.	Ships.	Lasts.		Ships.	Lasts.
Memel	671	117	9,150	554	66,103	481	68	47,833
{ Imports								
{ Exports								
Pillau	673	676	74,578	3	280	483	481	144
{ Imp. . .								
{ Exp. . .								
Dantzick	294	169	10,889	125	11,213	196	109	6,925
{ Imp. . .								
{ Exp. . .								
Stolpenmunde	297	274	22,047	20	2,426	196	183	792
{ Imp. . .								
{ Exp. . .								
Rugenwalde	1,018	282	24,385	736	81,485	626	164	40,711
{ Imp. . .								
{ Exp. . .								
Colberg	997	972	101,289	25	1,378	627	606	998
{ Imp. . .								
{ Exp. . .								
Swinemunde	36	28	898	8	515	4	2	222
{ Imp. . .								
{ Exp. . .								
Wolgast	35	16	796	19	566	4	2	100
{ Imp. . .								
{ Exp. . .								
Swinemunde	33	16	396	17	470	8	2	178
{ Imp. . .								
{ Exp. . .								
Colberg	32	22	600	10	222	7	7	—
{ Imp. . .								
{ Exp. . .								
Swinemunde	59	37	770	22	1,001	6	3	84
{ Imp. . .								
{ Exp. . .								
Wolgast	56	49	1,240	7	327	6	5	67
{ Imp. . .								
{ Exp. . .								
Swinemunde	621	444	32,319	172	93,710	172	132	2,184
{ Imp. . .								
{ Exp. . .								
Wolgast	589	470	34,979	119	9,782	171	121	3,131
{ Imp. . .								
{ Exp. . .								
Greifswalde	62	31	1,749	31	2,235	16	12	186
{ Imp. . .								
{ Exp. . .								
Stralsund	69	44	2,849	25	1,799	21	9	566
{ Imp. . .								
{ Exp. . .								
Stralsund	129	45	1,580	84	7,807	35	17	1,023
{ Imp. . .								
{ Exp. . .								
Stralsund	147	82	5,326	65	6,211	35	24	509
{ Imp. . .								
{ Exp. . .								
Stralsund	300	128	5,074	172	13,639	105	61	3,121
{ Imp. . .								
{ Exp. . .								
Stralsund	299	202	12,710	97	5,577	110	67	1,681
{ Imp. . .								
{ Exp. . .								
Stralsund	322	297	87,816	1,926	198,178	1,649	570	103,067
{ Imp. . .								
{ Exp. . .								
Stralsund	3,191	2,801	256,408	390	28,568	1,660	1,505	7,988
{ Imp. . .								
{ Exp. . .								
Total	6,414	4,098	344,227	2,316	226,746	3,309	2,075	111,055

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