

A
DICTIONARY,
PRACTICAL, THEORETICAL, AND HISTORICAL,
OF
COMMERCE
AND
COMMERCIAL NAVIGATION:

ILLUSTRATED WITH MAPS AND PLANS.

BY J. R. M^cCULLOCH, ESQ.

SECOND EDITION,

Corrected throughout, and greatly enlarged :



WITH A SUPPLEMENT,
SUPPLYING THE DEFICIENCIES AND BRINGING DOWN THE INFORMATION
CONTAINED IN THE WORK TO

OCTOBER, 1835.

Tutte le invenzioni le più benemerite del genere umano, e che hanno sviluppato l'ingegno e la facoltà dell'animo nostro, sono quelle che accostano l'uomo all'uomo, e facilitano la comunicazione delle idee, dei bisogni, dei sentimenti, e riducono il genere umano a massa.

VERRI.

LONDON:
PRINTED FOR
LONGMAN, REES, ORME, BROWN, GREEN, AND LONGMAN.
MDCCCXXXV.

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“ Though immediately and primarily written for the merchants, this Commercial Dictionary will be of use to every man of business or of curiosity. There is no man who is not in some degree a merchant; who has not something to buy and something to sell, and who does not therefore want such instructions as may teach him the true value of possessions or commodities. The descriptions of the productions of the earth and water which this volume contains, may be equally pleasing and useful to the speculatist with any other Natural History. The descriptions of ports and cities may instruct the geographer as well as if they were found in books appropriated only to his own science; and the doctrines of funds, insurances, currency, monopolies, exchanges, and duties, is so necessary to the politician, that without it he can be of no use either in the council or the senate, nor can speak or think justly either on war or trade.

“ We, therefore, hope that we shall not repent the labour of compiling this work, nor flatter ourselves unreasonably, in predicting a favourable reception to a book which no condition of life can render useless, which may contribute to the advantage of all that make or receive laws, of all that buy or sell, of all that wish to keep or improve their possessions, of all that desire to be rich, and all that desire to be wise.”

JOHNSON, *Preface to Roll's Dict.*

LONDON:
Printed by A. SPOTTISWOODE,
New-Street-Square.

NEW AND GREATLY ENLARGED
S U P P L E M E N T.

OCTOBER, 1835.

N. B.—This Supplement embodies that issued in October, 1834. It is intended to supply deficiencies and correct errors in the Dictionary; to bring down the information contained in it to the latest period; and especially to point out whatever changes have been made in the laws respecting commerce, navigation, &c., since it was published. We intend publishing another Supplement in October, 1836; and we earnestly entreat our various friends at home and abroad to transmit to us, through Messrs. Longman and Co., such information as they conceive may enable us to correct, improve, or supply any article either in the Dictionary or in this Supplement. We shall carefully observe any stipulations as to the use of such communications.

ABATEMENT OF DUTIES.—No abatement is to be made, on account of damage on the voyage, from the duties payable on the following drugs, viz. cantharides, cocculus Indicus, Guinea grains, ipecacuanha, jalap, nux vomica, opium, rhubarb, sarsaparilla, and senna. — (4 & 5 Will. 4. c. 89. § 5.)

ALE AND BEER.—In consequence of the complaints, whether well or ill founded, of the inconveniences arising from the increase of beer shops—(see *Dict.* p. 14.), a material change has been made in the mode of licensing houses for the sale of beer. Under the act 1 Will. 4. c. 64.—(*Dict.* p. 14.), the commissioners of excise, or other persons duly authorised, were bound to grant licences, costing 2*l.* 2*s.* a year, to all persons not excepted in the act, empowering them to sell ale, beer, porter, cider, &c. to be drunk indifferently either on or off the premises. But the act, of 1834, 4 & 5 Will. 4. c. 85., made the obtaining of a licence to retail beer to be drunk on the premises contingent on the applicant being able to produce a certificate of good character, subscribed by certain persons rated at a certain amount to the poor: it has also raised the cost of such licence to 3*l.* 3*s.*; and reduced the cost of a licence to sell beer not to be drunk on the premises to 1*l.* 1*s.* We subjoin a full abstract of the act:—

Persons applying for a Licence to sell Beer to be drunk on the Premises, to deposit a Certificate of good Character, &c.—Every person applying for a licence to sell beer or cider by retail, to be drunk in the house or on the premises, shall, in addition to the application setting forth the particulars required by the act 1 Will. 4. c. 64., annually produce to and deposit with the commissioners of excise, collector, or other person authorised to grant such licence within the parish or place in which the person applying intends to sell beer or cider by retail, a certificate signed by 6 persons residing in and being and describing themselves to be inhabitants of such parish, place, &c., and respectively rated therein to the poor at not less than 6*l.*, or occupying a house therein rated to the poor at not less than 6*l.*, none of whom shall be maltsters, common brewers, or persons licensed to sell spirituous liquors or beer or cider by retail, nor owners or proprietors of any houses licensed to sell liquors, beer, or cider by retail, stating that the person applying for the licence is of good character; and at the foot of such certificate one of the overseers of the parish, township, or place shall certify (if the fact be so) that such 6 persons are inhabitants respectively rated as aforesaid; and such certificate shall respectively be in the form of the schedule annexed to this act: provided always, that in any parish, township, or district maintaining its own poor, in which there are not 10 inhabitants rated to their relief to the amount of 6*l.* each, or not occupying houses respectively rated to the poor at 6*l.* each (not being maltsters, common brewers, or persons licensed to sell spirituous liquors or beer or cider by retail), the certificate of the majority of the inhabitants of such parish, township, or district maintaining its own poor, as are rated to the amount of 6*l.* each, shall be deemed to be a sufficient certificate for the purposes of this act.—§ 2.

Penalty on Overseers.—Any overseer who shall, without due cause, refuse to certify that the persons who have signed the certificate are respectively rated to the poor's rate as aforesaid, to forfeit not more than 5*l.* — § 3.

Beer drunk in Sheds.—Any person licensed under the act 1 Will. 4. c. 64., to sell beer, cider, &c. not to be consumed on the premises, who shall employ, permit, or suffer any person or persons to take or carry any beer, &c. from his house or premises, to be drunk or consumed for his benefit or profit, in any other house, tent, shed, &c. belonging to, or hired, used, or occupied by such licensed person, such beer, &c. shall be held to have been consumed on the premises, and the person selling the same shall be subject to the like forfeitures and penalties as if it had been actually drunk or consumed in a house or upon premises licensed only for the sale thereof.—§ 4.

Billeting.—Provisions for billeting soldiers under mutiny acts to extend only to those licensed to sell beer or cider to be drunk in the house or on the premises, and not to extend to those licensed to sell beer not to be consumed on the premises.—§ 5.

Justices to regulate the Opening and Closing of Houses.—Justices in petty sessions are authorised to fix the hours at which houses and premises licensed to sell beer under this act shall be opened and closed; but any person thinking himself aggrieved by any such order may appeal at any time, within 4 months

from its date, to the justices in quarter sessions, on giving the justices making the order 14 days' notice of his intention; and the decision of the justices in quarter sessions shall be final: provided, however, that the hour to be fixed for opening any house shall not in any case be earlier than 5 o'clock in the morning, nor for closing the same later than 11 o'clock at night, or before 1 o'clock in the afternoon on Sunday, Good Friday, Christmas Day, or any day appointed for a public fast or thanksgiving; and the hours so fixed by the justices, with reference to the districts within their jurisdictions, shall be taken to be the hours to be observed and complied with under this act as fully as if the same had been specially appointed by it. — § 6.

Constables, &c. to visit licensed Houses. — All constables and officers of police are authorised to enter into all houses licensed to sell beer or spirituous liquors to be consumed upon the premises whenever they shall think proper; and if any person licensed as aforesaid, or any servant or person in his employ or by his direction, shall refuse to admit such constables, &c. into such house or premises, the person having the licence shall for the first offence forfeit and pay any sum not exceeding 5*l.*, together with the costs of conviction, to be recovered within 20 days before 1 or more justices; and it shall be lawful for any 2 or more justices, upon any person being convicted of such offence for the second time, to adjudge (if they think fit) that such offender be disqualified from selling beer, ale, porter, cider, or perry, by retail, for 2 years after such conviction, or for such shorter space as they may think proper. — § 7.

Penalty for making or using false Certificates. — Persons certifying any matter having reference to this act as true, who know the same to be false, or using any certificate, knowing the same to be forged, shall, on conviction of such offence before 2 or more justices, forfeit and pay the sum of 20*l.*; and every licence granted to any person making use of any certificate to obtain the same, such person knowing such certificate to be forged, or the matters certified therein to be false, shall be void to all intents and purposes; and any person using such certificate shall be disqualified for ever from obtaining a licence to sell beer or cider by retail. — § 8.

No Licence to be granted without a Certificate. — No licence for the sale of beer or cider by retail to be consumed or drunk in the house or on the premises shall be granted, except upon the certificate hereby required: provided, that in all extra-parochial places the certificate required by this act may be signed and given by inhabitants rated to the poor at 6*l.* in any adjoining parish or parishes. — § 9.

Retailers to produce their Licences on Requisition of 2 Magistrates. — In case any complaint be laid before 2 justices against any licensed person for an offence against the tenor of his licence, or against this act or the act 1 Will. 4. c. 64, the said justices may require such person to produce his licence before them for their examination; and if he wilfully neglect or refuse so to do, he shall forfeit for such offence any sum, not exceeding 5*l.*, the said justices shall think proper; and such person may be convicted, proceeded against, and dealt with for such offence in the same manner, *mutatis mutandis*, as is directed by the act 1 Will. 4. c. 64 with regard to persons guilty of a first offence against said act; and the penalty imposed for such offence is to be applied in the manner that a penalty for a first offence against said act is directed to be applied. — § 10.

Continuance of Powers, &c. — The powers, provisions, and penalties of 1 Will. 4. c. 64. to apply to persons licensed under this act, and to their sureties, &c. — § 11.

Act 1 Will. 4. c. 64. to continue in force, except as hereby altered. — § 12.

Duties on Beer Licences under the 1 Will. 4. c. 64. repealed, and new Duties granted in lieu thereof. — From and after the passing of this act, the duties payable on excise licences for the sale of beer by retail under the act 1 Will. 4. c. 64. shall cease, and in lieu of such duties there shall be paid upon the licences hereby authorised to be granted the duties following; viz.

For and upon every licence to be taken out by any person for the sale of beer by retail, not to be drunk or consumed in or upon the house or premises where sold, the annual sum of 1*l.* 1*s.*

For and upon every licence to be taken out by any person for the sale of beer by retail, to be drunk or consumed in or upon the house or premises where sold, the annual sum of 3*l.* 3*s.* — Sec. 13.

The duties to be under the management of commissioners of excise, and to be recovered and accounted for under the provisions of the act 1 Will. 4. c. 64. — § 14.

Not to affect Duty on Licences to retail Cider and Perry. — Nothing in this act shall affect the amount of duty payable under the 1 Will. 4. c. 64. on licences to retail cider and perry; but every such licence shall specify whether it be granted for the sale of cider and perry by retail not to be drunk in the house or premises where sold, or for the retail of the same to be drunk in the house or premises where sold. — § 15.

Licences under this Act not to authorise Persons to sell Wine. — No licence granted under the act 1 Will. 4. c. 64. and this act shall authorise any person to take out or hold any licence for the sale of wine, spirits, or sweets or made wines, or mead or methelgin; and if any person licensed under the act 1 Will. 4. c. 64. and this act shall permit or suffer any wine, spirits, &c. to be brought into his house or premises to be drunk or consumed there, or shall suffer them to be drunk or consumed in his house or premises, he shall, over and above any excise penalties to which he may be subject, forfeit 20*l.* — § 16.

Penalty on unlicensed Persons. — Such persons selling beer and cider by retail to be drunk off the premises, 10*l.*; to be drunk on the premises, 20*l.* — § 17.

Board over the Door. — Every person licensed to sell beer, cider, or perry, by retail, under the authority of the act 1 Will. 4. c. 64. and this act, shall, on the board required by the former act to be placed over his door, paint and keep thereon, after the words "licensed to sell beer or cider by retail," the additional words "not to be drunk on the premises," or "to be drunk on the premises," as the case may be, on pain of forfeiting the penalty imposed by such act for not having such board over the door. — § 18.

What is retailing of Beer, &c. — Every sale of beer, or of cider or perry, in any less quantity than 4*g.* gallons, shall be deemed and taken to be a sale by retail. — § 19.

Penalties for selling Spirit or Wine without Licence. — Persons licensed to sell beer or cider under the act 1 Will. 4. c. 64. and this act, who sell spirits or wine, sweets, &c. without being licensed, are liable to the penalties imposed by the laws of excise for selling spirits or wine, sweets, &c. without licence. — § 20.

Certificate not to be required for Houses in certain Situations, if Population exceed 5,000. — The before-mentioned certificate shall not be required as to any house situated within the cities of London and Westminster, or within any parish or place within the bills of mortality, nor within any city or town corporate, nor within the distance of 1 mile from the place used at the last election as the place of election or polling place of any town returning a member to parliament, provided that the population, determined according to the last parliamentary census taken in such city, town, &c., shall exceed 5,000: provided, that no licence for the sale of beer, ale, porter, cider, or perry by retail on the premises in the cities of London and Westminster, or in any parish within the bills of mortality, or in any such city or town corporate, or town returning a member to parliament as before mentioned, shall be granted after the 5th day of April, 1836, unless the house or premises specified as those in which beer or cider is intended to be sold shall be of the value of 10*l.* per annum. — § 21.

Service of Summonses. — Summonses or orders not legally served unless by some constable or other peace officer. — § 22.

Commencement. — Act shall commence and take effect from and after the 10th day of October, 1834. — § 23.

Form of Certificate referred to in § 2.

We, the undersigned, being inhabitants of the parish (or township, as the case may be) of _____ and rated to the poor at not less than 5*l.* per annum, and none of us being masters, common brewers, or persons licensed

APPLES. — BANKS.

to sell spirituous liquors, or being licensed to sell beer or ciders by retail, do hereby certify, That A. B., dwelling in street [here specify the street, lane, &c.] in the said parish [or township, &c.] is a person of good character.

[Here insert the day of signing the certificate.]

(Signed)

E. F.

G. H.

I. M.

L. N.

N. O.

P. Q.

[Here state the residence of each of the persons signing.]

I do hereby certify, That all the above-mentioned persons whose names are subscribed to this certificate are inhabitants of the parish [or township, &c.] of _____ rated to the relief of the poor of the said parish.

C. D.
[Overseer of the parish or township, &c.]
Date.

APPLES — Duty on, reduced from 4s. to 2s. a bushel. — (4 & 5 Will. 4. c. 89, § 15.)

BANKS.

BANKS: — An Account of the Amount of Bank of England Notes and Bank Post Bills in Circulation on the undermentioned days; distinguishing the Bank Post Bills, with the Aggregate of the whole. — (In continuation of the Account, *Dict.* p. 94.)

	Bank Notes.	Bank Post Bills.	Total.
1834. February 26.	17,391,600	1,535,850	18,927,450
August 26. -	17,862,570	1,392,740	19,255,310
1835. February 26.	17,036,790	1,475,960	18,512,580
August 26. -	16,912,910	1,273,920	18,186,730

Bank of England, 12th of October, 1835.

Quarterly Average of the Weekly Liabilities and Assets of the Bank of England, from June 30th, to Sept. 22d, 1835, published pursuant to Act 3 & 4 Will. 4. c. 98. § 8.

Liabilities.		Assets.	
Circulation - - -	£ 18,240,000	Securities - - -	£ 27,888,000
Deposits - - -	13,230,000	Bullion - - -	6,261,000
	31,470,000		34,149,000
	Rest - £ 2,679,000.		

BANK OF IRELAND. — Return of the Amount of the Notes of the Bank of Ireland (including Bank Post Bills) in Circulation at the undermentioned Periods. — (*Parl. Paper*, No. 435. Sess. 1834.)

1832. June 7. -	£ 3,975,322	s. d. 7 5	1834. January 2.	£ 3,990,841	s. d. 7 6
1833. January 3.	4,245,528	10 11	June 5. -	3,791,951	19 4
July 4. -	3,790,653	7 7			

JOINT STOCK BANKS. — Account of the aggregate Amount of Notes circulated in England and Wales, by Private Banks, and by Joint Stock Banks, and their Branches, distinguishing Private from Joint Stock Banks, between the 28th of June, 1834, and 26th of September, 1835; stated for each Quarter of the Year, as directed by 3 & 4 Will. 4. c. 83. — (*Parl. Paper*, No. 445. Sess. 1835, &c.)

Quarters ending.	Private Banks.	Joint Stock Banks.	Totals.
27 September 1834.	£ 8,370,423	1,783,689	10,154,112
28 December -	8,537,655	2,122,173	10,659,828
28 March 1835.	8,231,206	2,188,954	10,420,160
27 June -	8,455,114	2,484,687	10,939,801
26 September -	7,912,587	2,568,036	10,480,623

BANKS (AMERICAN). — It appears from the statement (*Dict.* p. 110.) extracted from Mr. Gallatin's pamphlet, on the currency of the United States, that (exclusive of the Bank of the United States) there were, on the 1st of June, 1830, in the Union, 330 banking establishments, possessed of an aggregate paid-up capital of 110,101,898 dollars. During the ensuing five years, no fewer than 184 new banks were set on foot over and above those that had failed or been given up; making, on the 1st of January, 1835, a total of 514 banking establishments, which are reported to have possessed an aggregate paid-up capital of 203,553,860 dollars. We subjoin an

Account of the Number of State Banks, in each State of the Union, exclusive of Branches; with the aggregate Amount of their paid-up Capital on the 1st of January, 1835.

States.	No. of Banks.	Capital paid up.	States.	No. of Banks.	Capital paid up.
Maine - - - - -	28	\$ 2,747,000-00	Georgia - - - - -	13	6,534,691-02
New Hampshire - - -	24	2,454,508-00	Alabama - - - - -	2	4,308,307-03
Vermont - - - - -	17	911,080-00	Mississippi - - - - -	3	7,000,000-00
Massachusetts - - -	102	28,256,250-00	Louisiana - - - - -	10	25,664,755-00
Rhode Island - - -	51	7,438,848-00	Tennessee - - - - -	3	7,000,000-00
Connecticut - - - -	21	5,708,015-00	Kentucky - - - - -	4	6,275,418-60
New York - - - - -	87	31,646,470-00	Ohio - - - - -	29	8,862,625-00
New Jersey - - - -	22	6,375,000-00	Indiana - - - - -	2	1,750,000-00
Pennsylvania - - -	41	17,084,444-51	Illinois - - - - -	1	300,000-00
Delaware - - - - -	4	2,000,000-00	District of Columbia -	7	2,435,305-00
Maryland - - - - -	19	9,270,009-67	Florida territory - - -	6	1,850,000-00
Virginia - - - - -	4	5,894,500-00	Michigan ditto - - -	3	2,250,000-00
North Carolina - - -	3	1,824,725-00			
South Carolina - - -	8	9,381,318-60	Totals -	514	203,553,859-88

It should, however, be observed, that the account of capital is in some instances from estimate only; and that even when actual returns are obtained, they are not always to be depended on. — (*Circular by A. H. Palmer, 31st of Jan. 1835; Pitkin's Statistics of the United States in 1835, p. 450, &c.*)

BANK OF UNITED STATES. — Contrary to our anticipations (*Dict. p. 109.*), the President has succeeded in his struggle with this establishment. Its charter will terminate in 1836; and there is now no chance of its being renewed. Our opinion of the policy of this proceeding continues unchanged. No impartial person can doubt that the institution of the United States Bank has been productive of much advantage, by equalising the currency of the different States; and by materially mitigating the pernicious consequences resulting from the very defective state of the banking system in most parts of the Union.

BARILLA. — The duties on barilla used in the bleaching of linen are to be repaid to the persons using it, under such regulations as the commissioners of customs may issue. — (*4 & 5 Will. 4. c. 89. § 14.*)

BOOKS. — Under the late law, such books as might be imported were admitted, provided they were of editions printed in or since the year 1801, on payment of a duty of 5*l.* a cwt.; but this duty has been reduced to 2*l.* 10*s.* a cwt., with the additional proviso, that the books, besides being printed in or since 1801, are in *foreign living languages.* — (*4 & 5 Will. 4. c. 89. § 15.*) This condition was inserted principally to obviate the risk of dictionaries, or the class books used in our schools, being supplied from the Continent; the booksellers contending that the 2*l.* 10*s.* a cwt. of duty was insufficient to balance the influence of the paper duty, and the peculiar burdens incident to the getting up of books in this country. It has been alleged, indeed, that it will not effect its purpose; because, as is contended, both Latin and Greek are living languages; the former being spoken in certain parts of Hungary and Poland, and the latter in Greece! But the intention of the legislature is too obvious to admit of its being defeated by any quibbling of the sort now mentioned. By a living language is meant a language spoken by a nation or people, and not by a few learned individuals; and the dialect of the modern Greeks is abundantly different from that of their ancestors. The duty of 1*l.* a cwt. on foreign books printed prior to 1801 ought to be repealed; it throws obstructions in the way of their importation, while it is quite unproductive of revenue.

Smuggling of English Books from abroad. — Very considerable loss is sustained by literary men and booksellers, by the clandestine importation of English works printed abroad, of which the copyright has not expired. There is hardly, in fact, one of our popular authors, copies of whose works, printed in France or America, may not be readily procured in London; and as those by whom they are printed have neither copyright nor paper duty to pay, they are able materially to undersell the native article. It is surely unnecessary to say, that every practicable effort should be made to hinder such an invasion of private property; and in this view we beg to suggest, that the permission given to persons coming from abroad to bring with them single copies of all prohibited works, ought to be withdrawn. It opens a door for smuggling and fraud; and there is neither sense nor justice in allowing any individual to invade the rights of another, merely because he has been across the Channel. A specific penalty, recoverable by a summary process, ought also to be imposed on every individual offering such books for sale. This would be much more effectual in preventing such practices than the existing law. — (*See Dict. p. 141.*)

BOTTLES (STONE). — In 1812, a duty of 2*s.* 6*d.* a cwt., increased in 1817 to 5*s.*, was imposed upon stone bottles. The average nett produce of this duty has not recently exceeded 3,500*l.* a year. But, to collect this insignificant sum, the manufacture had to be placed under the surveillance of the excise, and those engaged in it subjected to various troublesome and vexatious regulations. The duty did not extend to Ireland, so that a drawback had to be granted on bottles exported to that country, and a countervailing duty charged on those imported from it. This unproductive and troublesome duty was imposed at the instance of the glass bottle manufacturers, who contended, that if stone bottles were exempted from duties, they would be used instead of glass bottles, to the injury of those engaged in manufacturing the latter. But the purposes to which stone bottles and glass bottles are applied are so very different, that it would require a much greater reduction of the price of the former than could possibly be occasioned by the abolition of the duty, to make them be substituted, to any extent worth mentioning, in the place of the latter. These views were ably enforced by the Commissioners of Excise Inquiry; and, having been adopted by government, the duty has been abolished. — (*4 & 5 Will. 4. c. 77.; see also Fifth Report by Commissioners of Excise Inquiry.*)

It is to be hoped that the duty on glass bottles may, also, be speedily put an end to. It produces about 110,000*l.* a year. We noticed (*Dict. p. 1256.*) the propriety of enacting and enforcing some regulations as to the size of bottles. The bottle is, in fact, a very important measure; a great deal of wine and other liquors being sold by the dozen. But there is, at this moment, the greatest discrepancy in the size of bottles; and it appears to us that it would be highly expedient, in order to obviate the numerous frauds arising from this source, to enact that all bottles be made to contain not less than a certain specified quantity, and to place them under the acts relating to weights and measures.

COAL. — We are glad to have to state, that the duty on coal exported in English ships has been repealed; and that the duty on all descriptions of coal exported in foreign ships has been reduced to 4*s.* a ton. The increased exportation of coal this measure will occasion, cannot fail of being highly advantageous. Ships that might otherwise have had to go out in ballast, will now have an opportunity of taking with them what may

prove a profitable cargo; at the same time that the cost of conveying the mineral abroad operates as a premium in favour of our own manufactures. The fact, too, that there is, in South Wales alone, a supply of coal sufficient to meet the present demand of the empire for more than 2,000 years, shows the futility of imagining that the measure can be injurious, by its hastening the exhaustion of the mines.

COFFEE. We pointed out (*Dict.* p. 543.) the injustice and impolicy of charging 3*d.* per lb. more on coffee of our Eastern dominions, when imported for home consumption, than on that imported from the West Indies. This distinction is now, however, at an end; the 5 and 6 Will. 4. c. 66. having enacted that coffee, the produce of British possessions within the limits of the East India Company's charter and of Sierra Leone, shall pay, when entered for home consumption, a duty of 6*d.* per lb.

Such coffee must, however, be accompanied by a *certificate of origin*, that is, a certificate subscribed by the proper officer of the place where it was shipped, bearing that he had received from the master, and examined, a declaration under the hand and seal of the shipper of the coffee, stating that it was really and *bona fide* the produce of some such British possession, and that he (the officer) believed such declaration to be true. The master must also, when he arrives in this country, make and subscribe a declaration before the collector or comptroller, stating that the certificate of origin was received by him at the port where the coffee was taken on board, and that the coffee imported is the same that is mentioned therein. (We believe that this is the sense of the clause (2.) relating to the certificate; but from some error of the press or otherwise, it is all but unintelligible.)

COLONIES.

Statement of the Nett Expenditure incurred by Great Britain, on account of her several Military and Maritime Stations, Colonies, and Plantations, during the Year 1833-34. — (*Parl. Paper*, No. 408. Sess. 1835.)

Colonies, &c.	Military Expenditure.			Civil Expenditure.			Naval Expenditure.			Total Expenditure for Military, Civil, and Naval Establishments.			Advances in Aid of Colonial Revenues.			Repayments from Colonial Revenues, and Surplus Customs, and Post Office Collections.			Total Expenditure incurred by Great Britain.			
	L.	s.	d.	L.	s.	d.	L.	s.	d.	L.	s.	d.	L.	s.	d.	L.	s.	d.	L.	s.	d.	
<i>Military and Maritime Stations:</i>																						
Gibraltar	153,858	3	9	-	-	-	659	5	9	154,517	9	6	-	-	-	127	6	9	154,390	2	9	
Malta	100,805	17	10	-	-	-	6,120	9	7	106,926	7	5	-	-	-	211	13	5½	106,714	13	11½	
Cape of Good Hope	92,657	18	5	1,204	4	0	3,360	14	3	97,222	16	8	-	-	-	-	-	-	97,222	16	8	
Mauritius	116,389	12	2	685	6	0	-	-	117,074	18	2	-	-	-	-	-	-	-	117,074	18	2	
Bermuda	69,338	1	10	29,464	15	11½	13,296	19	6	112,099	17	5½	-	-	-	-	-	-	112,099	17	5½	
Fernando Po	983	19	0	7,542	5	9	-	-	8,526	4	9	-	-	-	-	-	-	-	8,526	4	9	
Ascension	1,417	11	10	-	-	-	9,754	2	9	11,171	14	7	-	-	-	-	-	-	11,171	14	7	
Heilgoland	500	0	0	362	19	5	-	-	862	19	5	-	-	-	-	-	-	-	862	19	5	
Ionian Islands	97,690	17	4	-	-	-	-	-	97,690	17	4	-	-	-	-	-	-	-	97,690	17	4	
<i>Plantations and Settlements:</i>																						
Jamaica Command:																						
Jamaica	210,753	14	5	5,654	16	9	2,679	0	11	219,087	12	1	-	-	-	-	-	-	219,087	12	1	
Bahamas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Honduras	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Windward and Leeward Islands Command:																						
Barbadoes	-	-	-	-	-	-	-	-	-	-	-	-	848	6	8	-	-	-	-	-	-	
Grenada	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
St. Vincent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Tobago	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Antigua	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Montserrat	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
St. Christopher's	409,612	0	5	5,930	19	2	458	0	0	416,000	19	7	-	-	-	-	-	-	423,725	0	10½	
Nevis	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Anguilla	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Virgin Islands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Dominica	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
St. Lucia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Trinidad	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
British Guiana	-	-	-	-	-	-	-	-	-	-	-	-	6,875	14	7½	-	-	-	-	-	-	
Lower Canada	254,778	14	0	5,893	10	1½	2,677	10	0	263,949	14	1½	-	-	-	-	-	-	263,949	14	1½	
Upper Canada	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Nova Scotia Command:																						
Nova Scotia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
New Brunswick	128,326	2	5	20,435	10	5½	7,802	18	0	156,564	10	10½	5,747	15	6	-	-	-	162,312	6	4½	
Prince Edward's Is.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Newfoundland	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Sierra Leone	28,199	16	7	11,061	16	1	1,500	0	0	40,761	12	8	-	-	-	-	-	-	40,761	12	8	
Gambia	-	-	-	3,500	0	0	-	-	-	3,500	0	0	-	-	-	-	-	-	-	3,500	0	0
Cape Coast	128,167	17	3	1,005	0	0	1,964	13	8	131,137	10	11	-	-	-	17,797	10	4½	* 113,340	0	6½	
Ceylon	5,371	18	1	19,082	3	4	-	-	24,454	1	5	-	-	-	-	-	-	-	24,454	1	5	
Western Australia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<i>Penal Settlements:</i>																						
New South Wales	92,321	3	2	311,418	7	5½	-	-	403,739	10	7½	-	-	-	-	26,676	18	7½	371,010	5	9½	
Van Diemen's Land	29,114	8	1	8,000	0	0	-	-	37,114	8	1	-	-	-	-	6,052	6	5½	37,114	8	1	
General charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Totals	1,920,287	16	7	7,431,241	14	5½	50,173	14	5	2,401,703	5	5½	13,471	16	9½	50,865	15	5½	2,364,309	6	9½	

* We have been blamed in various publications that have appeared in Ceylon, and which have about them an official air, for saying that the revenues of the island were inadequate to defray her expenses, and that she was a drain upon this country. We may have been inaccurate in this statement; and if so, we regret it; but the blame, if there be any, does not lie at our door, but at that of government. It appears, from the official account given above, that we incurred, on account of Ceylon, in the year 1833-34, a nett expenditure, over and above the revenue derived from it, of no less than 113,340*l.* We do not vouch for the accuracy of this statement; but, supposing to be true, our remark was certainly well founded. We can assure our readers in Ceylon and elsewhere, that we had not, and could not have, any wish to depreciate that or any other colony or place. Our only object is to lay before them what we believe to be accurate information; and we shall carefully attend to any corrections they may send us.

6 COMPANIES (PUBLIC SCOTCH). — CORN.

COMPANIES (PUBLIC SCOTCH). — The following Table may, we believe, be safely relied on. It shows the periods when almost all the great joint stock associations now existing in Scotland were established; the amount of *paid up* capital held by each; the dividend thereon; the period when the dividend is paid; the amount of each share; and the prices the shares brought on the 1st of October, 1835.

Description of Stock.	When formed.	Capital paid in.	Dividend.	When payable.	Shares.	Prices, 1st October, 1835.
<i>Banks.</i>						
Bank of Scotland	1695	1,000,000	6 per cent.	April, Oct.	L. s. d.	L. s. d.
Royal Bank of Scotland	1727	2,000,000	5 1/2	Jan. July	100 0 0	170 0 0
British Linen Company	1746	500,000	—	June, Dec.	100 0 0	240 0 0
Commercial Bank	1810	600,000	6	Jan. July	500 0 0	171 0 0
National Bank	1825	500,000	5	Jan. July	100 0 0	10 15 0
Glasgow Union Bank	1830	400,000	2 1/2	June	250 0 0	60 0 0
Western Bank of Scotland	1832	600,000	—	June	200 0 0	30 0 0
<i>Insurance Companies.</i>						
Caledonian Fire Insurance Co.	1805	1,000	—	July	100 0 0	14 10 0
Hercules Insurance Co.	1809	7,500	5 per cent.	April	100 0 0	10 10 0
North British Insurance Co.	1809	50,000	6	June	100 0 0	15 0 0
Insurance Co. of Scotland	1821	100,000	—	August	10 0 0	6 15 0
Standard Life Insurance Co.	1825	100,000	5 per cent.	August	10 0 0	1 4 0
Scottish Union Insurance Co.	1824	250,000	5	January	20 0 0	1 1 0
Edinburgh Life Assurance Co.	1823	5,000	6	January	100 0 0	14 10 0
West of Scotland Fire Insur. Co.	1823	100,000	4	July	100 0 0	Far
<i>Miscellaneous.</i>						
Glasgow Royal Exchange	1827	1,172	1/2 ls. per share	Whitsund.	50 0 0	21 0 0
Do. Gas Company	1818	4,450	10 per cent.	Feb. Aug.	25 0 0	58 0 0
Do. Water Company	1807	2,880	—	Whits. Mart.	50 0 0	60 0 0
Do. Cranstonhill Water Co.	1808	7,260	—	Whitsund.	25 0 0	—
Do. New Clyde Shipping Co.	1824	520	1/2 per share	May	10 0 0	—
Do. Old Clyde Shipping Co.	1819	600	2 1/2 10s.	March	25 0 0	—
Edinburgh Gas Company	1818	4,500	10 per cent.	Feb. Aug.	25 0 0	66 0 0
Do. additional for New Stock	—	—	—	—	25 0 0	25 0 0
Do. Water Company	1819	5,400	5 per cent.	June, Dec.	25 0 0	32 0 0
Do. and Dalkeith Railway Co.	1826	1,400	—	—	50 0 0	70 0 0
Do. and Glasgow Un. Canal Co.	1817	4,810	—	Mar. Sept.	50 0 0	20 0 0
Do. and Glasgow do. (allocated)	1817	4,810	—	Mar. Sept.	96 0 0	65 0 0
Do. and Leith Glass Company	1824	10,000	—	February	30 0 0	9 0 0
Do. Equitable Loan Company	1825	3,000	5 per cent.	April	20 0 0	10 0 0
Leith Gas Company	1821	760	6	July	30 0 0	34 0 0
Forth and Clyde Canal	1768	1,297	25s. per share	Whits. Mart.	400 16 0	605 0 0
Monkland Canal	1768	3,020	—	Feb. Aug.	7 8 6	—
Garrick Railway	1826	1,350	2 per cent.	Martinmas	50 0 0	—
Monkland & Kirkintilloch do.	1824	1,540	5	Whits. Mart.	25 0 0	—
Shott's Iron Company	1824	2,000	2 1/2	February	50 0 0	30 1/2 paid

CORN LAWS AND CORN TRADE.

An Account of the Total Quantity of Quarters of Foreign Wheat that have paid Duty for Consumption in the United Kingdom, under 9 Geo. 4. c. 60., since that Act came into force in 1828, till 5th of July, 1835, and the Total Amount of Duty received thereon; and showing, from the Total Quantity of Quarters, and the Total Amount of Duty so received thereon, what the Duty was per Quarter at an Average of the whole Period;—and,

The same Account for Foreign Barley, Oats, Rye, Pease and Beans, Wheat, Meal and Flour, Oatmeal, Maize or Indian Corn, Buck Wheat; and the same Account for all these, the Produce of, and imported from, any British Possession in North America, or elsewhere, out of Europe.—(Part. Paprs, No. 592. Sess. 1835.)

	Foreign Corn, Meal, and Flour.				Corn, Meal, and Flour, the Produce of, and imported from, British Possessions out of Europe.			
	Quantities charged with Duty for Home Consumption, under Act 9 G. 4. c. 60. from the passing of the Act (15th of July, 1828), to the 5th of July, 1835.		Amount of Duty received thereon.	Rates of Duty taken on the Average of the whole Period.	Quantities charged with Duty for Home Consumption, under Act 9 G. 4. c. 60. from the passing of the Act (15th of July, 1828), to the 5th of July, 1835.		Amount of Duty received thereon.	Rates of Duty taken on the Average of the whole Period.
	Quarters.	L.			Quarters.	L.		
Wheat	4,837,912	1,605,637	5 8	—	462,882	85,092	5 2	
Barley	1,224,762	347,998	5 8	—	313	23	1 6	
Oats	1,021,253	461,670	6 1	—	8,973	294	0 8	
Rye	148,771	20,686	6 9	—	—	—	—	
Pease	285,436	95,987	6 9	—	5,949	544	1 10	
Beans	241,213	134,415	11 2	—	—	—	—	
Indian corn	103,285	19,646	3 10	—	218	27	2 5	
Buck wheat	35,346	10,706	6	—	—	—	—	
Beet or Blig	—	—	—	—	—	—	—	
Wheatmeal and flour	—	—	—	Per Cwt.	—	—	Per Cwt.	
Oatmeal	—	—	—	s. d.	—	—	s. d.	
	1,896,102	183,252	1 11	—	417,813	30,529	1 6	
	9	4	8 5	—	1,243	78	0 10	

CORN (PRICE OF). — The average prices of British corn in 1833 and 1834 were as follow:—

Years.	Wheat.	Rye.	Barley.	Oats.	Pease.	Beans.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1833.	52 11	32 11	27 6	18 5	36 5	23 2
1834.	46 2	32 9	29 0	20 11	39 4	35 3

CORN (ISLE OF MAN). — All foreign corn imported into the Isle of Man is now subject to the same duties as in the United Kingdom. — (5 & 6 Will. 4. c. 13.)

CORN (PRICE OF IN FRANCE). — We copy from the *Times* of the 16th of October, 1835, the following

Table of the average Prices of Wheat in France at the End of September of each Year, from 1819 to 1835, both inclusive, according to the official Returns, with their Equivalents in English Measure and Money: —

Years.	Per hect.	Per qr.	Years.	Per hect.	Per qr.
1819	<i>fr. c.</i>	<i>s. d.</i>	1828	<i>fr. c.</i>	<i>s. d.</i>
1820	16 1	36 8	1829	21 9	48 5
1821	16 9	36 10	1830	20 13	46 2
1822	16 62	35 9	1831	21 71	49 9
1823	15 41	35 5	1832	19 44	44 6
1824	14 53	35 4	1833	15 86	36 4
1825	15 22	34 10	1834	14 64	33 7
1826	15 21	34 9	1835	13 66	31 3
1827	18 31	42 0			

The average of the whole period is 17*fr.* 31*c.* per hectolitre, equal to 39*s.* 8*d.* per quarter; and it will be remarked that the average of the present year is the lowest of the whole period.

The average price of British wheat during the second week of October, 1835, was 37*s.* a quarter, being lower than it has been at any time since 1780.

COTTON.

Account of the Exports of Cotton Goods and Yarn in 1833 and 1834; specifying the Quantity and Value of those sent to each Country. — (*Papers published by Board of Trade, vol. iv. p. 197.*)

Countries to which exported.	1833.					1834.				
	Entered by the Yard.		Hosiery, Lace, and Small Wares.	Cotton Twist and Yarn.		Entered by the Yard.		Hosiery, Lace, and Small Wares.	Cotton Twist and Yarn.	
	Quantities.	Declared Value.		Quantities.	Declared Value.	Quantities.	Declared Value.		Quantities.	Declared Value.
	<i>Yards.</i>	<i>L.</i>	<i>L.</i>	<i>lbs.</i>	<i>L.</i>	<i>Yards.</i>	<i>L.</i>	<i>L.</i>	<i>lbs.</i>	<i>L.</i>
Russia	2,656,997	98,649	9,056	19,311,877	1,164,996	1,779,856	66,516	4,212	16,241,363	1,037,533
Sweden	31,173	1,029	591	357,295	51,711	2,000	1,615	569	495,750	30,013
Norway	481,474	15,157	1,906	55,562	2,803	567,531	14,692	1,925	6,125	3,575
Denmark	299,875	6,053	779	16,814	1,092	326,520	6,362	227	25,650	1,317
Prussia			6	21,007	1,692	4,608	230	199	21,512	2,017
Germany	49,534,158	1,188,531	252,319	23,653,904	1,598,167	50,327,198	1,293,617	207,165	26,492,890	1,793,158
Holland	20,610,619	491,778	46,770	11,222,705	971,719	21,189,927	549,084	49,718	15,084,898	1,122,337
Belgium	3,129,579	128,457	251,648	103,558	11,829	4,180,166	155,921	170,012	65,514	8,409
France	1,544,075	46,217	35,320	98,193	12,212	2,317,607	60,774	67,385	101,998	22,257
Portugal, Proper	25,278,054	540,842	18,109	50,062	3,566	42,004,094	899,862	19,895	241,937	19,955
Azores	1,228,931	24,751	776	15,565	626	1,361,159	30,661	914	30,612	1,112
Madeira	621,687	12,619	686	36	4	575,181	12,284	442	89	7
Spain and the Balearic Islands	328,263	9,288	1,218	2,550	447	456,670	12,184	1,053	2,646	750
Canary Islands	637,583	15,602	853	625	52	748,609	18,765	581	850	60
Gibraltar	9,403,461	216,139	5,091	10,920	910	13,130,134	312,729	7,927	12,909	1,071
Italy and the Italian Islands	47,672,152	1,088,073	40,756	6,956,453	376,835	60,683,663	1,563,243	52,814	9,888,968	543,508
Malta	2,238,974	57,887	935	136,330	6,940	4,560,503	122,156	1,821	531,810	28,887
Ionian Islands	233,692	5,504	368	54,440	2,935	1,747,855	36,313	958	129,022	8,888
Turkey and Continental Greece (exclusive of the Morea)	30,237,127	750,604	2,089	1,767,731	90,052	28,621,490	828,245	3,546	1,089,851	109,735
Morea and Greek Islands	316,897	12,311	345	-	-	460,984	17,493	870	1,581	140
Egypt (Ports on the Mediterranean)	2,682,903	54,743	10	177,850	11,028	3,929,444	95,874	286	531,714	29,900
Tripoli, Barbary, and Morocco	1,465	80	140	-	-	590,362	9,992	793	-	-
Western Coast of Africa	4,964,666	118,872	386	690	107	4,975,433	129,584	607	570	120
Cape of Good Hope	4,536,727	115,567	9,882	1,164	80	4,006,311	100,328	9,597	2,370	171
St. Helena	87,579	2,018	328	-	-	110,372	3,124	321	36	2
Isle of Bourbon	794,562	22,582	-	-	-	98,210	1,994	-	-	-
Mauritius			3,524	-	-	2,496,315	70,453	6,671	340	34
East India Company's territories and Ceylon	45,755,910	1,152,486	21,153	4,783,794	384,353	38,972,059	915,501	15,717	4,267,653	315,583
China						6,381,018	152,395	10,503	952,440	56,839
Siam and Java	11,091,558	316,264	1,813	247,450	15,446	10,118,790	290,901	1,863	328,970	17,443
Philippine Islands	2,812,719	87,807	455	7,600	570	1,791,158	54,053	1,116	20,300	1,115
New South Wales, Van Diemen's Land, and Swan River	1,828,859	53,428	7,655	11,960	593	3,721,420	101,701	11,581	11,433	652
Ports of Siam						519,025	11,416	50	22,000	1,265
British North American Colonies	14,210,060	339,143	29,314	216,805	9,915	10,295,792	265,291	20,357	194,694	6,458
British West Indies	27,407,930	661,340	43,166	8,619	590	30,216,315	728,756	40,581	5,284	455
Havti	7,224,510	219,983	6,567	1,000	110	7,166,854	212,587	5,936	4,500	505
Cuba and other Foreign West Indies	12,889,249	323,338	9,465	540	34	21,174,586	511,887	13,144	10	1
United States of America	45,141,989	1,385,957	310,875	112,575	6,255	45,630,862	1,391,057	277,638	107,443	6,693
Mexico	5,715,116	201,128	16,327	968,720	53,694	6,823,964	251,177	7,878	465,516	27,364
Guatemala	53,127	1,809	-	11,000	765	870,001	25,797	111	25,155	1,775
Columbia	3,210,761	66,743	3,312	-	-	5,315,157	114,022	3,992	35,000	3,153
Brazil	68,903,398	1,607,735	59,818	11,451	1,073	65,421,332	1,427,029	58,555	37,530	3,799
States of the Rio de la Plata	12,731,734	280,292	23,311	300	26	20,912,118	440,831	33,313	9,258	446
Chil	20,191,482	490,805	28,846	4,220	430	25,474,254	606,054	20,811	5,689	860
Peru	6,819,029	195,196	12,400	1,000	90	4,501,192	127,828	8,760	-	-
Isle of Grensey, Jersey, Alderney, and Man	687,302	45,329	41,683	5,471	2,067	896,640	49,051	53,255	6,192	984
Totals	496,302,996	12,151,060	1,331,517	10,626,161	4,701,024	555,705,890	11,127,352	1,175,219	76,478,168	5,211,015

“ Though immediately and primarily written for the merchants, this Commercial Dictionary will be of use to every man of business or of curiosity. There is no man who is not in some degree a merchant; who has not something to buy and something to sell, and who does not therefore want such instructions as may teach him the true value of possessions or commodities. The descriptions of the productions of the earth and water which this volume contains, may be equally pleasing and useful to the speculatist with any other Natural History. The descriptions of ports and cities may instruct the geographer as well as if they were found in books appropriated only to his own science; and the doctrines of funds, insurances, currency, monopolies, exchanges, and duties, is so necessary to the politician, that without it he can be of no use either in the council or the senate, nor can speak or think justly either on war or trade.

“ We, therefore, hope that we shall not repent the labour of compiling this work, nor flatter ourselves unreasonably, in predicting a favourable reception to a book which no condition of life can render useless, which may contribute to the advantage of all that make or receive laws, of all that buy or sell, of all that wish to keep or improve their possessions, of all that desire to be rich, and all that desire to be wise.”

JOHNSON, *Preface to Roll's Dict.*

LONDON:
Printed by A. SCOTTISWOODE,
New-Street-Square.

NEW AND GREATLY ENLARGED
S U P P L E M E N T.

OCTOBER, 1835.

N. B.—This Supplement embodies that issued in October, 1834. It is intended to supply deficiencies and correct errors in the Dictionary; to bring down the information contained in it to the latest period; and especially to point out whatever changes have been made in the laws respecting commerce, navigation, &c., since it was published. We intend publishing another Supplement in October, 1836; and we earnestly entreat our various friends at home and abroad to transmit to us, through Messrs. Longman and Co., such information as they conceive may enable us to correct, improve, or supply any article either in the Dictionary or in this Supplement. We shall carefully observe any stipulations as to the use of such communications.

ABATEMENT OF DUTIES.—No abatement is to be made, on account of damage on the voyage, from the duties payable on the following drugs, viz. cantharides, cocculus Indicus, Guinea grains, ipecacuanha, jalap, nux vomica, opium, rhubarb, sarsaparilla, and senna. — (4 & 5 Will. 4. c. 89. § 5.)

ALE AND BEER.—In consequence of the complaints, whether well or ill founded, of the inconveniences arising from the increase of beer shops—(see *Dict.* p. 14.), a material change has been made in the mode of licensing houses for the sale of beer. Under the act 1 Will. 4. c. 64. — (*Dict.* p. 14.), the commissioners of excise, or other persons duly authorised, were bound to grant licences, costing 2*l.* 2*s.* a year, to all persons not excepted in the act, empowering them to sell ale, beer, porter, cider, &c. to be drunk *indifferently either on or off the premises.* But the act, of 1834, 4 & 5 Will. 4. c. 85., made the obtaining of a licence to retail beer to be drunk on the premises contingent on the applicant being able to produce a certificate of good character, subscribed by certain persons rated at a certain amount to the poor: it has also raised the cost of such licence to 3*l.* 3*s.*; and reduced the cost of a licence to sell beer not to be drunk on the premises to 1*l.* 1*s.* We subjoin a full abstract of the act:—

Persons applying for a Licence to sell Beer to be drunk on the Premises, to deposit a Certificate of good Character, &c.—Every person applying for a licence to sell beer or cider by retail, to be drunk in the house or on the premises, shall, in addition to the application setting forth the particulars required by the act 1 Will. 4. c. 64., annually produce to and deposit with the commissioners of excise, collector, or other person authorised to grant such licence within the parish or place in which the person applying intends to sell beer or cider by retail, a certificate signed by 6 persons residing in and being and describing themselves to be inhabitants of such parish, place, &c., and respectively rated therein to the poor at not less than 6*l.*, or occupying a house therein rated to the poor at not less than 6*l.*, none of whom shall be maltsters, common brewers, or persons licensed to sell spirituous liquors or beer or cider by retail, nor owners or proprietors of any houses licensed to sell liquors, beer, or cider by retail, stating that the person applying for the licence is of good character; and at the foot of such certificate one of the overseers of the parish, township, or place shall certify (if the fact be so) that such 6 persons are inhabitants respectively rated as aforesaid; and such certificate shall respectively be in the form of the schedule annexed to this act: provided always, that in any parish, township, or district maintaining its own poor, in which there are not 10 inhabitants rated to their relief to the amount of 6*l.* each, or not occupying houses respectively rated to the poor at 6*l.* each (not being maltsters, common brewers, or persons licensed to sell spirituous liquors or beer or cider by retail), the certificate of the majority of the inhabitants of such parish, township, or district maintaining its own poor, as are rated to the amount of 6*l.* each, shall be deemed to be a sufficient certificate for the purposes of this act. — § 2.

Penalty on Overseers.—Any overseer who shall, without due cause, refuse to certify that the persons who have signed the certificate are respectively rated to the poor's rate as aforesaid, to forfeit not more than 5*l.* — § 3.

Beer drunk in Sheds.—Any person licensed under the act 1 Will. 4. c. 64., to sell beer, cider, &c. not to be consumed on the premises, who shall employ, permit, or suffer any person or persons to take or carry any beer, &c. from his house or premises, to be drunk or consumed for his benefit or profit, in any other house, tent, shed, &c. belonging to, or hired, used, or occupied by such licensed person, such beer, &c. shall be held to have been consumed on the premises, and the person selling the same shall be subject to the like forfeitures and penalties as if it had been actually drunk or consumed in a house or upon premises licensed only for the sale thereof. — § 4.

Billeting.—Provisions for billeting soldiers under mutiny acts to extend only to those licensed to sell beer or cider to be drunk in the house or on the premises, and not to extend to those licensed to sell beer not to be consumed on the premises. — § 5.

Justices to regulate the Opening and Closing of Houses.—Justices in petty sessions are authorised to fix the hours at which houses and premises licensed to sell beer under this act shall be opened and closed; but any person thinking himself aggrieved by any such order may appeal at any time, within 4 months

from its date, to the justices in quarter sessions, on giving the justices making the order 14 days' notice of his intention; and the decision of the justices in quarter sessions shall be final: provided, however, that the hour to be fixed for opening any house shall not in any case be earlier than 5 o'clock in the morning, nor for closing the same later than 11 o'clock at night, or before 1 o'clock in the afternoon on Sunday, Good Friday, Christmas Day, or any day appointed for a public fast or thanksgiving; and the hours so fixed by the justices, with reference to the districts within their jurisdictions, shall be taken to be the hours to be observed and complied with under this act as fully as if the same had been specially appointed by it. — § 6.

Constables, &c. to visit licensed Houses. — All constables and officers of police are authorised to enter into all houses licensed to sell beer or spirituous liquors to be consumed upon the premises whenever they shall think proper; and if any person licensed as aforesaid, or any servant or person in his employ or by his direction, shall refuse to admit such constables, &c. into such house or premises, the person having the licence shall for the first offence forfeit and pay any sum not exceeding 5*l.*, together with the costs of conviction, to be recovered within 30 days before 1 or more justices; and it shall be lawful for any 2 or more justices, upon any person being convicted of such offence for the second time, to adjudge (if they think fit) that such offender be disqualified from selling beer, ale, porter, cider, or perry, by retail, for 2 years after such conviction, or for such shorter space as they may think proper. — § 7.

Penalty for making or using false Certificates. — Persons certifying any matter having reference to this act as true, who know the same to be false, or using any certificate, knowing the same to be forged, shall, on conviction of such offence before 2 or more justices, forfeit and pay the sum of 20*l.*; and every licence granted to any person making use of any certificate to obtain the same, such person knowing such certificate to be forged, or the matters certified therein to be false, shall be void to all intents and purposes; and any person using such certificate shall be disqualified for ever from obtaining a licence to sell beer or cider by retail. — § 8.

No Licence to be granted without a Certificate. — No licence for the sale of beer or cider by retail to be consumed or drunk in the house or on the premises shall be granted, except upon the certificate hereby required: provided, that in all extra-parochial places the certificate required by this act may be signed and given by inhabitants rated to the poor at 6*l.* in any adjoining parish or parishes. — § 9.

Retailers to produce their Licences on Requisition of 2 Magistrates. — In case any complaint be laid before 2 justices against any licensed person for an offence against the tenor of his licence, or against this act or the act 1 Will. 4. c. 64, the said justices may require such person to produce his licence before them for their examination; and if he wilfully neglect or refuse so to do, he shall forfeit for such offence any sum, not exceeding 5*l.*, the said justices shall think proper; and such person may be convicted, proceeded against, and dealt with for such offence in the same manner, *mutatis mutandis*, as is directed by the act 1 Will. 4. c. 64 with regard to persons guilty of a first offence against said act; and the penalty imposed for such offence is to be applied in the manner that a penalty for a first offence against said act is directed to be applied. — § 10.

Continuance of Powers, &c. — The powers, provisions, and penalties of 1 Will. 4. c. 64. to apply to persons licensed under this act, and to their sureties, &c. — § 11.

Act 1 Will. 4. c. 64. to continue in force, except as hereby altered. — § 12.

Duties on Beer Licences under the 1 Will. 4. c. 64. repealed, and new Duties granted in lieu thereof. — From and after the passing of this act, the duties payable on excise licences for the sale of beer by retail under the act 1 Will. 4. c. 64. shall cease, and in lieu of such duties there shall be paid upon the licences hereby authorised to be granted the duties following; viz.

For and upon every licence to be taken out by any person for the sale of beer by retail, not to be drunk or consumed in or upon the house or premises where sold, the annual sum of 1*l.*

For and upon every licence to be taken out by any person for the sale of beer by retail, to be drunk or consumed in or upon the house or premises where sold, the annual sum of 3*l.* 3*s.* — Sec. 13.

The duties to be under the management of commissioners of excise, and to be recovered and accounted for under the provisions of the act 1 Will. 4. c. 64. — § 14.

Not to affect Duty on Licences to retail Cider and Perry. — Nothing in this act shall affect the amount of duty payable under the 1 Will. 4. c. 64. on licences to retail cider and perry; but every such licence shall specify whether it be granted for the sale of cider and perry by retail not to be drunk in the house or premises where sold, or for the retail of the same to be drunk in the house or premises where sold. — § 15.

Licences under this Act not to authorise Persons to sell Wine. — No licence granted under the act 1 Will. 4. c. 64. and this act shall authorise any person to take out or hold any licence for the sale of wine, spirits, or sweets or made wines, or mead or metheglin; and if any person licensed under the act 1 Will. 4. c. 64. and this act shall permit or suffer any wine, spirits, &c. to be brought into his house or premises to be drunk or consumed there, or shall suffer them to be drunk or consumed in his house or premises, he shall, over and above any excise penalties to which he may be subject, forfeit 20*l.* — § 16.

Penalty on unlicensed Persons. — Such persons selling beer and cider by retail to be drunk off the premises, 10*l.*; to be drunk on the premises, 20*l.* — § 17.

Board over the Door. — Every person licensed to sell beer, cider, or perry, by retail, under the authority of the act 1 Will. 4. c. 64. and this act, shall, on the board required by the former act to be placed over his door, paint and keep thereon, after the words "licensed to sell beer or cider by retail," the additional words "not to be drunk on the premises," or "to be drunk on the premises," as the case may be, on pain of forfeiting the penalty imposed by such act for not having such board over the door. — § 18.

What is retailing of Beer, &c. — Every sale of beer, or of cider or perry, in any less quantity than 4*g.* gallons, shall be deemed and taken to be a sale by retail. — § 19.

Penalties for selling Spirits or Wine without Licence. — Persons licensed to sell beer or cider under the act 1 Will. 4. c. 64. and this act, who sell spirits or wine, sweets, &c. without being licensed, are liable to the penalties imposed by the laws of excise for selling spirits or wine, sweets, &c. without licence. — § 20.

Certificate not to be required for Houses in certain Situations, if Population exceed 5,000. — The before-mentioned certificate shall not be required as to any house situated within the cities of London and Westminster, or within any parish or place within the bills of mortality, nor within any city or town corporate, nor within the distance of 1 mile from the place used at the last election as the place of election or polling place of any town returning a member to parliament, provided that the population, determined according to the last parliamentary census taken in such city, town, &c., shall exceed 5,000: provided, that no licence for the sale of beer, ale, porter, cider, or perry by retail on the premises in the cities of London and Westminster, or in any parish within the bills of mortality, or in any such city or town corporate, or town returning a member to parliament as before mentioned, shall be granted after the 5th day of April, 1836, unless the house or premises specified as those in which beer or cider is intended to be sold shall be of the value of 10*l.* per annum. — § 21.

Service of Summons. — Summons or orders not legally served unless by some constable or other peace officer. — § 22.

Commencement. — Act shall commence and take effect from and after the 10th day of October, 1834. — § 23.

Form of Certificate referred to in § 2.

We, the undersigned, being inhabitants of the parish [or township, as the case may be] of _____ and rated to the poor at not less than 6*l.* per annum, and none of us being makers, common brewers, or persons licensed

APPLES. — BANKS.

I do hereby certify, or being licensed to sell beer or cider by retail, do hereby certify, That A. B., dwelling in street [here specify the street, lane, &c.] in the said parish [or township, &c.] is a person of good character.

[Here insert the day of signing the certificate.]

(Signed)

E. F.
G. H.
I. M.
L. N.
O. P.
Q. Q.

[Here state the residence of each of the persons signing.]

I do hereby certify, That all the above-mentioned persons whose names are subscribed to this certificate are inhabitants of the parish [or township, &c.] of _____ rated to Gt. to the relief of the poor of the said parish.

[Overseer of the parish or township, &c.]
Date.

APPLES — Duty on, reduced from 4s. to 2s. a bushel. — (4 & 5 Will. 4. c. 89. § 15.)

BANKS.

BANKS: — An Account of the Amount of Bank of England Notes and Bank Post Bills in Circulation on the undermentioned days; distinguishing the Bank Post Bills, with the Aggregate of the whole. — (In continuation of the Account, Dict. p. 94.)

	Bank Notes.	Bank Post Bills.	Total.
1834. February 26.	17,391,600	1,535,850	18,927,450
August 26. -	17,862,570	1,392,740	19,255,310
1835. February 26.	17,036,730	1,475,860	18,512,590
August 26. -	16,912,910	1,273,820	18,186,730

Bank of England, 12th of October, 1835.

Quarterly Average of the Weekly Liabilities and Assets of the Bank of England, from June 30th, to Sept. 22d, 1835, published pursuant to Act 3 & 4 Will. 4. c. 98. § 8.

Liabilities.		Assets.	
Circulation	£ 18,240,000	Securities	£ 27,888,000
Deposits	13,230,000	Bullion	6,261,000
	31,470,000		34,149,000
	Rest - £ 2,679,000.		

BANK OF IRELAND. — Return of the Amount of the Notes of the Bank of Ireland (including Bank Post Bills) in Circulation at the undermentioned Periods. — (Parl. Paper, No. 435. Sess. 1834.)

	£	s.	d.		£	s.	d.
1832. June 7. -	3,975,322	7	5	1834. January 2.	3,990,841	7	6
1833. January 3.	4,245,528	10	11	June 5. -	3,791,951	19	4
July 4. -	3,790,653	7	7				

JOINT STOCK BANKS. — Account of the aggregate Amount of Notes circulated in England and Wales, by Private Banks, and by Joint Stock Banks, and their Branches, distinguishing Private from Joint Stock Banks, between the 28th of June, 1834, and 26th of September, 1835; stated for each Quarter of the Year, as directed by 3 & 4 Will. 4. c. 83. — (Parl. Paper, No. 445. Sess. 1835, &c.)

Quarters ending.	Private Banks.	Joint Stock Banks.	Totals.
	£	£	£
27 September 1834.	8,370,423	1,783,689	10,154,112
28 December —	8,537,655	2,122,173	10,659,828
28 March 1835.	8,231,206	2,188,954	10,420,160
27 June —	8,455,114	2,484,687	10,939,801
26 September —	7,912,987	2,568,036	10,481,023

BANKS (AMERICAN). — It appears from the statement (Dict. p. 110.) extracted from Mr. Gallatin's pamphlet, on the currency of the United States, that (exclusive of the Bank of the United States) there were, on the 1st of June, 1830, in the Union, 330 banking establishments, possessed of an aggregate paid-up capital of 110,101,898 dollars. During the ensuing five years, no fewer than 184 new banks were set on foot over and above those that had failed or been given up; making, on the 1st of January, 1835, a total of 514 banking establishments, which are reported to have possessed an aggregate paid-up capital of 203,553,860 dollars. We subjoin an

Account of the Number of State Banks, in each State of the Union, exclusive of Branches; with the aggregate Amount of their paid-up Capital on the 1st of January, 1835.

States.	No. of Banks.	Capital paid up.	States.	No. of Banks.	Capital paid up.
		Dollars.			Dollars.
Maine	28	2,737,000-00	Georgia	13	6,534,691-02
New Hampshire	24	2,454,308-00	Alabama	2	4,308,307-03
Vermont	17	911,980-00	Mississippi	3	7,000,000-00
Massachusetts	102	28,286,250-00	Louisiana	10	23,664,755-00
Rhode Island	51	7,438,818-00	Tennessee	3	7,000,000-00
Connecticut	51	5,708,015-00	Kentucky	4	6,875,418-60
New York	87	31,646,460-00	Ohio	29	8,869,623-00
New Jersey	32	6,375,000-00	Indiana	2	1,750,000-00
Pennsylvania	41	17,084,444-51	Illinois	1	200,000-00
Delaware	4	2,000,000-00	District of Columbia	7	2,355,305-00
Maryland	19	8,370,000-67	Florida territory	6	1,850,000-00
Virginia	4	5,694,500-00	Michigan ditto	3	3,250,000-00
North Carolina	3	1,824,725-00			
South Carolina	8	9,281,318-60			
			Totals	514	203,553,859-88



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A

DICTIONARY,
PRACTICAL, THEORETICAL, AND HISTORICAL,

OF

COMMERCE

AND

COMMERCIAL NAVIGATION:

ILLUSTRATED WITH MAPS AND PLANS.

BY J. R. M'CULLOCH, ESQ.

SECOND EDITION,

Corrected throughout, and greatly enlarged:

WITH A SUPPLEMENT,

SUPPLYING THE DEFICIENCIES AND BRINGING DOWN THE INFORMATION
CONTAINED IN THE WORK TO

OCTOBER, 1835.



Tutte le invenzioni le più benemerite del genere umano, e che hanno arricchito l'ingegno
e la facoltà dell'animo nostro, sono quelle che accostano l'uomo all'uomo, e facilitano
la comunicazione delle idee, dei bisogni, dei sentimenti, e riducono il genere umano a massa.

LONDON:

PRINTED FOR

LONGMAN, REES, ORME, BROWN, GREEN, AND LONGMANS

MDCCLXXXV.

595.

“ Though immediately and primarily written for the merchants, this Commercial Dictionary will be of use to every man of business or of curiosity. There is no man who is not in some degree a merchant; who has not something to buy and something to sell, and who does not therefore want such instructions as may teach him the true value of possessions or commodities. The descriptions of the productions of the earth and water which this volume contains, may be equally pleasing and useful to the speculatist with any other Natural History. The descriptions of ports and cities may instruct the geographer as well as if they were found in books appropriated only to his own science; and the doctrines of funds, insurances, currency, monopolies, exchanges, and duties, is so necessary to the politician, that without it he can be of no use either in the council or the senate, nor can speak or think justly either on war or trade.

“ We, therefore, hope that we shall not repent the labour of compiling this work, nor flatter ourselves unreasonably, in predicting a favourable reception to a book which no condition of life can render useless, which may contribute to the advantage of all that make or receive laws, of all that buy or sell, of all that wish to keep or improve their possessions, of all that desire to be rich, and all that desire to be wise.”

JOHNSON, Preface to Roll's Dict.

LONDON:
Printed by A. SCOTT-WOODS,
New-Street-Square.

NEW AND GREATLY ENLARGED
S U P P L E M E N T.

OCTOBER, 1835.

N. B.—This Supplement embodies that issued in October, 1834. It is intended to supply deficiencies and correct errors in the Dictionary; to bring down the information contained in it to the latest period; and especially to point out whatever changes have been made in the laws respecting commerce, navigation, &c. since it was published. We intend publishing another Supplement in October, 1836; and we earnestly entreat our various friends at home and abroad to transmit to us, through Messrs. Longman and Co., such information as they conceive may enable us to correct, improve, or supply any article either in the Dictionary or in this Supplement. We shall carefully observe any stipulations as to the use of such communications.

ABATEMENT OF DUTIES.—No abatement is to be made, on account of damage on the voyage, from the duties payable on the following drugs, viz. cantharides, cocculus Indicus, Guinea grains, ipecacuanha, jalap, nux vomica, opium, rhubarb, sarsaparilla, and senna. — (4 & 5 Will. 4. c. 89. § 5.)

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For and upon every licence to be taken out by any person for the sale of beer by retail, not to be drunk or consumed in or upon the house or premises where sold, the annual sum of 3*l.*

For and upon every licence to be taken out by any person for the sale of beer by retail, to be drunk or consumed in or upon the house or premises where sold, the annual sum of 3*l.* 3*s.* — Sec. 13.

The duties to be under the management of commissioners of excise, and to be recovered and accounted for under the provisions of the act 1 Will. 4. c. 64. — § 14.

Not to affect Duty on Licences to retail Cider and Perry. — Nothing in this act shall affect the amount of duty payable under the 1 Will. 4. c. 64. on licences to retail cider and perry; but every such licence shall specify whether it be granted for the sale of cider and perry by retail not to be drunk in the house or premises where sold, or for the retail of the same to be drunk in the house or premises where sold. — § 15.

Licences under this Act not to authorise Persons to sell Wine. — No licence granted under the act 1 Will. 4. c. 64. and this act shall authorise any person to take out or hold any licence for the sale of wine, spirits, or sweets or made wines, or mead or metheglin; and if any person licensed under the act 1 Will. 4. c. 64. and this act shall permit or suffer any wine, spirits, &c. to be brought into his house or premises to be drunk or consumed there, or shall suffer them to be drunk or consumed in his house or premises, he shall, over and above any excise penalties to which he may be subject, forfeit 20*l.* — § 16.

Penalty on unlicensed Persons. — Such persons selling beer and cider by retail to be drunk off the premises, 10*l.*; to be drunk on the premises, 30*l.* — § 17.

Board over the Door. — Every person licensed to sell beer, cider, or perry, by retail, under the authority of the act 1 Will. 4. c. 64. and this act, shall, on the board required by the former act to be placed over his door, paint and keep thereon, after the words "licensed to sell beer or cider by retail," the additional words "not to be drunk on the premises," or "to be drunk on the premises," as the case may be, on pain of forfeiting the penalty imposed by such act for not having such board over the door. — § 18.

What is Retailing of Beer, &c. — Every sale of beer, or of cider or perry, in any less quantity than 4½ gallons, shall be deemed and taken to be a sale by retail. — § 19.

Penalties for selling Spirits or Wine without Licence. — Persons licensed to sell beer or cider under the act 1 Will. 4. c. 64. and this act, who sell spirits or wine, sweets, &c. without being licensed, are liable to the penalties imposed by the laws of excise for selling spirits or wine, sweets, &c. without licence. — § 20.

Certificate not to be required for Houses in certain Situations, if Population exceed 5,000. — The before-mentioned certificate shall not be required as to any house situated within the cities of London and Westminster, or within any parish or place within the bills of mortality, nor within any city or town corporate, nor within the distance of 1 mile from the place used at the last election as the place of election or polling place of any town returning a member to parliament, provided that the population, determined according to the last parliamentary census taken in such city, town, &c., shall exceed 5,000: provided, that no licence for the sale of beer, ale, porter, cider, or perry by retail on the premises in the cities of London and Westminster, or in any parish within the bills of mortality, or in any such city or town corporate, or town returning a member to parliament as before mentioned, shall be granted after the 5th day of April, 1836, unless the house or premises specified as those in which beer or cider is intended to be sold shall be of the value of 10*l.* per annum. — § 21.

Service of Summons. — Summons or orders not legally served unless by some constable or other peace officer. — § 22.

Commencement. — Act shall commence and take effect from and after the 10th day of October, 1834. — § 23.

Form of Certificate referred to in § 2.

We, the undersigned, being inhabitants of the parish (or township, as the case may be) of _____ and respectively rated to the poor at not less than 6*l.* per annum, and none of us being magistrates, common brewers, or persons licensed

To sell spirituous liquors, or being licensed to sell beer or cider by retail, do hereby certify, That A. B., dwelling in street [here specify the street, lane, &c.] in the said parish [or township, &c.] is a person of good character.

[Here insert the day of signing the certificate.]

(Signed)

E. F.
G. H.
I. K.
L. M.
N. O.
P. Q.

[Here state the residence of each of the persons signing.]

I do hereby certify, That all the above-mentioned persons whose names are subscribed to this certificate are inhabitants of the parish [or township, &c.] of rated to 6l. to the relief of the poor of the said parish.

C. D.

[Overseer of the parish or township, &c.]

Date.

APPLES — Duty on, reduced from 4s. to 2s. a bushel. — (4 & 5 Will. 4. c. 89, § 15.)

BANKS.

BANKS: — An Account of the Amount of Bank of England Notes and Bank Post Bills in Circulation on the undermentioned days; distinguishing the Bank Post Bills, with the Aggregate of the whole. — (In continuation of the Account, *Dict.* p. 94.)

	Bank Notes.	Bank Post Bills.	Total.
1834. February 26.	17,391,600	1,535,850	18,927,450
August 26. -	17,862,570	1,392,740	19,255,310
1835. February 26.	17,036,720	1,475,860	18,512,580
August 26. -	16,912,910	1,273,820	18,186,730

Bank of England, 12th of October, 1835.

Quarterly Average of the Weekly Liabilities and Assets of the Bank of England, from June 30th, to Sept. 22d, 1835, published pursuant to Act 3 & 4 Will. 4. c. 98. § 8.

Liabilities.		Assets.	
Circulation	£ 18,240,000	Securities	£ 27,888,000
Deposits	13,230,000	Bullion	6,261,000
	31,470,000		34,149,000
	Rest - £ 2,679,000.		

BANK OF IRELAND. — Return of the Amount of the Notes of the Bank of Ireland (including Bank Post Bills) in Circulation at the undermentioned Periods. — (*Parl. Paper*, No. 435. *Essa.* 1834.)

1832. June 7. -	£ 3,975,322	s. 7	d. 5	1834. January 2.	£ 3,990,841	s. 7	d. 6
1833. January 3.	4,245,528	10	11	June 5. -	3,791,951	19	4
July 4. -	3,790,653	7	7				

JOINT STOCK BANKS. — Account of the aggregate Amount of Notes circulated in England and Wales, by Private Banks, and by Joint Stock Banks, and their Branches, distinguishing Private from Joint Stock Banks, between the 28th of June, 1834, and 26th of September, 1835; stated for each Quarter of the Year, as directed by 3 & 4 Will. 4. c. 83. — (*Parl. Paper*, No. 445. *Se-s.* 1835, &c.)

Quarters ending.	Private Banks.	Joint Stock Banks.	Totals.
27 September 1834.	£ 8,370,423	£ 1,783,689	£ 10,154,112
28 December —	8,537,655	2,122,173	10,659,828
28 March 1835.	8,231,206	2,188,954	10,420,160
27 June —	8,455,114	2,484,687	10,939,801
26 September —	7,912,587	2,508,036	10,420,623

BANKS (AMERICAN). — It appears from the statement (*Dict.* p. 110.) extracted from Mr. Gallatin's pamphlet, on the currency of the United States, that (exclusive of the Bank of the United States) there were, on the 1st of June, 1830, in the Union, 330 banking establishments, possessed of an aggregate paid-up capital of 110,101,898 dollars. During the ensuing five years, no fewer than 184 new banks were set on foot over and above those that had failed or been given up; making, on the 1st of January, 1835, a total of 514 banking establishments, which are reported to have possessed an aggregate paid-up capital of 203,553,860 dollars. We subjoin an

Account of the Number of State Banks, in each State of the Union, exclusive of Branches; with the aggregate Amount of their paid-up Capital on the 1st of January, 1835.

States.	No. of Banks.	Capital paid up.	States.	No. of Banks.	Capital paid up.
		<i>Dollars.</i>			<i>Dollars.</i>
Maine	28	2,747,000-00	Georgia	13	6,334,691-02
New Hampshire	24	2,454,308-00	Alabama	2	4,308,207-03
Vermont	17	911,980-00	Mississippi	3	7,000,000-00
Massachusetts	102	28,286,250-00	Louisiana	10	23,664,755-00
Rhode Island	31	7,438,848-00	Tennessee	3	7,000,000-00
Connecticut	21	5,708,015-00	Kentucky	4	6,375,418-60
New York	37	31,646,470-00	Ohio	29	8,862,625-00
New Jersey	22	6,375,000-00	Indiana	2	1,750,000-00
Pennsylvania	41	17,084,444-51	Illinois	1	200,000-00
Delaware	4	2,000,000-00	District of Columbia	7	2,835,305-00
Maryland	19	8,970,009-67	Florida territory	6	1,850,000-00
Virginia	4	5,894,500-00	Michigan ditto	3	2,250,000-00
North Carolina	3	1,824,725-00			
South Carolina	8	9,381,518-90			
			Totals	514	203,553,859-98

It should, however, be observed, that the account of capital is in some instances from estimate only ; and that even when actual returns are obtained, they are not always to be depended on.—(*Circular by A. H. Palmer, 31st of Jan. 1835; Pitkin's Statistics of the United States in 1835, p. 450, &c.*)

BANK OF UNITED STATES.—Contrary to our anticipations (*Dict.* p. 109.), the President has succeeded in his struggle with this establishment. Its charter will terminate in 1836 ; and there is now no chance of its being renewed. Our opinion of the policy of this proceeding continues unchanged. No impartial person can doubt that the institution of the United States Bank has been productive of much advantage, by equalising the currency of the different States ; and by materially mitigating the pernicious consequences resulting from the very defective state of the banking system in most parts of the Union.

BARILLA.—The duties on barilla used in the bleaching of linen are to be repaid to the persons using it, under such regulations as the commissioners of customs may issue.—(*4 & 5 Will. 4. c. 89. § 14.*)

BOOKS.—Under the late law, such books as might be imported were admitted, provided they were of editions printed in or since the year 1801, on payment of a duty of 5*l.* a cwt. ; but this duty has been reduced to 2*l.* 10*s.* a cwt., with the additional proviso, that the books, besides being printed in or since 1801, are in *foreign living languages*.—(*4 & 5 Will. 4. c. 89. § 15.*) This condition was inserted principally to obviate the risk of dictionaries, or the class books used in our schools, being supplied from the Continent ; the booksellers contending that the 2*l.* 10*s.* a cwt. of duty was insufficient to balance the influence of the paper duty, and the peculiar burdens incident to the getting up of books in this country. It has been alleged, indeed, that it will not effect its purpose ; because, as is contended, both Latin and Greek are living languages ; the former being spoken in certain parts of Hungary and Poland, and the latter in Greece ! But the intention of the legislature is too obvious to admit of its being defeated by any quibbling of the sort now mentioned. By a living language is meant a language spoken by a nation or people, and not by a few learned individuals ; and the dialect of the modern Greeks is abundantly different from that of their ancestors. The duty of 1*l.* a cwt. on foreign books printed prior to 1801 ought to be repealed ; it throws obstructions in the way of their importation, while it is quite unproductive of revenue.

Smuggling of English Books from abroad.—Very considerable loss is sustained by literary men and booksellers, by the clandestine importation of English works printed abroad, of which the copyright has not expired. There is hardly, in fact, one of our popular authors, copies of whose works, printed in France or America, may not be readily procured in London ; and as those by whom they are printed have neither copyright nor paper duty to pay, they are able materially to undersell the native article. It is surely unnecessary to say, that every practicable effort should be made to hinder such an invasion of private property ; and in this view we beg to suggest, that the permission given to persons coming from abroad to bring with them single copies of all prohibited works, ought to be withdrawn. It opens a door for smuggling and fraud ; and there is neither sense nor justice in allowing any individual to invade the rights of another, merely because he has been across the Channel. A specific penalty, recoverable by a summary process, ought also to be imposed on every individual offering such books for sale. This would be much more effectual in preventing such practices than the existing law.—(See *Dict.* p. 141.)

BOTTLES (STONE).—In 1812, a duty of 2*s.* 6*d.* a cwt., increased in 1817 to 5*s.*, was imposed upon stone bottles. The average nett produce of this duty has not recently exceeded 3,500*l.* a year. But, to collect this insignificant sum, the manufacture had to be placed under the surveillance of the excise, and those engaged in it subjected to various troublesome and vexatious regulations. The duty did not extend to Ireland, so that a drawback had to be granted on bottles exported to that country, and a countervailing duty charged on those imported from it. This unproductive and troublesome duty was imposed at the instance of the glass bottle manufacturers, who contended, that if stone bottles were exempted from duties, they would be used instead of glass bottles, to the injury of those engaged in manufacturing the latter. But the purposes to which stone bottles and glass bottles are applied are so very different, that it would require a much greater reduction of the price of the former than could possibly be occasioned by the abolition of the duty, to make them be substituted, to any extent worth mentioning, in the place of the latter. These views were ably enforced by the Commissioners of Excise Inquiry ; and, having been adopted by government, the duty has been abolished.—(*4 & 5 Will. 4. c. 77. ; see also Fifth Report by Commissioners of Excise Inquiry.*)

It is to be hoped that the duty on glass bottles may, also, be speedily put an end to. It produces about 110,000*l.* a year. We noticed (*Dict.* p. 1256.) the propriety of enacting and enforcing some regulations as to the size of bottles. The bottle is, in fact, a very important measure ; a great deal of wine and other liquors being sold by the dozen. But there is, at this moment, the greatest discrepancy in the size of bottles ; and it appears to us that it would be highly expedient, in order to obviate the numerous frauds arising from this source, to enact that all bottles be made to contain not less than a certain specified quantity, and to place them under the acts relating to weights and measures.

COAL.—We are glad to have to state, that the duty on coal exported in English ships has been repealed ; and that the duty on all descriptions of coal exported in foreign ships has been reduced to 4*s.* a ton. The increased exportation of coal this measure will occasion, cannot fail of being highly advantageous. Ships that might otherwise have had to go out in ballast, will now have an opportunity of taking with them what may

prove a profitable cargo; at the same time that the cost of conveying the mineral abroad operates as a premium in favour of our own manufactures. The fact, too, that there is, in South Wales alone, a supply of coal sufficient to meet the present demand of the empire for more than 2,000 years, shows the futility of imagining that the measure can be injurious, by its hastening the exhaustion of the mines.

COFFEE. We pointed out (*Dict.* p. 543.) the injustice and impolicy of charging 3*d.* per lb. more on coffee of our Eastern dominions, when imported for home consumption, than on that imported from the West Indies. This distinction is now, however, at an end; the 5 and 6 Will. 4. c. 66. having enacted that coffee, the produce of British possessions within the limits of the East India Company's charter and of Sierra Leone, shall pay, when entered for home consumption, a duty of 6*d.* per lb.

Such coffee must, however, be accompanied with a *certificate of origin*, that is, a certificate subscribed by the proper officer of the place where it was shipped, bearing that he had received from the master, and examined, a declaration under the hand and seal of the shipper of the coffee, stating that it was really and *bona fide* the produce of some such British possession, and that he (the officer) believed such declaration to be true. The master must also, when he arrives in this country, make and subscribe a declaration before the collector or comptroller, stating that the certificate of origin was received by him at the port where the coffee was taken on board, and that the coffee imported is the same that is mentioned therein. (We believe that this is the sense of the clause (2.) relating to the certificate; but from some error of the press or otherwise, it is all but unintelligible.)

COLONIES.

Statement of the Nett Expenditure incurred by Great Britain, on account of her several Military and Maritime Stations, Colonies, and Plantations, during the Year 1833-34. — (*Parl. Paper*, No. 408. Sess. 1835.)

Colonies, &c.	Military Expenditure.		Civil Expenditure.		Naval Expenditure.		Total Expenditure for Military, Civil, and Naval Establishments.		Advances in Aid of Colonial Revenues.		Repayments from Colonial Surplus Customs, and Post Office Collections.		Total Expenditure incurred by Great Britain.			
	L.	s. d.	L.	s. d.	L.	s. d.	L.	s. d.	L.	s. d.	L.	s. d.	L.	s. d.		
Military and Maritime Stations:																
Gibraltar	153,858	3 9	-	-	639	5 9	154,517	9 6	-	-	127	6 9	154,290	3 9		
Malta	100,805	17 10	-	-	6,190	9 7	106,995	7 5	-	-	211	15 5½	106,774	13 11½		
Cape of Good Hope	92,657	18 5	1,204	4 0	3,360	14 3	97,222	16 8	-	-	-	-	97,222	16 8		
Mauritius	116,389	12 2	685	6 0	-	-	117,074	18 2	-	-	-	-	117,074	18 2		
Bermuda	69,334	1 10	29,464	15 11½	13,296	19 6	112,099	17 3½	-	-	-	-	112,099	17 3½		
Fernando Po	985	19 0	7,542	5 9	-	-	8,526	4 9	-	-	-	-	8,526	4 9		
Ascension	1,417	11 10	-	-	9,754	2 9	11,171	14 7	-	-	-	-	11,171	14 7		
Heligoland	500	0 0	362	19 5	-	-	862	19 5	-	-	-	-	862	19 5		
Ionian Islands	97,690	17 4	-	-	-	-	97,690	17 4	-	-	-	-	97,690	17 4		
Plantations and Settlements:																
Jamaica Command:																
Jamaica	210,753	14 5	5,654	16 9	2,679	0 11	219,087	12 1	-	-	-	-	-	219,087	12 1	
Bahamas																
Honduras																
Windward and Leeward Islands Command:																
Barbadoes	409,612	0 5	5,950	19 2	458	0 0	416,000	19 7	-	-	848	6 8	-	-	423,725	0 10½
Grenada																
St. Vincent																
Tobago																
Antigua																
Montserrat																
St. Christopher's Nevis																
Anguilla																
Virgin Islands																
Dominica																
St. Lucia																
Trinidad																
British Guiana																
Lower Canada	254,778	14 0	5,895	10 1½	2,677	10 0	263,249	14 1½	6,875	14 7½	-	-	263,249	14 1½		
Upper Canada	128,726	2 5	20,435	10 5½	7,802	18 0	156,564	10 10½	5,747	15 6	-	-	-	-	162,512	6 4½
Nova Scotia Command:																
Nova Scotia																
New Brunswick																
Prince Edward's Is.																
Newfoundland																
Sierra Leone	28,199	16 7	11,061	16 1	1,500	0 0	40,761	12 8	-	-	-	-	40,761	12 8		
Gambia	-	-	3,500	0 0	-	-	3,500	0 0	-	-	-	-	3,500	0 0		
Cape Coast	128,167	17 3	1,005	0 0	1,964	13 8	131,137	10 11	-	-	17,797	10 4½	113,340	0 5½		
Ceylon	5,371	18 1	19,082	3 4	-	-	24,454	1 5	-	-	-	-	24,454	1 5		
Western Australia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Penal Settlements:																
New South Wales	92,321	3 2	311,418	7 5½	-	-	403,739	10 7½	-	-	26,676	18 7½	371,010	5 9½		
Van Diemen's Land	29,114	8 1	8,000	0 0	-	-	37,114	8 1	-	-	6,052	6 3½	37,114	8 1		
General charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Totals	1,920,287	16 7	431,241	14 5½	50,173	14 5	2,401,703	5 5½	13,471	16 9½	50,865	15 5½	2,364,209	6 9½		

* We have been blamed in various publications that have appeared in Ceylon, and which have about them an official air, for saying that the revenues of the island were inadequate to defray her expenses, and that she was a drain upon this country. We may have been inaccurate in this statement; and if so, we regret it; but the blame, if there be any, does not lie at our door, but at that of government. It appears, from the official account given above, that we incurred, on account of Ceylon, in the year 1833-34, a nett expenditure, over and above the revenue derived from it, of no less than 113,340*l.* We do not vouch for the accuracy of this statement; but, supposing to be true, our remark was certainly well founded. We can assure our readers in Ceylon and elsewhere, that we had not, and could not have, any wish to depreciate that or any other colony or place. Our only object is to lay before them what we believe to be accurate information; and we shall carefully attend to any corrections they may send us.

6 COMPANIES (PUBLIC SCOTCH). — CORN.

COMPANIES (PUBLIC SCOTCH). — The following Table may, we believe, be safely relied on. It shows the periods when almost all the great joint stock associations now existing in Scotland were established; the amount of paid up capital held by each; the dividend thereon; the period when the dividend is paid; the amount of each share; and the prices the shares brought on the 1st of October, 1835.

Description of Stock.	When formed.	Capital paid in.	Dividend.	When payable.	Shares.	Prices, 1st October, 1835.
<i>Banks.</i>						
Bank of Scotland	1695	1,000,000	6 per cent.	April, Oct.	83 6 8 all paid	L. s. d. 170 0 0
Royal Bank of Scotland	1727	2,000,000	5 1/2	Jan. July	100 0 0 —	170 0 0
British Linen Company	1745	500,000	—	June, Dec.	100 0 0 —	240 0 0
Commercial Bank	1810	600,000	6	Jan. July	500 0 100l. pd.	171 0 0
National Bank	1825	500,000	5	Jan. July	100 0 0 10l. —	14 0 0 to 15 0 0
Glasgow Union Bank	1830	400,000	2 1/2	June	250 0 0 50l. —	60 0 0
Western Bank of Scotland	1832	600,000	—	June	300 0 0 30l. —	30 0 0
<i>Insurance Companies.</i>						
Caledonian Fire Insurance Co.	1805	1,000	—	July	100 0 0 10l. —	14 10 0
Hercules Insurance Co.	1809	7,500	5 per cent.	April	100 0 0 10l. —	10 10 0
North British Insurance Co.	1809	50,000	6	June	100 0 0 10l. —	15 0 0
Insurance Co. of Scotland	1811	100,000	—	August	10 0 0 all paid	6 15 0
Standard Life Insurance Co.	1825	100,000	5 per cent.	August	10 0 0 1l. —	1 4 0
Scottish Union Insurance Co.	1824	250,000	5	January	20 0 0 1l. —	1 1 0
Edinburgh Life Assurance Co.	1823	5,000	6	January	100 0 0 10l. —	14 10 0
West of Scotland Fire Insua. Co.	1825	100,000	4	July	100 0 0 10l. —	Far
<i>Miscellaneous.</i>						
Glasgow Royal Exchange	1827	1,172	1l. 1s. per share	Whitsund.	50 0 0 4l. —	31 0 0
Do. Gas Company	1818	4,450	10 per cent.	Feb. Aug.	25 0 0 all paid	56 0 0 to 60 0 0
Do. Water Company	1807	2,850	—	Whits. Mart.	50 0 0 —	—
Do. Cranstonhill Water Co.	1808	7,250	—	Whitsund.	25 0 0 —	—
Do. New Clyde Shipping Co.	1824	520	1l. per share	May	10 0 0 —	—
Do. Old Clyde Shipping Co.	1819	600	2l. 10s.	March	25 0 0 —	—
Edinburgh Gas Company	1818	4,500	10 per cent.	Feb. Aug.	25 0 0 5l. paid	66 0 0
Do. additional for New Stock					25 0 0 all paid	32 0 0
Do. Water Company	1819	5,400	5 per cent.	June, Dec.	25 0 0 —	70 0 0
Do. and Dalkeith Railway Co.	1826	1,200	—	—	50 0 0 —	32 0 0
Do. and Glasgow Un. Canal Co.	1817	4,810	—	Mar. Sept.	50 0 0 —	20 0 0
Do. and Glasgow do. (allocated)	1817	4,810	—	Mar. Sept.	96 0 0 —	65 0 0
Do. and Leith Gas Company	1824	10,000	—	February	20 0 0 16l. paid	8 0 0
Do. Equitable Loan Company	1825	5,000	5 per cent.	April	20 0 0 10l. —	10 0 0
Leith Gas Company	1821	750	6	July	20 0 0 all paid	34 0 0
Forth and Clyde Canal	1768	1,297	25s. per share	Whits. Mart.	400 16 0 —	605 0 0
Monkland Canal	1768	2,020	—	Feb. Aug.	7 8 6 —	—
Garnkirk Railway	1826	1,300	2 per cent.	—	—	—
Monkland & Kirkintilloch do.	1824	1,540	5	Whits. Mart.	25 0 0 —	—
Shot's Iron Company	1824	2,000	2 1/2	February	50 0 0 30l. paid	—

CORN LAWS AND CORN TRADE.

An Account of the Total Quantity of Quarters of Foreign Wheat that have paid Duty for Consumption in the United Kingdom, under 9 Geo. 4. c. 60., since that Act came into force in 1828, till 5th of July, 1835, and the Total Amount of Duty received thereon; and showing, from the Total Quantity of Quarters, and the Total Amount of Duty so received thereon, what the Duty was per Quarter at an Average of the whole Period; — and,

The same Account for Foreign Barley, Oats, Rye, Pease and Beans, Wheat, Meal and Flour, Oatmeal, Maize or Indian Corn, Buck Wheat; and the same Account for all these, the Produce of, and imported from, any British Possession in North America, or elsewhere, out of Europe. — (*Parl. Papers*, No. 592. Sess. 1835.)

	Foreign Corn, Meal, and Flour.			Corn, Meal, and Flour, the Produce of, and imported from, British Possessions out of Europe.		
	Quantities charged with Duty for Home Consumption, under Act 9 G. 4. c. 60. from the passing of the Act (15th of July, 1828), to the 5th of July, 1835.	Amount of Duty received thereon.	Rates of Duty taken on the Average of the whole Period.	Quantities charged with Duty for Home Consumption, under Act 9 G. 4. c. 60. from the passing of the Act (15th of July, 1828), to the 5th of July, 1835.	Amount of Duty received thereon.	Rates of Duty taken on the Average of the whole Period.
	Quarters.	L.	Per Quarter. s. d.	Quarters.	L.	Per Quarter. s. d.
Wheat	4,837,912	1,605,637	6 8	468,882	85,022	3 8
Barley	1,224,762	347,998	5 8	313	23	1 6
Oats	1,521,225	461,670	6 1	8,973	294	0 8
Rye	142,771	26,686	3 9	—	—	—
Pease	286,406	96,987	6 9	5,949	544	1 10
Beans	241,213	134,415	11 2	—	—	—
Indian corn	105,225	19,646	3 10	218	27	2 5
Buck wheat	35,346	10,706	6 1	—	—	—
Beer or Blegg	—	—	—	—	—	—
Wheatmeal and flour	Cwt. 1,896,102	183,252	Per Cwt. 1 11	Cwt. 417,813	30,229	Per Cwt. 1 6
Oatmeal	9	4	8 5	1,543	78	0 10

CORN (PRICE OF). — The average prices of British corn in 1833 and 1834 were as follow: —

Years.	Wheat.	Rye.	Barley.	Oats.	Pease.	Beans.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1833.	52 11	32 11	27 5	18 5	36 5	33 2
1834.	46 2	32 9	29 0	20 11	39 4	35 3

CORN (ISLE OF MAN). — All foreign corn imported into the Isle of Man is now subject to the same duties as in the United Kingdom. — (5 & 6 Will. 4. c. 13.)

CORN (PRICE OF IN FRANCE). — We copy from the *Times* of the 16th of October, 1835, the following

Table of the average Prices of Wheat in France at the End of September of each Year, from 1819 to 1835, both inclusive, according to the official Returns, with their Equivalents in English Measure and Money: —

Years.	Per hect.	Per qr.	Years.	Per hect.	Per qr.
1819	<i>fr.</i> 40	<i>s.</i> 36	1828	<i>fr.</i> 21	<i>s.</i> 48
1820	19	4	1829	30	13
1821	16	9	1830	21	9
1822	16	9	1831	21	7
1823	15	4	1832	19	4
1824	14	3	1833	15	6
1825	15	2	1834	14	6
1826	15	2	1835	13	6
1827	18	31			

The average of the whole period is 17*fr.* 31*c.* per hectolitre, equal to 3*os.* 8*d.* per quarter; and it will be remarked that the average of the present year is the lowest of the whole period.

The average price of British wheat during the second week of October, 1835, was 57*s.* a quarter, being lower than it has been at any time since 1780.

COTTON.

Account of the Exports of Cotton Goods and Yarn in 1833 and 1834; specifying the Quantity and Value of those sent to each Country. — (*Papers published by Board of Trade, vol. iv. p. 197.*)

Countries to which exported.	1833.					1834.				
	Entered by the Yard.		Hosiery, Lace, and Small Wares.	Cotton Twist and Yarn.		Entered by the Yard.		Hosiery, Lace, and Small Wares.	Cotton Twist and Yarn.	
	Quantities.	Declared Value.		Quantities.	Declared Value.	Quantities.	Declared Value.		Quantities.	Declared Value.
	<i>Yards.</i>	<i>£.</i>	<i>£.</i>	<i>lbs.</i>	<i>£.</i>	<i>Yards.</i>	<i>£.</i>	<i>£.</i>	<i>lbs.</i>	<i>£.</i>
Russia	2,656,997	98,649	9,036	19,311,877	1,164,996	1,779,836	66,516	4,212	16,241,353	1,037,533
Sweden	31,173	1,029	691	357,595	31,711	49,690	1,003	504	439,550	30,013
Norway	481,474	13,157	1,906	55,562	2,893	567,531	14,602	1,025	62,123	3,575
Denmark	299,875	6,063	779	16,814	1,092	326,259	6,362	227	25,550	1,317
Prussia			6	21,007	1,692	4,608	220	199	21,312	2,017
Germany	49,534,158	1,188,551	252,312	25,653,901	1,598,467	50,527,198	1,293,617	207,105	26,432,880	1,793,458
Holland	20,610,649	491,778	45,770	1,942,705	971,719	21,189,927	549,084	45,718	13,084,898	1,122,337
Belgium	3,122,579	128,457	251,648	103,558	11,829	4,180,166	155,921	170,012	65,514	8,409
France	1,544,075	46,247	36,320	98,193	12,212	2,317,607	60,774	67,385	101,980	22,527
Portugal, Proper	25,278,084	540,842	15,409	50,062	3,366	42,004,094	890,862	19,805	241,937	19,955
Azores	1,228,931	24,751	776	15,565	626	1,501,139	30,651	914	30,612	1,112
Madeira	621,687	12,619	686	56	4	575,181	12,284	442	89	7
Spain and the Balearic Islands	328,263	9,288	1,218	2,550	447	456,670	12,184	1,033	2,646	250
Canary Islands	637,583	15,602	853	625	52	748,619	18,765	581	850	60
Gibraltar	9,403,461	216,139	5,091	10,920	910	15,130,134	312,729	7,927	12,909	1,071
Italy and the Ionian Islands	47,672,152	1,088,073	40,756	6,956,453	376,835	60,683,663	1,663,243	52,814	9,888,968	543,808
Malta	2,238,974	57,887	935	136,330	6,940	4,560,503	122,156	1,821	531,810	28,887
Ionian Islands	233,692	5,504	308	54,440	2,955	1,747,855	36,313	958	129,622	8,888
Turkey and Continental Greece (exclusive of the Morea)	30,237,127	750,604	2,089	1,767,731	90,052	28,621,490	828,245	3,546	1,989,851	109,735
Morea and Greek Islands	316,897	12,311	345	-	-	460,984	17,493	870	1,581	140
Egypt (Ports on the Mediterranean)	2,682,903	54,743	10	177,850	11,028	3,929,444	95,874	296	531,714	29,900
Tripoli, Barbary, and Morocco	1,465	80	140	-	-	590,362	9,992	793	-	-
Western Coast of Africa	4,964,666	118,872	386	690	107	4,975,433	129,584	607	570	120
Cape of Good Hope	4,536,727	115,567	9,882	1,164	80	4,560,311	100,328	9,527	2,370	171
St. Helena	87,579	2,018	328	-	-	110,372	3,124	321	36	2
Isle of Bourbon						1,981,139	1,981	36		
Mauritius	794,562	22,582	3,524	-	-	2,496,315	70,453	6,671	340	34
East India Company's territories and Ceylon	45,755,910	1,152,486	21,153	4,783,794	324,353	38,972,059	943,501	15,717	4,267,653	315,583
China						6,381,018	152,395	10,503	952,440	56,839
Siam and Java	11,091,558	316,364	1,813	247,450	15,446	10,118,790	290,901	1,863	528,970	17,443
Philippine Islands	2,814,719	87,807	455	7,600	570	1,794,438	51,053	1,116	20,300	1,115
New South Wales, Van Diemen's Land, and Swan River	1,828,859	53,428	7,655	11,960	593	3,721,420	101,701	11,581	11,433	652
Ports of Siam						519,205	11,416	50	22,000	1,565
British North American Colonies	14,210,060	339,143	29,314	216,895	9,915	10,925,792	265,291	20,537	194,692	6,458
British West Indies	27,507,930	661,340	43,166	8,630	590	30,216,315	728,756	40,684	4,584	455
Haiti	7,224,510	219,983	6,567	1,000	110	7,116,854	212,587	5,936	4,300	505
Cuba and other Foreign West Indies	12,889,249	323,338	9,465	540	34	21,174,586	511,887	13,424	10	1
United States of America	45,141,989	1,385,957	310,835	118,575	6,255	45,630,862	1,394,057	277,652	107,443	6,693
Mexico	5,745,146	201,428	16,327	968,720	53,694	6,823,964	251,177	7,878	463,546	27,364
Guatemala	53,127	1,809	-	11,000	765	870,001	25,797	111	25,155	1,775
Columbia	5,210,761	66,743	3,312	-	-	5,315,137	114,022	3,962	35,900	3,153
Brazil	68,903,598	1,607,735	59,918	11,451	1,073	63,424,332	1,427,029	58,555	57,730	3,795
States of the Rio de la Plata	12,731,754	280,292	23,311	300	26	90,942,118	449,831	33,313	9,258	446
Chili	20,191,482	490,805	28,846	4,220	430	25,474,254	606,054	20,811	5,089	860
Peru	6,819,029	195,196	12,400	1,000	90	4,501,192	127,828	8,760	-	-
Isle of Guernsey, Jersey, Alderney, and Man	687,302	45,329	41,683	5,471	2,067	896,640	49,051	33,253	6,192	984
Totals	496,392,096	12,451,060	1,331,317	7,026,161	4,701,024	555,705,809	11,127,532	1,175,219	76,478,168	5,211,015

CURRANTS.—The exorbitant duty of 4*s.* 4*d.* a cwt. on currants was reduced, in 1834, to half that amount, or to 2*s.* 2*d.* a cwt. — (4 & 5 Will. 4. c. 89. § 15.) But this reduction, considerable as it is, is not enough. The duty ought not to exceed 10*s.*, or at most 12*s.* The price of currants in bond usually varies from 20*s.* to 25*s.*; so that the duty, as fixed by the 4 & 5 Will. 4. c. 89., is equal to about 100 per cent. *ad valorem*. But such a duty is obviously oppressive; the more especially as currants, if low-priced, would be largely consumed by all classes in this country; and as they form the principal equivalent the inhabitants of the Ionian Islands and of the Morea have to offer in exchange for foreign products. We are satisfied, too, that had the duty been reduced to 10*s.* a cwt., it would, in a few years, have yielded more revenue than it will ever yield at its present rate. Such a reduction would have brought currants within the command of a much greater number of persons; and would, in fact, have gone far to render them an article of general consumption; whereas, the duty of 22*s.* 2*d.* will still confine their use to the wealthier classes.

It has been said, that a reduction of the duty from 4*s.* 4*d.* to 10*s.* a cwt. would not have made a corresponding reduction in the price of the article; and that the measure would have redounded more to the advantage of the growers of currants than of the consumers in this country. That such might have been in some degree the case, at the outset, we admit; but the greater advantages derived by the raisers of currants would have made them be produced in much larger quantities, so that at no distant period we should have reaped the full advantage of the reduction in the rate of duty, at the same time that our trade with the Ionian Islands and the Morea would have been increased proportionally to the increase in the imports of currants. However, we are grateful for what has been done; and it may be fairly presumed that the beneficial effect of the reductions already made will lead to others on a still greater scale.

EMIGRANTS.—It will be seen from the subjoined accounts, that the number of emigrants to Canada and the United States was very decidedly greater in 1831 and 1832 than in either of the 2 preceding or 2 following years. The falling off in 1833 seems to have been mainly a consequence of the alarms occasioned by the breaking out of cholera, during the previous year, in a very aggravated state, in some of the emigrant ships, and at Quebec. But this circumstance had less influence in 1834, and the emigration for that year was considerably greater.

Account of the Number of Emigrants, specifying the Countries whence they came, and the Numbers from each, that arrived at Quebec during the Six Years ending with 1834. — (*Parl. Paper*, No. 87., Sess. 1835.)

Where from.	1829.	1830.	1831.	1832.	1833.	1834.
England & Wales	3,565	6,799	10,343	17,481	5,198	6,799
Ireland	9,614	18,300	34,133	28,204	12,013	19,906
Scotland	2,643	2,450	5,354	5,500	4,196	4,591
Hamburg and Gibraltar	-	-	-	15	-	-
Nova Scotia, New- foundland, West Indies, &c. &c.	125	451	424	546	345	339
	15,945	28,000	50,254	51,746	21,752	30,935
			Grand Total			198,632

Account of the Number of Emigrants arrived at New York from the United Kingdom, separating between those from England, Scotland, and Ireland, during the Six Years ending with 1834. — (*Parl. Paper*, *ut supra*.)

Year.	Eng-land.	Ire-land.	Scot-land.	Total.
1829.	8,110	2,443	948	11,501
1830.	16,350	3,497	1,584	21,433
1831.	15,808	6,781	4,078	26,667
1832.	18,947	6,050	3,286	28,283
1833.	-	-	-	16,000
1834.	-	-	-	26,540
To 20th Nov. }	-	-	-	
			Grand Total	126,464

Return of the Number of Emigrants from the United Kingdom in 1833 and 1834, specifying the Colonies and Countries for which they cleared out, and the Numbers that cleared out for each. — (*Parl. Paper*, *ut supra*.)

	Colonies in North America.		United States of America.		Cape of Good Hope.		Australian Colonies.	
	1833.	1834.	1833.	1834.	1833.	1834.	1833.	1834.
England	5,785	6,520	22,392	25,981	516	287	3,317	2,666
Scotland	5,592	4,954	1,935	2,880	1	1	253	134
Ireland	17,431	29,586	4,764	4,213	-	-	523	-
	28,808	40,060	29,109	35,074	517	288	4,093	2,800

Total number of Emigrants, in 1833, 62,527 — in 1834, 76,222 — total, 148,749.

Passenger Acts — Policy of. — It appears from the above statement that, during 1833 and 1834, no fewer than 148,749 emigrants left the United Kingdom; 141,051 being destined for America, and 7,698 for the Australian colonies and the Cape of Good Hope. Such being the extent to which emigration is carried, the propriety, or rather necessity, of enacting some general regulations, with respect to the conveyance of emigrants to their destination, must be obvious to every one at all acquainted with the subject. The greater number of emigrants are in humble life; few among them know any thing of ships, or of the precautions necessary to insure a safe and comfortable voyage; they are, also, for the most part poor, and exceedingly anxious to economise, so that they seldom hesitate to embark in any ship, however unfit for the conveyance of passengers, or inadequately supplied with provisions, provided it be cheap. Unprincipled masters and owners have not been slow to take advantage of this; and in order to prevent the frauds that have been, and that would be, practised on the

unwary, it has been found indispensable to lay down some general regulations as to the number of passengers to be taken on board ships as compared with their tonnage, the quantity of water and provisions as compared with the passengers, &c. But this is no very easy task. If the limitations be too strict, that is, if comparatively few passengers may be carried, or if the stock of provisions to be put on board be either unnecessarily large or expensive, the cost of emigration is proportionally enhanced; and an artificial and serious impediment is thrown in the way of what ought to be made as easy as possible, consistent with security. But, on the other hand, if too many passengers be allowed, their health is liable to suffer; and should the supply of provisions be inadequate, or the quality bad, the most serious consequences may ensue. The Passage Act (6 G. 4. c. 116.) obliged too great a quantity of expensive provisions to be put on board, and was, in consequence, objected to by emigrants as well as shippers. The late act, 9 G. 4. c. 21. (*Dict.* p. 880.) avoided this error; but it, too, was defective, in as much as it made no provision with respect to the sufficiency of the ship, the having a surgeon or other properly qualified medical person on board ships carrying a certain number of passengers, and in other particulars.

These deficiencies have been in part supplied by the act of last session (5 & 6 W. 4. c. 53.), of which a full abstract is subjoined. But we doubt whether even it will completely answer the end in view. During 1834 no fewer than 17 ships, with passengers on board, bound for Quebec, were wrecked on the passage; 731 emigrants losing their lives in consequence, while many more lost most part of their property, and were reduced to the greatest difficulties. These losses principally took place in the gulf and river of St. Lawrence; but we should err if we ascribed them entirely, or principally even, to the difficulty of the navigation. Emigrants to Quebec are mostly taken out in ships engaged in the timber trade; and it is well known that, speaking generally, these are a very inferior class; it being the usual practice to turn worn-out ships, unfit to carry dry cargoes, into this department. Most part of the catastrophes alluded to may, we are assured, be ascribed to this circumstance, and to the misconduct of the masters and crews. We doubt whether the clause (7th) in the present act as to the sea-worthiness of the ship will be sufficient to obviate the disasters arising from the use of improper vessels. And we incline to think that, in addition to what is stated in the act, it should be further provided that all British ships, not standing in the class A. or the class Æ. of the new register (see *post*), should be prohibited from undertaking to carry passengers; and that either some similar regulation should be adopted with respect to foreign ships, or that they should be prohibited from clearing out with passengers, unless reported as sea-worthy and suitable for their conveyance by government surveyors appointed for that purpose. There can be no question as to its being the bounden duty of government to take every reasonable precaution for obviating shipwreck. And, even if higher considerations did not make an effectual interference imperative, it is pretty certain that the check given to emigration to Canada, by the shipwrecks and destruction of life that have recently taken place, is much greater than any that could be given by the trifling addition that the adoption of some such plan as has now been suggested would make to its cost.

The subjecting of captains of ships to an examination, and the exclusion of spirits (see art. SHIPS in this Supplement), would go far to obviate the other causes of loss. The absolute prohibition of ardent spirits in emigrant ships, except as a medicine, has been strongly recommended by Mr. Buchanan, the agent for emigrants in Canada. This recommendation should, we think, be adopted. It is partially, indeed, carried into effect by the 10th clause of the subjoined act. But the better way would be, not to allow any spirits of any sort to be taken on board ships conveying emigrants, except a few gallons to be used as a cordial, in case it should be recommended by the doctor. If more than this be allowed, it will afford facilities for the clandestine introduction of a still greater quantity; and cannot be otherwise than injurious.

The new act does not make it imperative on ships conveying passengers to America to have a surgeon on board; and, perhaps, when bound for New York, he may not be required. But the voyage to Quebec is often very tedious; and much suffering and loss of life have frequently arisen from no medical officer being on board emigrant ships destined for that port.

It has been said, that if we lay restrictions on the conveyance of emigrants to Quebec, it will make New York the great landing port, and throw the business of their conveyance entirely into the hands of the Americans. But the regulations enforced in the subjoined act, and those we have suggested, apply equally to both parties. And it is, besides, true that a continuance of the old system, attended as it, no doubt, would have been by a repetition of the most appalling disasters, would have had the very effect falsely ascribed to judicious regulations. It would have prevented any one not compelled by necessity — who was not, in fact, a beggar — from sailing in a vessel bound for Quebec. We subjoin the new act: —

Repeal, &c. — The act 9 Geo. 4. c. 21. directed to be repealed. — § 1.

No Ship to sail with more than Three Persons on board for every Five Tons. — No ship carrying passengers from any port or place in the U. K., or in Guernsey, Jersey, Alderney, Sark, or Man, on any voyage for any port or place out of Europe, and not within the Mediterranean, shall proceed on her voyage with more than 3 persons on board for every 5 tons of the registered burden of such ship, the master and crew being included in, and forming part of, such prescribed number; and no ship, having more than one deck, shall carry any passengers upon any such voyage, unless she be of the height of 5½ feet at least between decks; and no ship, having only one deck, shall carry any passengers upon any such voyage, unless a platform be laid beneath such deck, so as to afford a space of the height of at least 5½ feet, and no ship shall have more than 2 tiers of berths; and no ship, having 2 tiers of berths, shall carry any passengers, on any such voyage, unless there be an interval of 6 inches, at least, between the deck or platform and the floor of the lower tier, throughout the whole extent thereof; provided, that whatever be the tonnage of the ship, no greater number of persons shall be taken on board, as passengers, than shall be after the rate of one person for every 10 superficial feet of the lower deck or platform unoccupied by goods or stores, not being the personal luggage of such persons, if such ship shall not have to pass the line on her voyage, or after the rate of one such person for every 15 clear superficial feet, if such ship have to pass the line. — § 2.

Quantity of Water and Provisions to be carried by Vessels with Passengers. — No ship carrying passengers on any voyage, as aforesaid, shall be cleared out for such voyage from any port in the U. K., or in the islands of Guernsey, Jersey, &c., unless there be actually laden and on board such ship good and wholesome provisions for the use and consumption of the said passengers, over and above the victualling of the crew, to the amount or in the proportion following; viz. a supply of 5 gallons of pure water to every week of the computed voyage for every passenger on board such ship, such water being carried in tanks or sweet casks, and a supply of 7 lbs. weight of bread, biscuit, oatmeal, or bread stuffs, to every week of the computed voyage for every passenger; provided, that to the extent of one third of such supply, and no more, 7 lbs. weight of potatoes may be held to be equivalent to 1 lb. weight of bread, biscuit, oatmeal, or bread stuffs, in the supply of any ship bound to any place in North America; provided, that when any ship shall be destined to call at a port or place in the course of her voyage, for the purpose of filling up her water, a supply of water, at the rate before mentioned, for every week of the computed voyage to such port or place of calling, shall be deemed to be a compliance with the provisions of this act. — § 3.

Number of Weeks requisite for Voyage of Vessel. — The number of weeks deemed to be necessary for the voyage of any such ship, according to her destination, shall be determined by the following rule of computation; viz.

- For a voyage to North America, 10 weeks.
- South America, on the Atlantic Ocean, or to the West Coast of Africa, 12 weeks.
- the Cape of Good Hope, 15 weeks.
- to the Mauritius, 18 weeks.

Any other voyage, 24 weeks. — § 4.

Officers to examine Provisions and Water before Departure of Vessel. — Before any such ship shall be cleared out, the officers of customs shall survey, or cause to be surveyed by some competent person, the provisions and water before required for the consumption of the passengers, and ascertain that the same are sweet and good, and shall also ascertain that, over and above the same, there is on board an ample supply of water and stores for the victualling of the crew of the ship; and such officers shall also ascertain that the directions herein contained, in respect of the situations of berths, have been complied with. — § 5.

Table of the Prices of Provisions to be sold on board. — The master of every such ship shall cause a table to be drawn up of the prices at which any provisions or stores, to be sold by any person on board to the passengers, during the voyage, are to be supplied; and a copy of the same, printed or written in a fair and legible manner, shall be affixed in some convenient and conspicuous place on board said ship, and the same shall be maintained for continual reference, as well during the period in which passengers shall be engaged, as during the whole of the voyage; and no higher prices than are stated in such table shall in any case be charged for such provisions or stores during the voyage; but nothing herein contained shall be construed as requiring the master of any ship to provide provisions or stores for the purpose of sale to passengers who have contracted to victual themselves during the voyage. — § 6.

Seaworthiness of the Ship may be ascertained by Survey. — If doubts arise whether any ship about to proceed with passengers, as aforesaid, is seaworthy, or fit for her intended voyage, and such doubts are not removed to the satisfaction of the collector and comptroller of customs at the port from which such vessel is to be cleared out, it shall be lawful for such collector and comptroller to cause such ship to be surveyed by 2 competent persons; and if it be reported by them, that such ship is not, in their opinion, seaworthy, with reference to such voyage, such ship shall not be cleared out, unless the contents of such report be disapproved to the satisfaction of the commissioners of customs, or until the ship be rendered seaworthy. — § 7.

Copies or Abstracts of this Act to be kept on board. — Two copies of this act, or abstracts of the same, provided and issued by the commissioners of customs, and authenticated by the signature of the collector or comptroller of customs at the port of clearance, shall be delivered to the master, on demand, by the collector or comptroller at the time of clearance, and shall be kept on board every ship proceeding with passengers as aforesaid, and one of such copies or abstracts shall, upon request made to the master of the ship, be produced to any passenger for his perusal. — § 8.

A Medical Practitioner to sail with every Ship carrying 100 Passengers. — No ship carrying passengers to any port or place as aforesaid, except in North America, if the number of passengers amount to or exceed 100, shall clear out from any port in the U. K., or in the islands of Guernsey, Jersey, &c. unless there be rated, and actually serving on board such ship, some person duly authorised to practise as a physician, surgeon, or apothecary, and no such ship shall put to sea, or proceed on such voyage, unless such medical practitioner be therein, and *bond fide* proceed on such voyage, taking with him a medicine chest, and a proper supply of medicines, instruments, and other things suitable to the intended voyage; and no ship carrying passengers under the provisions of this act shall clear out for any voyage as aforesaid, unless there be actually laden and on board such ship medicines and other things necessary for the medical treatment of the passengers on board, during such intended voyage, and available for that purpose, nor unless such medicines and other things shall be adequate, in amount and kind, to the probable exigencies of any such voyage; and, together with such medicines and things, shall also be put on board every such ship, previously to her clearing out for such voyage, a certificate under the hands of 2 or more medical practitioners, to the effect that such medicines and things have been inspected by them, and are, in their judgment, adequate to meet any such probable exigencies. — § 9.

Ships carrying Passengers prohibited from exporting Spirits, &c. — No ship carrying passengers as aforesaid shall be cleared out if there be laden on board her, by way of stores, over and above the stores proper for the crew, any quantity of spirits or strong waters beyond one tenth part of such quantity as would, except for this restriction, be allowed by the officers of customs upon the victualling bill of such ship for the outward voyage only, according to the number of persons going the voyage. — § 10.

Master to deliver List of Passengers to Collector of Customs. — The master of every ship carrying passengers shall, before clearing out his ship, deliver to the collector or other principal officer of customs, at such port or place, a list in writing, together with a duplicate of the same, specifying, as accurately as may be, the name, age, profession, or occupation of every passenger on board such ship, with the name of the port or place at which he hath contracted to land each passenger; and such collector or other officer

shall thereupon deliver to the said master a counterpart of such list signed by him; and the master shall exhibit this counterpart of his said list to the collector or other chief officer of customs at any port or place in H. M.'s possessions, or to H. M.'s consul at any foreign port, at which the said passengers, or any of them, shall be landed, and shall deposit the same with such collector or chief officer of customs, or such consul, at his final port of discharge in said possessions. — § 11.

Penalty on Master landing Passengers at Place not contracted for. — The master of a ship carrying passengers as aforesaid shall not, without his or her previous consent, land or put on shore any passenger at any port or place other than that at which he contracted to land or put such passenger on shore. — § 12.

How Children are to be computed. — For the purpose and within the meaning of this act, 2 children, each being under the age of 14 years, but above the age of 7 years, or 3 children, each being under the age of 7 years, shall in all cases be computed as one person only; and children under the age of 12 months shall not be included in the number of persons. — § 13.

Fines in case of Detention. — If any ship shall not actually put to sea and proceed upon any intended voyage on the day appointed for that purpose by any contract made by the owner, master, or charterer of such ship, or by their agent, with any passenger who shall on that day be on board the same, or ready to proceed on such intended voyage, then and in every such case, the master of the ship shall pay to each and every passenger as shall have contracted to victual himself, a fine at the rate of 1s. for each day during which he or she shall be detained previously to the actual clearing out and final departure of the ship on the voyage, and the same may be recovered daily; and the master of such ship shall victual each and every passenger as shall have contracted to be victualled by the ship owner on and from the day so appointed: provided that no such fine shall be payable in respect of any detention of the vessel by stress of weather or other unavoidable cause. — § 14.

Passengers to be maintained for 48 Hours after their Arrival. — At the close of any voyage every person arriving as a passenger at any port or place shall, during the space of 48 hours after arrival, be entitled to continue on board such ship, and to be provided for and maintained on board in the same manner as during the voyage, unless it have been expressly stipulated between such passenger and the master of such ship, that such passenger shall not be entitled to such maintenance during the said 48 hours, or unless, in the ulterior prosecution of her voyage, the ship quit such port or place within the said 48 hours. — § 15.

Penalties in case of Infringement of the preceding Enactments. — If any ship carrying passengers on any voyage from the U. K., or the islands of Guernsey, Jersey, &c., to or for any port or place out of Europe, and not in the Mediterranean, shall carry any number of passengers exceeding by more than 1 person in 50 the proportion authorised and allowed by this present act; or if such ship shall not be of the height between decks before required; or if such a platform as before directed shall not be laid and continued throughout the whole duration of such voyage, in the manner before required; or if there be more than 2 tiers of berths; or if there be not throughout the whole duration of such voyage such an interval, as is before prescribed, between the deck and the floor of the lower tier of berths; or if such ship shall clear out and put to sea, not having on board such water and provisions as aforesaid, for the use and consumption of the passengers, of the kind, and to the amount, and in the proportion, before required; or if a table of the prices of provisions or stores be not exhibited as before required; or if any higher prices than are named in such table shall be charged; or if there be not on board such vessel such medical practitioner as aforesaid, or such medicines and other things necessary to the medical treatment of the passengers, as is before required; or if such ship shall be cleared out before such list of passengers as before mentioned have been delivered in manner and form aforesaid to such officer as aforesaid; or if any such list be wilfully false; or if the copy or abstract of this act be not produced as before required; or if any passenger be not allowed to continue on board such ship as before provided; or if any passenger, without previous consent, be put on shore at any place other than that at which the master had contracted to land such passenger; the master of such ship shall, in respect of each and every such offence, be liable, on summary conviction, as is after mentioned, to the payment of a fine of not less than 5s. nor more than 20l. sterling British money. — § 16.

The Right of Action of Passengers not taken away or abridged. — Nothing herein contained shall take away or abridge any right of suit or action which may accrue to any passenger or other person, in respect of the breach or non-performance of any contract made or entered into between or on the behalf of such passenger or person, and the master or owners of such ship. — § 17.

Prosecution and Recovery of Penalties. — These are to be sued for, proceeded with, and determined in the same manner and under the same conditions, as in the case of penalties under the smuggling acts (see *Dict.* p. 1062.), or the acts relating to the customs, or to trade or navigation. Provided, that in preferring and prosecuting indictments or informations under this act, the direction and consent of commissioners of customs shall not be required, any thing in such acts of parliament to the contrary notwithstanding. — § 18.

Masters of Vessels to enter into Bond for the due Performance of Regulations. — Before any ship carrying passengers clear out from the U. K., or the islands of Guernsey, Jersey, &c. for any port or place out of Europe, and not in the Mediterranean, the master of said ship shall enter into a bond to H. M., with one good and sufficient surety, to be approved by the collector or chief officer of customs at the port of clearance, in the sum of 1,000l., the condition of which bond shall be, that the said ship is seaworthy, and that all the rules and regulations prescribed by this act for the carriage of passengers shall be well and truly performed before and during such intended voyage, and that all penalties, fines, and forfeitures, which the master of such ship may be sentenced or adjudged to pay in respect of the breach or non-performance of any such rules and regulations, shall be well and truly paid: provided, that such bond shall be without stamps, and that no such bond shall be put in suit, and that no prosecution, suit, action, or information shall be brought by virtue of this act, or by reason of the breach of any of its provisions, in any of H. M.'s possessions abroad, after the expiration of 12 calendar months succeeding the commencement of any such voyage, nor in the U. K., or any of the islands before mentioned, after the expiration of 12 calendar months after the return of the master to the port whence he sailed on such voyage. — § 19.

Exception of particular Ships. — Nothing in this act shall be construed to extend to ships carrying passengers in cases in which the number of persons, computed in manner before provided, shall not exceed 1 person for every 5 tons of the registered burden of such ship; nor shall any thing in this act extend to any ship in the service of the Lords of the Admiralty, of H. M.'s Postmaster General, or of the East India Company. — § 20.

Bahamas, &c. deemed in South America. — The Bahama Islands, and all places in America southward of the same, shall be deemed to be in South America for the purposes of this act. — § 21.

FIGS. — The duty on figs has been reduced from 21s. 6d. to 15s. a cwt. Nearly the same may be said of this reduction as of that of the duty on currants. It is too trifling to have much effect on consumption; and there can, we apprehend, be little doubt that a duty of 10s. would, by stimulating the latter, be more productive of revenue than a duty of 15s.

FLAG. — Any of his Majesty's subjects hoisting the Union Jack in their vessels, or any

pendants, &c. usually worn in his Majesty's ships, or any flag, jack, pendant, or colours whatever in imitation of or resembling those of his Majesty, or any ensign or colours whatever other than those prescribed by proclamation, 1st of January, 1801, shall forfeit for every such offence not less than 500*l.* (*sic in orig.*) — (4 & 5 *Will.* 4. c. 13. § 11.)

FUNDS. — The act 4 & 5 *Will.* 4. c. 31. directs that the "Four per cent. annuities created 1826" — (*Dict.* p. 588.) be paid off. The holders of every 100*l.* of such 4 per cent. annuities are entitled to receive, in lieu thereof, 100*l.* new 3½ per cent. annuities, or, if they dissent from this, 100*l.* in cash, and proportionally for every greater or less sum. The interest on the new 3½ per cent. stock, created under this act, is to be paid half-yearly, at the Bank of England, on the 5th of January and the 5th of July each year; and the new stock is not to be redeemable till the 5th of January, 1840. The annuities so to be created are to be added to the existing *New 3½ per cent. annuities.* — (*Dict.* p. 587.) Bonds and contracts to transfer a given amount of 4 per cent. annuities to be deemed satisfied by the transfer of an equal amount of new 3½ per cent. annuities; but lenders of 4 per cent. annuities, on contract to replace, may demand 100*l.* in cash for every 100*l.* annuities so lent. Trusts, &c. as to 4 per cents. shall extend to 3½ per cents. Commissioners for the reduction of the national debt may advance money to pay off dissentients.

FUNDS (AMERICAN). — The subjoined statement will not, we hope, be uninteresting. It gives a view of the most prominent facts with respect to the public funds of the principal American States; exhibiting, amongst other particulars, their respective amounts, the periods when they are redeemable, the objects for which they were created, and their price in London in October, 1835.

Account specifying the separate Debts of each State, and the Periods when the same are redeemable, &c.

Funds.	Capital.	When redeemable.	Objects of Creation.	Price in London.	Funds.	Capital.	When redeemable.	Objects of Creation.	Price in London.
Alabama 5 per ct.	<i>Dollars.</i> 300,000	<i>Years.</i> 1852	Banking capital, canals, &c.	96	New York 5 per ct.	<i>Dollars.</i> 877,000	1846, 1847	Banking capital, canals, &c.	96 to 110
Do. do.	3,500,000	1863			Ohio 5 per cent.	400,000	1850		
Florida 6 per cent.	1,000,000	1865	—	98 to 99	Do. do.	150,000	1850	—	110
Illinois do.	100,000	1850			Do. do. 6 per ct.	2,995,500	1837		
Indiana do.	300,000	1852	—	96 to 97	Do. do.	850,000	1845	—	102
Louisiana, Wilson's Loan, 5 per cent.	1,800,000	1839			Do. Canal, 5 per ct. }	1,000,000	1845		
Do. Baring's Loan, 5 per cent.	1,666,667	1844	—	101	Do. do.	1,000,000	1850	—	100
Do. do.	7,000,000	1849			Do. do.	300,000	1846		
Kentucky 5 per ct.	2,000,000	1841	—	102	Do. do.	2,000,000	1853	—	103
		1844			Do. do.	3,202,500	1854		
Maryland do.	750,000	1859	—	105	Do. do.	2,438,164.88	1856	—	95 to 96
Mississippi 6 per ct.	500,000	1846			—	106	Do. do.		
		1851	Do. do.	300,000			1856		
Do. do.	500,000	1861	—	107	Do. do.	2,648,680	1860	—	100
Do. do.	500,000	1866			Do. do.	7,076,661.44	1858		
New York 5 per ct.	1,400,000	1871	—	108	Do. do.	2,266,400	1862	—	103 to 106
		1837			Do. do.	2,000,000	1845		
Do. do.	3,124,370	1845	—	100 to 108	Virginia do.	2,000,000	1850	—	100
					Do. 6 per cent.	400,000	1844		

* The dividends on the above Pennsylvania loans are payable half yearly, on the 1st days of February and August, at the Bank of Pennsylvania, Philadelphia, excepting the loan of 25th of March, 1831, for 180,000 dollars, which is payable at the same bank on the 1st of January and July, each year.

GLASS. — We endeavoured to show under this head, in the *Dictionary*, that the duties on glass had been practically most injurious; that they were carried to an oppressive height; that the mode in which they were imposed operated to prevent improvements in the manufacture; that they were not fairly charged; that they occasioned a great deal of fraud; and had reduced the consumption of glass far below the limit to which it would otherwise have attained. These conclusions have been corroborated to the fullest extent by the statements and reasonings in the elaborate and able *Report* of the Commissioners of Excise Inquiry on Glass. These gentlemen, after examining minutely and carefully into the whole subject, conclude their report "by urging the expediency of the repeal of the duty at the earliest possible period, and by expressing our conviction that *no tax can combine more objections, or be more at variance with all sound principles of taxation, than this duty on glass!*"

But though all parts of this tax be vicious in principle, and highly objectionable in their practical results, they are not all alike bad. The commissioners showed that the duty on flint glass was the most objectionable of any; and they distinctly stated, that, "unless some material change shall take place (in the amount and mode of charging the duty), the revenue from the manufacture of flint glass must, in a great degree, be sacrificed, and the persons who carry on that manufacture, under the regulations and subject to the duties prescribed by law, must either be driven out of the trade, or left to carry it on at a ruinous loss." — (*13th Report*, p. 56.)

Such a representation, coming from such a quarter, could not be disregarded; and we are glad to have to state that the duty on flint glass has been abolished, and that in lieu thereof a duty of *6s. 8d.* is to be charged on every 100 *lbs.* weight of the fluxed material or metal from which such glass is made. Instead of the late drawback, there is to be in future a drawback of *18s. 9d.* on every 100 *lbs.* of flint glass

exported. There are also some new regulations as to the drawback on German sheet glass, &c. — (See *Act 5 & 6 Will. 4. c. 77.*)

This alteration will, no doubt, be a material relief to the manufacturers of flint glass. Still, however, it is not such as the trade and the public had a right to expect. The total gross produce of the glass duties in 1834 was, in England, 868,927*l.*; in Scotland, 35,824*l.*; and in Ireland, 18,974*l.*; making together 923,725*l.* But from this has to be deducted, for drawbacks and other allowances, 261,305*l.*, so that there only remains 662,420*l.* of nett revenue; and even this has to be still farther reduced by deducting from it the expenses of collection, which are very heavy. Now, surely, it cannot be said, that, for the sake of a paltry sum of little more than 600,000*l.* a year, we must depress, and all but ruin, an important manufacture, capable of an indefinite extension, by burdening it with an unequal, vexatious, and most oppressive duty! Had the duties on glass produced 1,500,000*l.* or 2,000,000*l.* a year, their retention might have been excused from the impossibility of sacrificing, and the difficulty of replacing, so large an amount of revenue. But the sum which they yield might be easily dispensed with; and as they have been pronounced by the highest authorities to be, in all respects, most objectionable — to have every quality that a tax should not have, and not one that it should have — we do hope that they may be among the first to be repealed.

IMPORTATION AND EXPORTATION. — The commissioners of customs, agreeably to the powers given them to that effect by the 3 & 4 Will. 4. c. 52. § 135. (see *Dict.* p. 669.) have appointed the undermentioned places, within the several ports of the United Kingdom, at which vessels coming into or departing out of such ports shall bring to, for the boarding or landing of customs officers. Every master of a vessel failing to comply with the provisions of said act in this respect forfeits 100*l.*

ENGLAND.

Ports.	Stations for bringing to.
LONDON	Gravesend Reach, below the Custom-house.
ABREYTHWITHE	On the bar, or a little above the junction of the rivers Rhylod and Yatwith.
Aberdeevy	A little to the westward of the town, in the river Dovey.
ALDBOROUGH	Orford haven, the entrance of the rivers Ouse and Aids.
ARUNDEL	The piles on the eastern side of the river, between the revenue watch-house and the Duke of Norfolk's Quay, in the harbour of Littlehampton.
BARNSTAPLE	Skern and watch-house, Appledore.
BEAUMARIS	Opposite the town, at Fryar's Roads.
Amlroch	Within the harbour.
Consway	In the roadstead opposite the town.
Carnarvon	In the bay off the town, opposite the Bell Tower, and at Abermenol.
Fethly	At the entrance of the harbour, by the Gimblet Rock.
Barnwath	In the harbour.
Holyhead	In the harbour.
BERWICK	At the entrance of the harbour, near the pier head.
BIDEFORD	Skern and watch-house, Appledore.
BOSTON	Rob Hole.
BRIDGWATER	Between Botestall Point, on the coast of the Bristol Channel, and Black Rock, about a mile within the mouth of the river Parrot.
BRIDLINGTON	The bay or harbour.
BRIDPORT	The outer buoy, distant about 300 yards, abreast of the harbour.
BRISTOL	Pill and Kingsroad.
CADIFF	Penarth Roads, a little to the eastward of the mouth of the river Taff.
CARDIGAN	At Pwllcam, a little inside the bar or harbour's mouth.
CARLISLE	Fisher's Cross.
CHESTER	At the entrance of the river Wye.
CRICHESTER	Dowpool, 6 miles from Hoylake.
CLAY	Cockbush harbour.
COLCHESTER	Blackney and Clay harbour.
COWES (EAST)	Coln River, off Mersea Stone, Mersea Island.
DARTMOUTH	Roadstead of Cowes, extending from east to west about 2½ miles.
Salcombe	Between the mouth of the harbour and Sandquay Point.
DEAL	At the mouth of the harbour and Snaps Point.
DEVAL	In the Downs, in open roadstead.
DOVER	The outer harbour.
Falkstone	In the harbour.
EXETER	At the Passage Way, Exmouth.
Teignmouth	At the Point.
FALMOUTH	In the harbour, off Kilm Quay and watch-house.
FAYVERHAM	Between the mouth of Faverham Creek and the Horse Sand in the East Swale.
Milton	At the mouth of Milton Creek in the Swale.
FOWEY	Near the Custom-house, not far from the entrance of the harbour.
GLOUCESTER	At the cutfall, near the entrance of the harbour.
GRIMSBY	Hull Roads.
GOOLE	Durgan Roads, just at the entrance of the river Hel.
GWEEK	In the harbour, between the Guard and Walton Ferry.
HARWICH	Hull Roads, between the east end of the citadel and the entrance to the Humber Dock to the westward.
HULL	In the harbour, between the Guard and Walton Ferry.
ILFRACOMBE	In the harbour.
ISFRICOMB	In the harbour, between the Guard and Walton Ferry.
ISLE OF MAN	
Beebles	
Derry Haven	
Peel	
Ramsay	
	In their respective bays.

Ports.	Stations for bringing to.
LANCASTER	Glasson Dock, on the river Lune.
Poulton	Sea Dyke, entrance of the river Wyre.
Ulverston	Pile Fowdry, near the Isle of Walney.
LEITH	Leigh Slade, or Leigh Swatch, which channel is formed by the spit of a sand called Marsh End, leading from the east end of Canby Island, and nearly opposite to a windmill, called the Hamlet Mill, situate upon the Cliff, about ½ mile to the westward of Southend, and about 2 miles from Leigh.
LIVERPOOL	At the entrance of the respective docks.
LLANELLY	The basin within the pier or cobb of Lyme Regis.
LYNN	Nottingham Point, intermediate space between Common Strath Quay, where the estuary narrows into a river, about 3 miles below the town, or near as circumstances permit within the point.
MALDON	Barrow Hills, opposite Blackwater River, Maldon.
MILFORD	In the haven, opposite the town of Milford.
MINHEAD	The entrance of the harbour.
NEWCASTLE	Opposite the watch-house, at the entrance of the river Tyne.
Shields	Low Lights, North Shields.
Blyth	At the entrance of the harbour.
NEWHAVEN	In the stream, between the piers and the tide surveyor's watch-house.
NEWPORT (Wales)	At the watch-house, 1 mile from the Custom-house.
PADSTOW	Hawker's Cove, within the harbour.
PENEANCE	St. Michael's Mount Roads.
PLYMOUTH	Within the head of the breakwater, viz. the Sound, Catwater, and Hamoaze.
POOLE	At the entrance of the harbour, between South Deep, opposite Brownsea Castle, and the Essex buoy, opposite the castle stables.
PORTSMOUTH	Between Blockhouse Point and the north end of his Majesty's dock-yard.
Langstone	In the roadstead, within 1 mile of the Spit Bay.
RAMSGATE	In the harbour.
Margate	In the harbour.
Sandwich	At the entrance of the harbour.
ROCHESTER	Sheerness.
RYE	The outer channel, and in Stag's Hole, in the inner channel.
Hastings	In the open roadstead.
Eastbourne	In the open roadstead.
SCARBOROUGH	Entrance of the harbour, opposite the light-house, at the end of Vincent's Pier.
SCILLY	
SHERBURN	Near the entrance of the harbour, in the western branch, opposite the customs watch-house and Kingston Wharf.
SOUTHAMPTON	Tichen buoy, or Burlesdon buoy.
SOUTHWOLD	Opposite the jetty, near the entrance of the harbour.
STOCKTON	Ninth buoy, or opposite Cleveland Fort.
St. Ives	In the bay, within ¼ mile of St. Ives pier.
Hayle	The same.
SUNDERLAND	At the entrance of the harbour, near the watch-house on the South pier.
SWANSEA	In the harbour.
Neath	Erlton Ferry, near the entrance of Neath River.
TRURO	Falmouth harbour.
WELLS	Between the entrance of the harbour and Wells Quay.
WYEMOUTH	Weymouth Roads.
WHITBY	The harbour.
WHITEHAVEN	In the harbour, between the tongue and bulwark.
Harrington	
Workington	
Maryport	
WIRBEACH	
	In their respective harbours.
	At the light-houses about 3 miles below the station at Sutton Wash.

Ports.	Stations for bringing to.	Ports.	Stations for bringing to.
WOODBRIDGE	Bawley Ferry, the entrance of the river Deben.	KIRKWALL	The Bay, or Kirkwall Roads, extending along the beach, in a north-east direction, to Thist's Holm, and in a westerly direction to Quarterness Skerry, thence in a southerly direction to the Legal Quays.
YARMOUTH	Yarmouth Roads, between Nelson's monument and the haven's mouth — on the Brush, a short distance within the haven's mouth, at the S.E. angle of the river.	Stromness	The Bay called Calstron Roads.
SCOTLAND.			
ABERDEEN	The part of Aberdeen Bay which falls within a line beginning at the easternmost point of the Girdle Ness, and running north $\frac{1}{4}$ mile, to a point due east of the centre of the Broad Hill.	LEITH	Between the martello tower and chain pier at Newhaven.
Pithead	The bay.	Dunbar	In the harbour.
Newburgh	Within the river Ythan, opposite to the village Newburgh.	Fisherrow	In the harbour.
Stonehaven	Stonehaven Bay, within 800 yards of the entrance of the harbour.	LEWISBURGH	In the bay, opposite the Custom-house.
AYR	South Quay at Ayr.	MONTROSS	Within the bay, at the entrance of the river South Esk, which is called the Still.
BANFF	The Legal Quays.	Arbroath	The harbour.
BORROWTONNESS	The harbour.	PORT GLASGOW	Port Glasgow Roads, or roadstead, commencing at the black and white chequered buoy, on the east point of the bank called the Perch, distant from the harbour about 200 yards, and extending in a south-easterly direction by the course of the river Clyde to the old ruins called Newark Castle.
Inverkeithing	The harbour.	STORNAWAY	The harbour.
CARBELLTOWN	The harbour.	STRANRAER	The harbour of Stranraer.
DUMFRIES	The harbour.	Post Patrick	The harbour.
DUNDEE	The harbour.	THURSO	Thurso Bay, within Holburn Head to the anchorage ground at Scrabster Roads.
Newburgh and Perth	Caroline Roads, $\frac{1}{2}$ mile to the eastward of the harbour of Dundee.	Wick	Wick Bay, when abreast of within the head land called the Old Man of Wick.
GLASGOW	Entrance of the harbour.	IRELAND.	
GRANGEMOUTH	Entrance of the harbour.	BALTIMORE	Castle Townstead } At the entrance of the harbours of Castle Crook Haven } Townstead, Baltimore, Crook Haven, and Bere Haven } Bere Haven.
Alloa	Alloa roadstead.	BALMAY	(Floating Stn.) } Garmoyle Roads, in Belfast Lough.
Kincardine	Kincardine roadstead.	COLMRAINE	Port Rush Bay, outside the harbour.
GREENOCK	From Gravel Point, to the eastward of the town of Greenock, in the county of Renfrew, to Kempeck Point, being the western point of Gourcock Bay, including therein Cartdyke Bay, Greenock Roads, the anchorage at the tail of the bank, and Gourcock Bay.	CORK (COVE)	Between the Spit buoy and the town of Cove.
Rothsay	Rothsay Bay, lying and being within Boyanay Point, on the east of the town of Rothsay, in the Isle of Bute, county of Bute, and Ardmallish Point on the west of the said town.	West Passage	Between Ferry Point to the southward and Horse Head to the north-west.
Oban	Oban Bay, in the county of Argyll, as lies with Fishing-house Point on the eastern side, and Currick Point on the western side of the said bay.	Kinsale	Upper Cove, on the eastern side of the harbour.
Tobermory	The Bay of Tobermory, lying and being within Leiding Point to the south-east, Portmore Point to the north-west, and the Isle of Calve on the east of Tobermory, Isle of Mull, county of Argyll.	Youghall	Within the entrance of the harbour, between Blackball Head to the eastward, and Ferry Point.
Inverary	The roadstead of Inverary, lying and being off the town of Inverary, in the county of Argyll, and extending $\frac{1}{2}$ a mile north-east of the quay of the said town.	DROGHEDA	North Crook, at the entrance of the Boyne.
Lochgilphead	Lochgilphead Roads, at the east end of the Crinan Canal, lying and being within Ardriahsaig Point, on the western side of Lochgilphead and Kilmory Point, on the eastern side of the said loch.	Queenborough	In the river Boyne, opposite Queenborough.
INVERNESS	The harbour.	DUBLIN	Pigeon-house, between the harbour light-house and the end of the North Wall.
INVERKEITHING	The harbour.	DUNDALK	Soldier's Point.
KIRKCALDY	Entrance of the harbour.	GALWAY	To the eastward, or under the shelter of, Muton Island.
Aberdon and Burntisland	Burntisland Roads.	LIMERICK	Tarbert's Roads, to the southward of Tarbert Island, in the county of Kerry.
Pittenween	Kirkcaldy Bay.	LONDONDERRY	Greenacree, situated on the north side of Lough Foyle.
Dysart		Largo Bay.	NEWRY
Wemyss	Entrance to their respective harbours.		Slingford
Methil		St. Andrew's Bay.	SLIGO
Leven	St. Andrew's Bay.		Killbegs
Largo		St. Andrew's Bay.	Ballyshannon
Elie	St. Andrew's Bay.		Ballina
Anstruther		St. Andrew's Bay.	Killala
St. Andrew's	St. Andrew's Bay.		WATERFORD
		St. Andrew's Bay.	New Ross
	St. Andrew's Bay.		Dungannon
		St. Andrew's Bay.	WEXFORD
	St. Andrew's Bay.		WEXFORD

LISBON. — In return for the privilege conceded to the Portuguese under the Methuen treaty (*Dict.* p. 1177.), of admitting their wines to entry for consumption in Great Britain, at 2-3ds the duty charged on French wines, British woollens were admitted into Portugal at a duty of 15 per cent. This rate of duty was afterwards extended to all British articles; and, since 1782, it has been charged according to a tariff or valuation fixed that year. But, with the exception of goods from Brazil, all other foreign goods consumed in Portugal paid a duty of 30 per cent. These distinctions are now, however, at an end; the subjoined decree having fixed the duty on *all* goods admitted to consumption in Portugal, without regard to their origin, at 15 per cent. This regulation was a good deal complained of here, but without reason. Having judiciously equalised the duties on French and Portuguese wines, we had no right or title to expect that the Portuguese should continue to render us the stipulated equivalent of what we had ourselves withdrawn. In so far, too, as we are concerned, the change is not really of any material importance, and will not sensibly affect our trade with Portugal. We subjoin the decree referred to: —

I. All goods and merchandise, of whatever nature and origin, and under whatever flag they may be imported, are admitted into the Custom-house of Lisbon and Oporto, to be despatched for consumption.

Sec. 1. Live pigs, gunpowder, and foreign olive and turp oil, are excepted from the foregoing article.

Sec. 2. The importation of grain will be regulated by a special law; and in the interim the existing dispositions thereto relating will continue in force.

Sec. 3. Tobacco, soap, and orchilla weed, continue subject to the laws and conditions of the state contracts.

Sec. 4. Wine, vinegar, brandy, and other spirits of whatever quality they may be, are still admitted in bottles or jars of half a canada, Lisbon measure, and in boxes containing 2

II. Goods admitted to consumption by the present decree, if imported in Portuguese vessels from the country in which they are produced, or in ships of that country coming direct, will pay 15 per cent., levied upon the tariff valuation, and when there is no tariff, or no valuation. In the contrary case, will pay the duty hereby established increased by $\frac{1}{2}$ of the same duty.

Sec. 4. Vinegar, wine, brandy, and all other spirits will pay 300 reas per bottle or jar. The decree of the 7th of December, 1825, remains in full force as regards wine, whatever place it comes from. The goods comprehended in this paragraph remain subject to the clauses of the preceding article, as far as they are applicable.

Palace of Necessidades, 18th of April, 1834.

OLIVE OIL. — In consequence of petitions and representations from the woollen manufacturers, setting forth the serious injury they sustained from the oppressive duty of 8*l.* 8*s.* a tun laid on olive oil (*Dict.* p. 862.), it has been reduced 50 per cent., or to 4*l.* 4*s.* a tun. — (4 & 5 *Will.* 4. c. 89. § 15.) The reduction does not, however, extend to oil brought from Naples or Sicily; but his Majesty is empowered, if he see cause, to reduce the duty on such oil to 4*l.* 4*s.* a tun, by an order in council. This exception is understood to have been made in the view of facilitating the negotiations now in progress with the King of Naples for a reduction of the exorbitant duties laid on pilchards and other British articles imported into his dominions. It is to be hoped that these negotiations may be speedily brought to a satisfactory conclusion; for the largest portion by far of the olive oil made use of here being brought from Naples (Gallipoli, see *Dict.* p. 863.), the continuance of the high duties on it goes far to nullify the measure. Those who take into view the importance of olive oil in the arts, particularly in the woollen manufacture, and are aware that the revenue derived from it has not exceeded 50,000*l.* a year, will probably join with us in opinion, that the duty should either be repealed, or reduced to, at most, 2*l.* 2*s.* a tun.

PAPER. — The Commissioners of Excise Inquiry have made a very important suggestion with respect to the duty on paper. They recommend that the existing distinction between first class and second class paper should be put an end to; and that a duty of 1½*d.* per lb. be charged indiscriminately on all descriptions of paper. The effect of this recommendation, were it adopted, would be to deduct a half from the duty now charged on all paper used for writing and printing; at the same time that it would allow the manufacturer of inferior or wrapping paper to make use of whatever materials he pleased. This judicious suggestion will, no doubt, be adopted. The stimulus to consumption that would be given by the fall in the price of paper consequent to a reduction of this sort, makes it abundantly certain that the revenue would lose little or nothing by the change; at the same time that the manufacturer would be relieved from several vexatious regulations, and that the gross injustice inflicted on authors and publishers by the paper duties (see *Dict.* p. 143.) would be materially mitigated. To suppose that, under such circumstances, the duty should not be reduced, would be to suppose that government was not anxious to encourage, but to discourage, the manufacture; and that it preferred dealing unjustly by authors and publishers! — (See 14*th* Report of Commissioners of Excise Inquiry.)

PATENTS. — The reader will find in the article PATENTS, in the *Dictionary*, some remarks on the grounds on which they are granted, and on the difficulty of legislating on the subject. The object in giving a patent is twofold. In the first place, it is intended to stimulate and reward invention; and, in the second place, it is intended to prevent an invention from being lost, by obliging the inventor, when he takes out a patent, to describe it accurately. The difficulty in legislating on the subject is to hinder real *bonâ fide* inventors from being harassed by unfounded actions, and at the same time to prevent quacks and pretenders from appropriating discoveries already made, to the injury of the public. To be useful, any law on such a subject must be drawn up with great care and circumspection. But such certainly has not been the case with the act as to patents (5 & 6 *Will.* 4. c. 77.), passed in 1835, of which a copious abstract is subjoined. It is altogether one of the crudest and most bungling attempts at legislation that has ever come under our notice. It gives to the patentee a right to make constant alterations in his specification; so that it will be next to impossible to learn from it what the invention really is for which the patent is granted. Under the old law, a patentee, who made any material improvements on his invention, was entitled to get a new patent for the improvements, so that no injury was done him by obliging him to make his specification quite accurate, at the same time that the public interests were secured. But every one naturally wishes to conceal his inventions; and, instead of counteracting this principle, the new law really offers a bonus on inaccurate specifications, by enabling the patentee to disclaim some parts and to amend others; and he may do this over and over again, provided he obtain leave from the attorney or solicitor general, to whose "good pleasure" the most important interests would thus seem to be left! It is not easy to imagine any thing more absurd. But we have little doubt, that the inconveniences that will result from it will lead to its speedy repeal or amendment. Some of the other clauses seem also to be highly questionable.

Any Person having obtained Letters Patent for any Invention may enter a Disclaimer. — Any person who hath obtained or shall hereafter obtain letters patent, for the sole making, exercising, &c. of any invention, may, if he think fit, enter with the clerk of the patents of England, Scotland, or Ireland, respectively, as the case may be, having first obtained the leave of the attorney-general or solicitor-general in case of an English patent, of the lord advocate or solicitor-general of Scotland in the case of a Scotch patent, or of the attorney-general or solicitor-general for Ireland in the case of an Irish patent, a disclaimer of any part of either the title of the invention or of the specification, stating the reason for such disclaimer, or may, with such leave as aforesaid, enter a memorandum of any alteration in the said title or specification, not being such disclaimer or such alteration as shall extend the exclusive right

granted by the said letters patent; and such disclaimer or memorandum of alteration, being filed by the said clerk of the patents, and enrolled with the specification, shall be taken to be part of such letters patent or such specification in all courts whatever: provided that any person may enter a caveat, as caveats are now entered, against such disclaimer or alteration; which caveat shall give the party entering a right to have notice of the application being heard by the attorney-general or solicitor-general or lord advocate respectively: provided also, that no such disclaimer or alteration shall be receivable in evidence in any action or suit (except in any proceeding by *scire facias*) pending at the time when it was enrolled, but in every such action or suit the original title and specification alone shall be given in evidence, and taken to be the title and specification of the invention for which the letters patent have been granted: provided also, that it shall be lawful for the attorney-general or solicitor-general or lord advocate, before granting such fiat, to require the party applying for the same to advertise his disclaimer or alteration, as to the said attorney-general, &c. shall seem right, and shall, if he require such advertisement, certify in his fiat that the same has been duly made. — § 1.

Mode of Proceeding where Patentee is proved not to be the real Inventor. — If in any suit or action it shall be proved or found by the verdict of a jury that a person who has obtained letters patent for any invention or supposed invention was not the first inventor thereof, or of some part thereof, by reason of some other person or persons having invented or used the same, or some part thereof, before the date of such letters patent, or if such patentee or his assigns shall discover that some other person had, unknown to such patentee, invented or used the same, or some part thereof, before the date of such letters patent, it shall be lawful for such patentee or his assigns to petition H. M. in council to confirm the said letters patent or to grant new letters patent, the matter of which petition shall be heard before the judicial committee of the privy council; and such committee, upon examining the said matter, and being satisfied that such patentee believed himself to be the first and original inventor, and being satisfied that such invention or part thereof had not been publicly and generally used before the date of such first letters patent, may report to H. M. their opinion that the prayer of such petition ought to be complied with, whereupon H. M. may, if he think fit, grant such prayer; and the said letters patent shall be available to give to such petitioner the sole right of using, making, and vending such invention; provided, that any person opposing such petition shall be entitled to be heard before the said judicial committee: provided also, that any person, party to any former suit or action touching such first letters patent, shall be entitled to have notice of such petition before presenting the same. — § 2.

If in any Action or Suit a Verdict pass for the Patentee, the Judge may certify, &c. — If any action at law or suit in equity shall be brought in respect of any alleged infringement of such letters patent heretofore or hereafter granted, or any *scire facias* to repeal such letters patent, and if a verdict pass for the patentee, or if a final decree or order be made for him, upon the merits of the suit, it shall be lawful for the judge who tried such action to certify on the record, or the judge who shall make such order to give a certificate under his hand, that the validity of the patent came in question before him, which record or certificate being given in evidence in any other suit or action touching such patent, if a verdict pass, or order be made, in favour of such patentee, he shall receive treble costs in such suit or action, to be taxed at three times the taxed costs, unless the judge making such second or other order, or trying such second or other action, certify that he ought not to have treble costs. — § 3.

Mode of Proceeding in case of Application for the Prolongation of the Term. — If any person who hath or shall hereafter obtain letters patent shall advertise in the London Gazette 3 times, and in 3 London papers, and 3 times in some country paper published in the town where or near to which he carried on any manufacture of any thing made according to his specification, or near to or in which he resides in case he carried on no such manufacture, or published in the county where he carries on such manufacture or where he lives in case there shall not be any paper published in such town, that he intends to apply to H. M. in council for a prolongation of his term of sole using and vending his invention, and shall petition H. M. in council to that effect, it shall be lawful for any person to enter a caveat at the council office; and if H. M. refer such petition to the judicial committee of the privy council, and notice shall first be by him given to any person who has entered such caveats, the petitioner shall be heard by his counsel and witnesses to prove his case, and the persons entering caveats shall likewise be heard by their counsel and witnesses; whereupon the judicial committee may report to H. M. that a further extension of the term in the said letters patent should be granted, not exceeding 7 years; and H. M. is hereby authorised and empowered, if he think fit, to grant new letters patent for the said invention for a term not exceeding 7 years after the expiration of the first term: provided that no such extension shall be granted if the application by petition be not made and prosecuted with effect before the expiration of the original term in such letters patent. — § 4.

In case of Action, &c. Notice to be given. — In any action brought for infringing any letters patent, the defendant on pleading thereto shall give to the plaintiff, and in any *scire facias* to repeal such letters patent the plaintiff shall file with his declaration a notice of any objections on which he means to rely at the trial of such action, and no objection shall be allowed to be made in behalf of such defendant or plaintiff at such trial, unless he prove the objections stated in such notice: provided always, that it shall be lawful for any judge at chambers, on summons served by such defendant or plaintiff on such plaintiff or defendant respectively to show cause why he should not be allowed to offer other objections whereof notice shall not have been given, to give leave to offer such objections, on such terms as to him shall seem fit. — § 5.

Costs in Actions for infringing Letters Patent. — In any action brought for infringing any letters patent, in taxing the costs thereof regard shall be had to the part of such case proved at the trial, which shall be certified by the judge, and the costs of each part of the case shall be given according as either party has succeeded or failed therein, regard being had to the notice of objections, as well as the counts in the declaration, and without regard to the general result of the trial. — § 6.

Penalty for using, unauthorised, the Name of a Patentee, &c. — If any person shall write, paint, or print, or mould, cast, or carve, or engrave or stamp, upon any thing made, used, or sold by him, for the sole making or selling of which he hath not obtained letters patent, the name or any imitation of the name of any other person who hath obtained letters patent for the sole making and vending of such thing, without leave in writing of such patentee or his assigns, or if any person shall upon such thing, not having been purchased from the patentee or some person who purchased it from him, or not having the licence in writing of such patentee or his assigns, write, paint, or otherwise mark the word "patent," the words "letters patent," or the words "by the king's patent," or any words of the like kind, meaning, or import, with a view of imitating or counterfeiting the stamp mark or other device of the patentee, he shall for every such offence be liable to a penalty of 50*l.*, to be recovered by action of debt, bill, &c. in any court of record at Westminster or in Ireland, or in the court of session in Scotland, one half to H. M. and the other to any person who shall sue for the same: provided, that nothing herein contained shall be construed to extend to subject any person to any penalty in respect of stamping or in any way marking the word "patent" upon any thing made, for the sole making or vending of which a patent before obtained has expired. — § 7.

POST-OFFICE. — The inconveniences complained of in *Dict.* p. 936., with respect to the transmission of newspapers by post, have been almost entirely obviated by the acts 4 & 5 Will. 4. c. 44. and 5 & 6 Will. 4. c. 25.

Previously to the 1st October, 1834, *1*id.** each was charged on all British and Irish newspapers sent by packet to any of the colonies; and 3*d.* on all colonial newspapers sent by packet to Great Britain and

Ireland. But these charges ceased at the above-mentioned period; and since that date the Post-office has received British and Irish newspapers duly stamped, and conveyed them to the colonies free of postage; and the colonial postmasters have received newspapers printed within the colonies, and transmitted them by packet to Great Britain and Ireland; the General Post-office delivering them to their address within the kingdom free of postage. — 4 & 5 Will. 4. c. 44. § 2. and 3.*

This act did not, however, interfere with the conveyance of newspapers to and from the colonies by private ships, which were chargeable with a postage of *3d.* each; but this charge is repealed by the act 5 & 6 Will. 4. c. 25., and a postage of *1d.* each on every paper conveyed outwards or homewards by any private ship, is imposed in its stead.

The following are the regulations respecting the conveyance of newspapers to foreign parts by packet. — *Newspapers to and from Foreign Parts.* — From and after the 1st day of October, 1834, the Post-office shall receive any printed newspapers duly stamped for conveyance by packet boats from Great Britain and Ireland to any foreign port, and forward the same accordingly free of postage; and newspapers printed in any foreign kingdom or state, and brought into the U. K. by packets, shall (if printed in the language of the foreign kingdom or state from which the same shall be forwarded, but not otherwise) be delivered by the General Post within the U. K. free of postage; provided, that before any newspapers to or from any foreign port be conveyed or delivered free of postage, under the provisions of this clause, satisfactory proof be laid before the postmaster-general that printed newspapers sent from Great Britain or Ireland are allowed to pass by post within such foreign kingdom or state free of postage, and also that newspapers addressed to any person or place in Great Britain or Ireland from the same are allowed to pass by post within it free of postage; and it is hereby declared, as to every newspaper put into the post-office within Great Britain or Ireland for conveyance by packet, addressed to any foreign kingdom or state in which printed British newspapers are not allowed to pass by post free of postage, the postmaster-general (until such satisfactory proof be laid before him) and his deputies shall demand and take *2d.* for the conveyance of every newspaper to any foreign port, to be paid when it is put into the post-office; and as to every newspaper addressed to Great Britain or Ireland, and brought into the U. K. from any foreign kingdom or state in which such newspapers are not allowed to pass by post free of postage, it is declared that the postmaster-general (until such satisfactory proof be laid before him) and his deputies shall demand and take for the conveyance of every such newspaper by post *2d.*, to be paid on delivery thereof to its address, over and above any postage charged thereon by any foreign Post-office, provided such paper be in the language of the kingdom or state from which it is forwarded. — 4 & 5 Will. 4. c. 44. § 4.

Re-imposition of Postage. — The postmaster-general, with consent of the Lords of the Treasury, is authorised to re-impose the duty of postage in the event of the conditions as to reciprocity not being complied with. — § 5.

Newspapers to be sent in Covers, open at Sides, &c. — Every newspaper sent by post under this act, must either be sent without a cover, or in a cover open at the sides; nothing is to be printed on the paper after it has been published, nor is any writing or mark to be made upon such paper, or the cover thereof, other than the name and address of the person to whom it is sent, nor is any paper or thing to be enclosed or concealed in such paper or its cover. — § 6.

Limitation of Time for Postage. — Newspapers to be posted within 7 days after the date of the same; otherwise may be detained, or charged with postage as a letter. — § 7.

Newspapers addressed to Persons who have removed may be re-directed, and sent to them free of Extra Charge. — But if any newspaper shall have been opened or used, it shall, on re-direction, be charged with the rate of a single letter, from the place at which it shall be re-directed to the place at which it shall be ultimately delivered. — § 8.

Postmaster-general, with Consent of the Treasury, may contract with Editors, &c. of unstamped Publications for forwarding the same by Post, on Payment of a yearly Sum for each Publication. — § 9.

Power to search. — The postmaster and his deputies may examine and search printed papers sent in covers, open at the sides; and in case any words or communication be found to be printed on any such paper after the same was published, or any writing or mark be found on it or the cover thereof other than the name and address of the person to whom it is sent, or any other paper or thing be enclosed or concealed in or with it, or any printed words or communication be found upon its cover, or in case any newspaper brought into the U. K. from any foreign kingdom or state be not printed in the language of such kingdom or state, every such packet shall be charged with treble the duty of letter postage; and as to every paper or packet going out of the U. K., the postmaster-general or his deputies may either detain it, or forward it by post, charged with letter postage; and in case any newspaper printed and posted in the U. K., and sent by post under this act, shall appear not to be duly stamped, it shall be stopped and sent to the commissioners of stamps at London or Dublin. — § 10.

The late act has enacted several new regulations with respect to the conveyance of letters to and from foreign parts, &c. The Post-office has issued a summary of the regulations in the act, which, being clearer, and more easily apprehended by general readers than the act itself, we take the liberty to subjoin:—

By the act 5 & 6 Will. 4. c. 52., passed in the present session of parliament, intitled "An Act to extend the Accommodation by the Post to and from Foreign Parts, and for other Purposes relating to the Post-Office," it is enacted:—

After an agreement shall have been made with the Post-office of any foreign kingdom or state, it shall be optional with persons sending letters by post to such foreign kingdom, to pay both the British and foreign postage thereof, at the time of sending the same, or to send the same without payment of any part of the postage, or to pay the British postage only, as heretofore.

Persons residing in such foreign kingdoms will have the same option, with regard to letters addressed to the U. K.

No letters liable to any foreign rates of postage can be sent or received free from the duties of postage, save and except the public despatches of his Majesty's secretaries of state to and from the British embassies and legations abroad, *being bono fide on his public service.*

The postmaster-general is empowered at any time hereafter, at his discretion, to register letters and packets sent by the post, on payment of certain additional rates; but such registration will not render the postmaster-general or the post-office revenue liable for the loss of any such letters or the contents thereof.

The above enactments will not take effect until after the necessary arrangements have been made with the post-offices of foreign countries, of which due notice will be given to the public.

The following enactments come into immediate operation:—

The postage on letters between Dover and Calais, which was heretofore the same as between London and Calais, is reduced *6d.* each single letter.

LETTERS BY PRIVATE SHIPS. — The present rates of ship-letter postage from the U. K. for places beyond the seas are repealed, and in lieu thereof, letters posted at the port from which the ship shall sail are made liable to the reduced rate of *8d.* — single; if posted at any other part of the U. K., *1s.* — single; and so on in proportion, to be paid at the time of posting the same.

* N. B. — The old regulations still continue in force as to all newspapers conveyed to and from the colonies otherwise than by packet.

Letters may be sent from any port, by any ship or vessel, to any place out of the U. K., otherwise than through the post-office, except by vessels carrying mails; but this provision does not extend to the inland conveyance of letters otherwise than by post, or to any collection of letters contrary to the laws now in force.

Letters may be sent through the post-office, by private ship or vessel, from any port or place in Great Britain or Ireland to any other port or place within the same or either of them, on payment of a rate of postage of 8d. — single, in addition to any rates for inland conveyance. Persons desirous of availing themselves of this mode of conveyance must specify the same on the direction of their letters, or on delivering them to the postmaster. The payment of postage at the time is optional with the sender.

SHIP LETTERS — IRELAND. — The ship letter laws in Great Britain and Ireland are assimilated; and the provisions of the former acts of parliament for regulating the conveyance of letters to and from the East Indies, at a reduced rate of postage, are extended to Ireland.

Letters to and from Great Britain and Ireland, by private ships, are liable to a sea postage of 8d. over and above any inland rate, the previous payment of which is optional with the sender.

There is no alteration in the law with respect to letters brought into Great Britain by private ships, nor those sent to the Cape of Good Hope, the East Indies, and New South Wales.

NEWSPAPERS. — The rate of postage of 5d. on each newspaper, brought by private ships into the U. K., from his Majesty's colonies and possessions beyond seas, is repealed.

Newspapers to and from his Majesty's colonies and possessions by private ships, are liable to a rate of postage of 1d. each. The postage on those from the U. K. is to be paid at the time of putting them into the post.

Newspapers to and from his Majesty's colonies and possessions beyond seas by packet, are not liable to any postage. There is no alteration in the postage upon newspapers to the Cape of Good Hope, the East Indies, and New South Wales.

Newspapers to and from foreign parts, by private ships, if to and from those countries which have agreed to circulate newspapers to and from Great Britain free, are liable to a postage of 1d. only, to be paid to the master of the vessel conveying the same. Newspapers to or from those countries with which there is no such agreement, are liable to a postage of 2d. each.

There is no alteration in the law with regard to newspapers conveyed to and from foreign parts by packet.

Newspapers from foreign countries, to be conveyed at the rates above mentioned, must be printed in the language of such countries. No newspaper must contain any enclosure whatever, or any writing or marks on the papers or the covers other than the address. Those from the U. K. must be put into the post within 7 days from the date thereof.

Inland North American Postage. — The act 4 Will. 4. c. 7. places the regulation of the inland postage of the North American Colonies, and the appropriation of the revenue arising from the same, wholly in the power of the provincial or colonial legislatures.

RAISINS. — The duty on all raisins, without distinction of quality, brought from a foreign country, has been reduced to 15s. a cwt.; and to half that sum on those brought from a British possession. — (4 & 5 Will. 4. c. 89. § 15.) This measure will, no doubt, materially increase the consumption of raisins. The tax ought, however, to have varied with the quality. A duty of 15s. a cwt. is not too much on Malaga muscatels; but, to be in proportion, the duty on Smyrna blacks should not exceed 5s. a cwt. For the quantities imported, exported, and cleared for consumption in 1833 and 1834, see *post*.

SANDWICH ISLANDS. — This secluded but interesting group of islands is situated in the midst of the Pacific Ocean, nearly under the tropic of Cancer, and in about the 160th degree of west longitude. There are, in all, 13 or 14 islands; but with the exception of Owyhee, where Cook was killed, the rest are but of inconsiderable size. The islanders are honourably distinguished among the Polynesian nations by the advances they have made in civilisation; and particularly by their progress in manufactures and commerce. But they are principally entitled to notice, in a work of this sort, from their being frequently visited by English and American ships engaged in the southern whale-fishing, or in the commerce of the Pacific.

The principal port is Honoruru, on the south side of the island of Woahoo, in lat. 21° 18' 3" N., long. 158° 1' W. It has several good houses; with a considerable population, among which are from 150 to 250 English and Americans. The anchorage is good; and it is a very favourable place for refitting. In 1831 two ships, one of 180, and another of 190 tons, were hove-down, caulked, and coped in five days. Water is good and plentiful; and fresh provisions may generally be had on very reasonable terms. Recently, however, Mowee, on the island of that name, has been preferred by many as a place for refitting. In 1831, there belonged to the Sandwich Islands, 24 ships of the burden of 2,630 tons: of these, 10 ships, burden 765 tons, were the property of natives, and the remainder of foreigners established in the islands. The following table was drawn up by a gentleman long resident at Honoruru: —

Account of the Number of Ships that touched at Woahoo, one of the Sandwich Islands, during the eight Years ending with 1831, distinguishing between English and American, and between Whale and Merchant Ships.

Years.	English.						American.						Under other Foreign Flags.				Total.
	Whalers.		Merchant.		Total.		Whalers.		Merchant.		Total.		Sa.		Tons.		
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	
1824	15	5,798	2	500	17	6,298	50	15,688	15	3,163	65	18,851	5	1,330	85	26,479	
1825	18	7,763	2	400	20	8,163	37	11,589	19	4,077	56	15,616	3	950	79	24,751	
1826	11	4,824	2	410	13	5,234	67	21,992	21	5,996	88	25,888	6	1,112	107	32,264	
1827	16	6,505	2	334	18	6,839	66	21,261	16	3,693	82	24,954	7	1,721	107	33,514	
1828	26	9,772	5	891	31	10,663	90	31,188	25	5,841	115	37,029	8	2,315	155	50,005	
1829	21	8,172	6	1,199	27	9,371	87	31,087	21	5,210	108	36,297	4	1,003	139	46,691	
1830	16	6,982	10	1,693	26	8,675	77	26,860	23	4,072	100	30,932	3	515	129	40,192	
1831	23	8,567	7	1,292	30	9,859	58	21,560	25	4,588	83	26,148	5	1,172	118	37,179	

The decrease in the amount of American ships at Woahoo is accounted for by the fact of many of them now touching in preference, at Mowee. — (We have these details entirely from private sources.)

SEAMEN (CONSOLIDATION OF LAWS RELATING TO). 19

SEAMEN (CONSOLIDATION OF LAWS RELATING TO).—During last session an Act was passed (5 & 6 W. 4. c. 19.) of great importance to seamen, and to persons connected with navigation. It is intitled “An Act for amending and consolidating the Laws relating to Merchant Seamen, and for forming and maintaining a Register of all the Men engaged in that Service.” It lays down the various forms and regulations to be observed in hiring, paying, and discharging seamen; establishes an office for their registry; and prescribes the mode in which lists of crews are to be transmitted to the registrar. It also regulates the number of apprentices to be taken on board ship; the conditions under which seamen may, in certain cases, be left in foreign parts; with a variety of other interesting particulars. As any infraction of the provisions of the Act incurs, in most cases, the forfeiture of heavy penalties, it should be carefully attended to both by masters and men. After declaring that the prosperity, strength, and safety of the kingdom principally depend on a large, constant, and ready supply of seamen, as well for carrying on the commerce as for the defence thereof, and that it is necessary, by all practicable means, to increase the number of such seamen, and to give them all due encouragement and protection; and that, in furtherance of this end, it is expedient to amend and consolidate the laws relating to their registration and government, the statute goes on to enact:—

Repeal of different Acts.—From and after the 31st of July, 1835, from which day this act shall take effect, the act 2 & 3 Ann. c. 6. for the increase of seamen, &c.; the act 2 G. 2. c. 36. for the better regulation, &c. of seamen in the merchant service; the act 2 G. 3. c. 31. for perpetuating the last-mentioned act, &c.; the act 31 G. 3. c. 39. for the better regulation, &c. of seamen in the coasting trade of the kingdom; the act 45 G. 3. c. 81. for amending the last-mentioned act; the act 37 G. 3. c. 73. for preventing the desertion of seamen from British merchant ships in the West Indies; the act 58 G. 3. c. 38. to extend and render more effectual the regulations for the relief of seafaring men and boys, &c., subjects of the U. K. in foreign parts; and the act 4 G. 4. c. 25. for regulating the number of apprentices to be taken on board British merchant vessels, &c.; and the act 3 & 4 W. 4. c. 88. for continuing the 59 G. 3. c. 58., for facilitating the recovery of the wages of seamen in the merchants' service, are hereby repealed: provided that all offences committed and penalties and forfeitures incurred previous to the commencement of this act, against the provisions of the said acts, shall be punishable and recoverable under the said acts as if they had not been repealed. — § 1.

No Seaman to be taken to Sea without a written Agreement.—It shall not be lawful for any master of any ship or vessel belonging to any subject of the U. K. trading to parts beyond seas, or of any British registered ship of the burden of 80 tons or upwards employed in the fisheries of the U. K., or in trading coastwise or otherwise, to carry to sea, from this kingdom or any other place, any seaman or other person as one of his crew or complement (apprentices excepted), without first entering into an agreement in writing with every such seaman, specifying what monthly or other wages such seaman is to be paid, the capacity in which he is to act, and the nature of the voyage in which the ship is intended to be employed, so that the seaman may have some means of judging of the probable period for which he is likely to be engaged; and the said agreement shall contain the day of the month and year in which the same shall be made, and shall be signed by the master in the first instance, and by the seamen respectively at the port or place where such seamen shall be respectively shipped; and the master shall cause the same to be, by or in presence of the party who is to attest their respective signatures thereto, truly and distinctly read over to every such seaman before he shall be required to sign the same, in order that he may be enabled to understand the purport and meaning of the engagement he enters into and the terms to which he is bound. — § 2.

Regulations respecting Forms of Agreements.—In the cases of ships bound to parts beyond seas, except as herein-after provided, every agreement shall be in the form and shall contain true entries under their respective heads of the several particulars set forth in the schedule marked (A.) at the end of this act, so far as the same can be ascertained; and the owners and the master of every such ship, or one of them, shall, on reporting his ship's arrival at her port of destination in the U. K., deposit with the collector or comptroller of customs at such port a true copy of such agreement, attested by the signature of the master, that every person interested in such agreement may at all times know the terms and conditions thereof; and in the cases of ships employed in fishing on the coasts of the U. K., and of ships regularly trading from one part of the U. K. to another, and of ships regularly trading or making regular voyages to any of the islands of Jersey, Guernsey, Alderney, Sark, and Man, or to any port on the continent of Europe between the river Elbe inclusive and Brest, the agreement to be entered into as aforesaid shall be in the form and shall contain due entries under their respective heads of the particulars set forth in the schedule (B.) at the end of this act, so far as the same can be ascertained; and the owner or one of the owners of every such ship employed in fishing or in trading in any of the cases last mentioned shall, within 10 days next after the expiration of every 6 months ending the 30th of June and the 31st of December each year, deposit with the collector or comptroller of the customs of the port to which the ship belongs a true copy of every agreement entered into with any person composing part of the crew within the preceding 6 months, attested by the signature of such owner; and all copies of agreements required to be deposited as aforesaid shall, when the same have been deposited, and be required to be produced in evidence on the part of any seaman, be received and taken as legal proof of the contents of the agreement. — § 3.

Penalty for Default.—If any master of any ship as aforesaid carry out to sea any seaman (apprentices excepted) without having first entered into the agreement hereby required, he shall for every such offence forfeit and pay the sum of 10*l.* in respect of each and every seaman carried out contrary to this act; and if any master neglect to cause the agreement to be distinctly read over to each seaman, as enjoined above, he shall for every such neglect forfeit and pay the sum of 5*l.*; and if any master neglect to deposit a copy of the agreement with the collector or comptroller of the customs as is hereby required, or shall wilfully deposit a false copy of such agreement, he shall for every such neglect or offence forfeit and pay the sum of 5*l.* — § 4.

Seamen not to be deprived of legal Remedies, &c.—No seaman, by entering into or signing such agreement as aforesaid, shall forfeit his lien upon the ship, nor be deprived of any remedy for the recovery of his wages which seamen are now lawfully entitled to against either the ship, the master or the owners thereof; nor shall any agreement made contrary to or inconsistent with the provisions of this act, or any clause whereby a seaman shall consent to forego the right which the maritime law gives him to wages in the case of freight earned by ships subsequently lost, or containing any words to that effect, be valid or binding on any seaman signing the same; and in cases in which it may be necessary that the agreement should be produced to sustain a claim on the part of a seaman, no obligation shall lie upon the seaman to produce the same, nor shall any seaman fail in any suit or proceeding for the recovery of his wages for want of the production of such agreement, or of any deposited copy thereof as aforesaid, or for the want of any notice to produce the same; any law or usage to the contrary notwithstanding. — § 5.

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Seamen refusing to join or to proceed in the Ship, &c. may be committed to Gaol.—In case a seaman shall, after having signed an agreement as before mentioned, neglect or refuse to join the ship on board of which he had engaged to serve, or refuse to proceed to sea in her, or absent himself therefrom without leave, it shall be lawful for any justice of the peace, at home or abroad, near the place, upon complaint of the fact made upon oath by the master, mate, or owner thereof, and such justice is required, by his warrant to cause such seaman to be apprehended and brought before him; and in case such seaman shall not give a reason to the satisfaction of such justice for his neglect, refusal, or absence, upon due proof thereof it shall be lawful for such justice to commit such seaman to the house of correction, to be kept to hard labour for a period not exceeding 30 days: provided that in case such seaman, on being brought before said justice, shall consent to join the ship and proceed on the voyage for which he has agreed, it shall be lawful for said justice, at the request of the master, instead of committing such seaman, to cause him to be conveyed on board the said ship, or be delivered to the master, for the purpose of proceeding on the voyage, and also to award to the master such costs as shall seem reasonable, not exceeding in any case the sum of 40s., which shall be chargeable against and may be abated from the wages to grow due to such seaman.—§ 6.

Forfeiture for temporary Absence from Duty.—If any seaman, after having signed the aforesaid agreement, or after the ship on board which he has agreed to serve has left her first port of clearance, and before the period for which he has agreed to serve be completed, shall wilfully and without leave absent himself from the ship, or from his duty, he shall (in all cases not of absolute desertion, or not treated as such by the master,) forfeit out of his wages to the master or owner of such ship the amount of 2 days' pay for every 24 hours of such absence, and in a like proportion for any less period of time, or, at the option of the said master, the amount of such expenses as have been necessarily incurred in hiring a substitute to perform his work; and in case any seaman while he belongs to the ship shall without sufficient cause neglect to perform such reasonable duty as is required of him by the master or other person in command, he shall be subject to a like forfeiture in respect of every such offence, and of every 24 hours' continuance thereof; and in case a seaman, after signing such agreement, or after the ship's arrival at her port of delivery, and before her cargo be discharged, shall quit the ship without a previous discharge or leave from the master, he shall forfeit 1 month's pay out of his wages. But no such forfeitures shall be incurred unless the fact of the seaman's temporary absence, neglect of duty, or quitting the ship be duly entered in the ship's log-book, which entry shall specify truly the hour of the day at which the same shall have occurred, and the period during which the seaman was absent or neglected his duty, the truth of which entry the owner or master must, in all cases of dispute, substantiate by the evidence of the mate or some other credible witness.—§ 7.

How Amount of Forfeiture is ascertained when Seamen contract for the Voyage.—In all cases where the seaman has contracted for wages by the voyage or by the run, and not by the month or other stated period of time, the amount of forfeitures incurred under this act shall be ascertained as follows; viz., if the whole time spent in the voyage agreed upon shall exceed 1 calendar month, the forfeiture of 1 month's pay, expressed in this act, shall be taken to be a forfeiture of a sum of money bearing the same proportion to the whole wages as a calendar month shall bear to the whole time spent in the voyage, and in like manner a forfeiture of 2 days' pay or less shall be accounted and taken to be a forfeiture of a sum bearing the same proportion to the whole wages as the same period of time shall bear to the whole time spent in the voyage; and if the whole time spent in the voyage shall not exceed 1 calendar month, the forfeiture of 1 month's pay shall be taken to be a forfeiture of the whole wages contracted for; and if such time shall not exceed 2 days, the forfeiture of 2 days' pay shall be accounted and taken to be a forfeiture of the whole wages contracted for; and the master is authorised to abate the amount of all such forfeitures enacted out of the wages of any seaman incurring the same.—§ 8.

Forfeiture for Desertion.—Every seaman who absolutely deserts the ship to which he belongs shall forfeit to the owner or master all his clothes and effects left on board, and all wages and emoluments to which he might otherwise be entitled, provided the circumstances attending such desertion be entered in the log-book at the time, and certified by the signature of the master and mate or other credible witness; and an absence of a seaman from the ship for any time within the space of 24 hours immediately preceding the sailing of the ship without permission from the master, or for any period however short, under circumstances plainly showing that it was his intention not to return, shall be deemed an absolute desertion; and in case any such desertion take place in parts beyond seas, and the master be under the necessity of engaging a substitute for the deserter at a higher rate of wages than that stipulated in the agreement to be paid to the seaman deserting, the owner or master shall be entitled to recover from the deserter by summary proceeding, in the same manner as wages are hereby made recoverable, any excess of wages which he shall pay to such substitute beyond the amount payable to the deserter, had he duly performed his service pursuant to agreement.—§ 9.

Penalty for harbouring Deserters.—If any person shall, on shipboard or on shore, harbour or secrete a seaman who has signed an agreement to proceed on a voyage to parts beyond seas, and has deserted or absented himself without leave from his ship, knowing or having reason to believe him to be a deserter or to be absent without leave, he shall for every seaman so harboured or secreted forfeit 10l.; and no debt exceeding 5s., incurred by any seaman after he has signed any agreement as aforesaid, shall be recoverable until the voyage agreed for has been concluded; nor shall it be lawful for any keeper of a public-house, or of a lodging house for seamen to withhold or detain any chest, bed or bedding, clothes, tools, or other effects of any seamen, for any debt alleged to have been contracted by such seaman; and in case any chest, bed, &c., or other effects as aforesaid, be withheld contrary to this act, it shall be lawful for any justice of the peace in any part of H. M.'s dominions, upon complaint upon oath made by such seaman or on his behalf, to inquire into the matter, and if he see right to cause such property or effects so withheld or detained to be seized and delivered over to the seaman.—§ 10.

The Period within which Wages are to be paid.—The master or owner of every ship is hereby required to pay to every seaman entered as aforesaid his wages, if the same be demanded within the periods following; viz., if the ship be employed in trading coastwise, the wages shall be paid within 2 days after the termination of the agreement, or at the time when such seaman is discharged, whichever shall first happen; if the ship be employed in trading otherwise than coastwise, then the wages shall be paid at the latest within 3 days after the cargo is delivered, or within 10 days after the seaman's discharge, whichever shall first happen; in either of which last-mentioned cases of payment being delayed, the seaman at the time of his discharge is entitled to be paid on account a sum equal to one fourth part of the estimated balance due to him; and in case any master or owner neglect or refuse to make such payment, he shall for every such neglect or refusal forfeit and pay to the seaman the amount of 2 days' pay for each day not exceeding 10 days, during which payment shall without sufficient cause be delayed beyond the period at which such wages or part wages are hereby required to be paid; for recovery of which forfeiture the seaman has the same remedies as he is entitled to for recovery of his wages: provided that nothing in this clause contained shall extend to the cases of ships employed in the southern whale fishery, or on voyages for which seamen by the terms of their agreement are compensated by shares in the profits of the adventure.—§ 11.

Payment of Wages to be valid notwithstanding Bill of Sale, &c.—Every such payment of wages to a seaman shall be valid and effectual in law, notwithstanding any bill of sale or assignment made by any seaman of such wages, or of any attachment or incumbrance thereon; and no assignment or sale of wages made prior to the earning thereof, nor any power of attorney expressed to be irrevocable for the receipt of such wages, shall be valid or binding upon the party making the same.—§ 12.

Masters to give Seamen Certificates on Discharge.—Upon the discharge of a seaman from ship, he

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shall be entitled to receive from the master a certificate, signed by him, of his service and discharge, specifying the period of service and the time and place of his discharge; and any master refusing to give such certificate, without reasonable cause, shall for every such offence forfeit and pay to such seaman the sum of 5*l.* — § 13.

For obtaining immediate Payment of Wages of Seamen in certain Cases. — If after a seaman has been discharged from any ship or vessel 3 days he shall be desirous of proceeding to sea on another voyage, and in order thereto requires immediate payment of the wages due to him, any justice of the peace in any part of H. M.'s dominions may, on application from such seaman, and on satisfactory proof that he would be prevented from employment by delay, summon the master or owner of such ship or vessel before him, and require cause to be shown why immediate payment of such wages should not be made; and if it appear to the satisfaction of such justice that there is no reasonable cause for delay, he shall order payment to be made forthwith, and in default of compliance with such order such master or owner shall forfeit and pay the sum of 5*l.* — § 14.

*Summary Mode of recovering Wages not exceeding 20*l.** — And whereas seamen, in cases of dispute, may be exposed to great inconvenience, expense, and delay in obtaining payment of their wages; for remedy thereof it is enacted, in all cases of wages not exceeding 20*l.* which is due and payable to a seaman for service in any ship, it shall be lawful for any justice of peace in any part of H. M.'s dominions residing near the place where the ship has ended her voyage, cleared or discharged her cargo, or near the place where the master or owner upon whom the claim is made shall be or reside, upon complaint on oath made to such justice by any seaman or on his behalf, to summon such master or owner to appear before him to answer such complaint, and upon his appearance, or in default thereof, on proof of his having been summoned, such justice is empowered to examine upon the oath of the parties and their witnesses (if there be any) touching the complaint and the amount of wages due, and to make such order for payment as shall appear reasonable and just; and in case such order be not obeyed within 2 days after making thereof, it shall be lawful for such justice to issue his warrant to levy the amount of the wages awarded as due, by distress and sale of the goods and chattels of the party on whom such order for payment shall be made, rendering to such party the overplus (if any shall remain of the produce of the sale) after deducting thereout all charges and expenses incurred by the seaman in making and hearing the complaint, as well as those incurred by the distress and levy and in the enforcement of the justice's order; and in case sufficient distress cannot be found, it shall be lawful for the said justice to cause the amount of the said wages and expenses to be levied on the ship in respect of the service on board which the wages are claimed, or the tackle and apparel thereof; and if such ship be not within the jurisdiction of such justice, then he is empowered to apprehend and commit the party upon whom the order for payment shall be made to the common gaol of the county, there to remain without bail until payment of the amount of wages awarded, and of all costs and expenses attending their recovery; and the award and decision of such justice shall be final and conclusive as well on every seaman as on the owner and master of the ship. — § 15.

In what Case Costs of Suit for Recovery of Wages not to be allowed. — If any suit for the recovery of a seaman's wages be instituted against the ship, or the master or owner thereof, in the court of admiralty or in any vice-admiralty court, or in any court of record in H. M.'s dominions, and it shall appear to the judge that the plaintiff might have had as effectual a remedy for the recovery of his wages by complaint to a justice of the peace as herein-before provided, then and in every such case such judge is hereby required to certify to that effect, and thereupon no costs of suit shall be awarded to the plaintiff. — § 16.

If Ship is sold at a Foreign Port, Crew to be sent Home at the Expense of the Master or Owners. — When any ship whatever belonging to any subject of the U. K., except in cases of wreck or condemnation, is sold at any port out of H. M.'s dominions, the master in all such cases (unless the crew in the presence of the British consul or vice-consul, or if there be none such, then in the presence of 1 or more British resident merchants at such port, shall signify their consent in writing to be there discharged), is hereby required, besides paying them the wages to which they shall be entitled under the agreement, either to provide them with adequate employment on board some other British vessel homeward bound, or to furnish the means of sending them back to the port in H. M.'s dominions at which they were originally shipped, or to some port in the U. K., as shall be agreed upon, by providing them with a passage home, or depositing with the consul or vice-consul such money as he shall deem reasonably sufficient to defray the expenses of their subsistence and passage; and if the master refuse or neglect to do so, such expenses shall be a charge upon the owner whose ship is so sold, except in cases of barratry, wreck, or condemnation, and may be recovered as so much money paid and expended on his account, together with full costs, at the suit of the consul or other person defraying such expenses, or of the attorney-general, in case the same has been allowed to the consul out of the public monies. — § 17.

Supply of Medicines to be kept on board, &c. — Every ship sailing from the U. K. to any place out of the same shall have and keep constantly on board a sufficient supply of medicines, suitable to accidents and diseases arising on voyages; and in case any default be made in providing such medicines, or in case any of the seamen receive any hurt or injury in the service of the ship, the expense of providing the necessary surgical and medical advice, and attendance and medicines which the seaman shall stand in need of until he be cured or be brought back to the U. K., shall be borne and defrayed by the owner and master of the ship, or one of them, without any deduction whatever on that account from the seaman's wages. — § 18.

Sections 19 and 20 provide for the establishment of an office at the Custom-house, London, for the general register of merchant seamen, consisting of a registrar, &c., under the direction of the lords of the admiralty; and authorise letters and packets, on the business of the office, addressed to the registrar, to go free of postage.

Masters of Ships to deliver Lists of their Crews on their Return. — Whereas by the act 4 & 5 W. 4. c. 52. (see post, p. 28.), a certain book by way of muster-roll is required to be kept on board merchant ships; and whereas it is expedient for the better effecting the objects of this act, that a return should be made to the registrar of merchant seamen of many of the said particulars, it is enacted, that the master of every British ship bound to parts beyond seas, except in the cases herein-after provided, shall not only keep the book required by the said recited act, but shall, on reporting his ship on her arrival at her port of destination in the U. K., deliver to the collector or comptroller of customs at such port an account, signed by himself, of all the seamen and others (including apprentices) who have belonged to the ship at any time during her absence from the U. K., containing a true and correct return under their respective heads of the several particulars expressed in the form set forth in the schedule marked (C.), at the end of this act. — § 21.

Masters of Ships in the Home Trade to return like Lists. — Within 21 days after the 30th of June and the 31st of December in each year, the owner or one of the owners of every ship employed in fishing on the coasts of the U. K., or in regularly trading from one part of the U. K. to another, and of every ship regularly trading to any of the islands of Jersey, Guernsey, Alderney, Sark, and Man, or to any port on the continent of Europe between the river Elbe inclusive and Brest, shall deposit with the collector or comptroller of the customs of the port to which the ship belongs, or with the registrar in London, an account, signed by the owner, or master, of the voyages in which such ship has been engaged during the half year ending on the days above mentioned, and setting forth the Christian and surnames of the several persons (including the master and apprentices) who belonged to the ship at any time during such periods, which account shall be in the form and shall contain a true and correct return, under their respective heads, of the several particulars expressed in the schedule marked (D.), at the end of this act. — § 22.

Letters may be sent from any port, by any ship or vessel, to any place out of the U. K., otherwise than through the post-office, except by vessels carrying mails; but this provision does not extend to the inland conveyance of letters otherwise than by post, or to any collection of letters contrary to the laws now in force.

Letters may be sent through the post-office, by private ship or vessel, from any port or place in Great Britain or Ireland to any other port or place within the same or either of them, on payment of a rate of postage of 8d. — single, in addition to any rates for inland conveyance. Persons desirous of availing themselves of this mode of conveyance must specify the same on the direction of their letters, or on delivering them to the postmaster. The payment of postage at the time is optional with the sender.

SHIP LETTERS — IRELAND. — The ship letter laws in Great Britain and Ireland are assimilated; and the provisions of the former acts of parliament for regulating the conveyance of letters to and from the East Indies, at a reduced rate of postage, are extended to Ireland.

Letters to and from Great Britain and Ireland, by private ships, are liable to a sea postage of 8d. over and above any inland rate, the previous payment of which is optional with the sender.

There is no alteration in the law with respect to letters brought into Great Britain by private ships, nor those sent to the Cape of Good Hope, the East Indies, and New South Wales.

NEWSPAPERS. — The rate of postage of 3d. on each newspaper, brought by private ships into the U. K., from his Majesty's colonies and possessions beyond seas, is repealed.

Newspapers, to and from his Majesty's colonies and possessions by private ships, are liable to a rate of postage of 1d. each. The postage on those from the U. K. is to be paid at the time of putting them into the post.

Newspapers to and from his Majesty's colonies and possessions beyond seas by packet, are not liable to any postage. There is no alteration in the postage upon newspapers to the Cape of Good Hope, the East Indies, and New South Wales.

Newspapers to and from foreign parts, by private ships, if to and from those countries which have agreed to circulate newspapers to and from Great Britain free, are liable to a postage of 1d. only, to be paid to the master of the vessel conveying the same. Newspapers to or from those countries with which there is no such agreement, are liable to a postage of 2d. each.

There is no alteration in the law with regard to newspapers conveyed to and from foreign parts by packet.

Newspapers from foreign countries, to be conveyed at the rates above mentioned, must be printed in the language of such countries. No newspaper must contain any enclosure whatever, or any writing or marks on the papers or the covers other than the address. Those from the U. K. must be put into the post within 7 days from the date thereof.

Inland North American Postage. — The act 4 Will. 4. c. 7. places the regulation of the inland postage of the North American Colonies, and the appropriation of the revenue arising from the same, wholly in the power of the provincial or colonial legislatures.

RAISINS. — The duty on all raisins, without distinction of quality, brought from a foreign country, has been reduced to 15s. a cwt.; and to half that sum on those brought from a British possession. — (4 & 5 Will. 4. c. 89. § 15.) This measure will, no doubt, materially increase the consumption of raisins. The tax ought, however, to have varied with the quality. A duty of 15s. a cwt. is not too much on Malaga muscatels; but, to be in proportion, the duty on Smyrna blacks should not exceed 5s. a cwt. For the quantities imported, exported, and cleared for consumption in 1833 and 1834, see *post*.

SANDWICH ISLANDS. — This secluded but interesting group of islands is situated in the midst of the Pacific Ocean, nearly under the tropic of Cancer, and in about the 160th degree of west longitude. There are, in all, 13 or 14 islands; but with the exception of Owyhee, where Cook was killed, the rest are but of inconsiderable size. The islanders are honourably distinguished among the Polynesian nations by the advances they have made in civilisation; and particularly by their progress in manufactures and commerce. But they are principally entitled to notice, in a work of this sort, from their being frequently visited by English and American ships engaged in the southern whale-fishery, or in the commerce of the Pacific.

The principal port is Honoruru, on the south side of the island of Woahoo, in lat. 21° 18' 3" N., long. 158° 1' W. It has several good houses; with a considerable population, among which are from 150 to 250 English and Americans. The anchorage is good; and it is a very favourable place for refitting. In 1831 two ships, one of 180, and another of 190 tons, were hove-down, caulked, and coppered in five days. Water is good and plentiful; and fresh provisions may generally be had on very reasonable terms. Recently, however, Mowee, on the island of that name, has been preferred by many as a place for refitting. In 1831, there belonged to the Sandwich Islands, 24 ships of the burden of 2,630 tons: of these, 10 ships, burden 765 tons, were the property of natives, and the remainder of foreigners established in the islands. The following table was drawn up by a gentleman long resident at Honoruru: —

Account of the Number of Ships that touched at Woahoo, one of the Sandwich Islands, during the eight Years ending with 1831, distinguishing between English and American, and between Whale and Merchant Ships.

Years.	English.						American.						Under other Foreign Flags.		Total.	
	Whalers.		Merchant.		Total.		Whalers.		Merchant.		Total.		Sh.	Tons.	Ships.	Tons.
1824	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Sh.	Tons.	Ships.	Tons.
1825	15	5,798	2	600	17	6,298	60	15,688	18	3,163	66	18,851	5	1,330	88	26,479
1826	18	7,765	2	400	20	8,165	37	11,539	19	4,077	56	15,616	3	950	79	24,731
1827	11	4,854	2	410	13	5,264	67	21,592	21	5,996	88	25,588	6	1,112	107	33,264
1828	16	6,505	2	334	18	6,839	66	21,921	16	3,693	82	24,954	7	1,721	107	33,514
1829	26	9,772	5	891	31	10,663	90	31,188	26	5,841	116	37,029	8	2,315	155	50,005
1829	21	8,172	6	1,199	27	9,371	87	31,087	21	5,210	108	36,297	4	1,003	139	46,671
1830	16	6,982	10	1,695	26	8,677	77	26,860	23	4,072	100	30,932	3	515	129	40,122
1831	23	8,567	7	1,292	30	9,859	58	21,560	25	4,588	83	26,148	5	1,172	118	37,179

The decrease in the amount of American ships at Woahoo is accounted for by the fact of many of them now touching in preference, at Mowee. — (We have these details entirely from private sources.)

SEAMEN (CONSOLIDATION OF LAWS RELATING TO). 19

SEAMEN (CONSOLIDATION OF LAWS RELATING TO).—During last session an Act was passed (5 & 6 W. 4. c. 19.) of great importance to seamen, and to persons connected with navigation. It is intitled “An Act for amending and consolidating the Laws relating to Merchant Seamen, and for forming and maintaining a Register of all the Men engaged in that Service.” It lays down the various forms and regulations to be observed in hiring, paying, and discharging seamen; establishes an office for their registry; and prescribes the mode in which lists of crews are to be transmitted to the registrar. It also regulates the number of apprentices to be taken on board ship; the conditions under which seamen may, in certain cases, be left in foreign parts; with a variety of other interesting particulars. As any infraction of the provisions of the Act incurs, in most cases, the forfeiture of heavy penalties, it should be carefully attended to both by masters and men. After declaring that the prosperity, strength, and safety of the kingdom principally depend on a large, constant, and ready supply of seamen, as well for carrying on the commerce as for the defence thereof, and that it is necessary, by all practicable means, to increase the number of such seamen, and to give them all due encouragement and protection; and that, in furtherance of this end, it is expedient to amend and consolidate the laws relating to their registration and government, the statute goes on to enact:—

Repeal of different Acts.—From and after the 31st of July, 1835, from which day this act shall take effect, the act 2 & 3 Ann. c. 6. for the increase of seamen, &c.; the act 2 G. 2. c. 36. for the better regulation, &c. of seamen in the merchant service; the act 2 G. 3. c. 31. for perpetuating the last-mentioned act, &c.; the act 31 G. 3. c. 39. for the better regulation, &c. of seamen in the coasting trade of the kingdom; the act 45 G. 3. c. 81. for amending the last-mentioned act; the act 37 G. 3. c. 73. for preventing the desertion of seamen from British merchant ships in the West Indies; the act 58 G. 3. c. 38. to extend and render more effectual the regulations for the relief of seafaring men and boys, &c., subjects of the U. K. in foreign parts; and the act 4 G. 4. c. 25. for regulating the number of apprentices to be taken on board British merchant vessels, &c.; and the act 3 & 4 W. 4. c. 88. for continuing the 59 G. 3. c. 58., for facilitating the recovery of the wages of seamen in the merchants' service, are hereby repealed: provided that all offences committed and penalties and forfeitures incurred previous to the commencement of this act, against the provisions of the said acts, shall be punishable and recoverable under the said acts as if they had not been repealed.— § 1.

No Seaman to be taken to Sea without a written Agreement.—It shall not be lawful for any master of any ship or vessel belonging to any subject of the U. K. trading to parts beyond seas, or of any British registered ship of the burden of 80 tons or upwards employed in the fisheries of the U. K., or in trading coastwise or otherwise, to carry to sea, from this kingdom or any other place, any seaman or other person as one of his crew or complement (apprentices excepted), without first entering into an agreement in writing with every such seaman, specifying what monthly or other wages such seaman is to be paid, the capacity in which he is to act, and the nature of the voyage in which the ship is intended to be employed, so that the seaman may have some means of judging of the probable period for which he is likely to be engaged; and the said agreement shall contain the day of the month and year in which the same shall be made, and shall be signed by the master in the first instance, and by the seamen respectively at the port or place where such seamen shall be respectively shipped; and the master shall cause the same to be, by or in presence of the party who is to attest their respective signatures thereto, truly and distinctly read over to every such seaman before he shall be required to sign the same, in order that he may be enabled to understand the purport and meaning of the engagement he enters into and the terms to which he is bound.— § 2.

Regulations respecting Forms of Agreements.—In the cases of ships bound to parts beyond seas, except as herein-after provided, every agreement shall be in the form and shall contain true entries under their respective heads of the several particulars set forth in the schedule marked (A.) at the end of this act, so far as the same can be ascertained; and the owners and the master of every such ship, or one of them, shall, on reporting his ship's arrival at her port of destination in the U. K., deposit with the collector or comptroller of customs at such port a true copy of such agreement, attested by the signature of the master, that every person interested in such agreement may at all times know the terms and conditions thereof; and in the cases of ships employed in fishing on the coasts of the U. K., and of ships regularly trading from one part of the U. K. to another, and of ships regularly trading or making regular voyages to any of the islands of Jersey, Guernsey, Alderney, Sark, and Man, or to any port on the continent of Europe between the river Elbe inclusive and Brest, the agreement to be entered into as aforesaid shall be in the form and shall contain due entries under their respective heads of the particulars set forth in the schedule (B.) at the end of this act, so far as the same can be ascertained; and the owner or one of the owners of every such ship employed in fishing or in trading in any of the cases last mentioned shall, within 10 days next after the expiration of every 6 months ending the 30th of June and the 31st of December each year, deposit with the collector or comptroller of the customs of the port to which the ship belongs a true copy of every agreement entered into with any person composing part of the crew within the preceding 6 months, attested by the signature of such owner; and all copies of agreements required to be deposited as aforesaid shall, when the same have been deposited, and be required to be produced in evidence on the part of any seaman, be received and taken as legal proof of the contents of the agreement.— § 3.

Penalty for Default.—If any master of any ship as aforesaid carry out to sea any seaman (apprentices excepted) without having first entered into the agreement hereby required, he shall for every such offence forfeit and pay the sum of 10*l.* in respect of each and every seaman carried out contrary to this act; and if any master neglect to cause the agreement to be distinctly read over to each seaman, as enjoined above, he shall for every such neglect forfeit and pay the sum of 5*l.*; and if any master neglect to deposit a copy of the agreement with the collector or comptroller of the customs as is hereby required, or shall wilfully deposit a false copy of such agreement, he shall for every such neglect or offence forfeit and pay the sum of 50*l.*— § 4.

Seamen not to be deprived of legal Remedies, &c.—No seaman, by entering into or signing such agreement as aforesaid, shall forfeit his lien upon the ship, nor be deprived of any remedy for the recovery of his wages which seamen are now lawfully entitled to against either the ship, the master or the owners thereof; nor shall any agreement made contrary to or inconsistent with the provisions of this act, or any clause whereby a seaman shall consent to forego the right which the maritime law gives him to wages in the case of freight earned by ships subsequently lost, or containing any words to that effect, be valid or binding on any seaman signing the same; and in cases in which it may be necessary that the agreement should be produced to sustain a claim on the part of a seaman, no obligation shall lie upon the seaman to produce the same, nor shall any seaman fail in any suit or proceeding for the recovery of his wages for want of the production of such agreement, or of any deposited copy thereof as aforesaid, or for the want of any notice to produce the same; any law or usage to the contrary notwithstanding.— § 5.

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Seamen refusing to join or to proceed in the Ship, &c. may be committed to Gaol. — In case a seaman shall, after having signed an agreement as before mentioned, neglect or refuse to join the ship on board of which he had engaged to serve, or refuse to proceed to sea in her, or absent himself therefrom without leave, it shall be lawful for any justice of the peace, at home or abroad, near the place, upon complaint of the fact made upon oath by the master, mate, or owner thereof, and such justice is required, by his warrant to cause such seaman to be apprehended and brought before him; and in case such seaman shall not give a reason to the satisfaction of such justice for his neglect, refusal, or absence, upon due proof thereof it shall be lawful for such justice to commit such seaman to the house of correction, to be kept to hard labour for a period not exceeding 30 days: provided that in case such seaman, on being brought before said justice, shall consent to join the ship and proceed on the voyage for which he has agreed, it shall be lawful for said justice, at the request of the master, instead of committing such seaman, to cause him to be conveyed on board the said ship, or be delivered to the master, for the purpose of proceeding on the voyage, and also to award to the master such costs as shall seem reasonable, not exceeding in any case the sum of 40s., which shall be chargeable against and may be abated from the wages to grow due to such seaman. — § 6.

Forfeiture for temporary Absence from Duty. — If any seaman, after having signed the aforesaid agreement, or after the ship on board which he has agreed to serve has left her first port of clearance, and before the period for which he has agreed to serve be completed, shall wilfully and without leave absent himself from the ship, or from his duty, he shall (in all cases not of absolute desertion, or not treated as such by the master,) forfeit out of his wages to the master or owner of such ship the amount of 2 days' pay for every 24 hours of such absence, and in a like proportion for any less period of time; or, at the option of the said master, the amount of such expenses as have been necessarily incurred in hiring a substitute to perform his work; and in case any seaman while he belongs to the ship shall without sufficient cause neglect to perform such reasonable duty as is required of him by the master or other person in command, he shall be subject to a like forfeiture in respect of every such offence, and of every 24 hours' continuance thereof; and in case a seaman, after signing such agreement, or after the ship's arrival at her port of delivery, and before her cargo be discharged, shall quit the ship without a previous discharge or leave from the master, he shall forfeit 1 month's pay out of his wages. But no such forfeitures shall be incurred unless the fact of the seaman's temporary absence, neglect of duty, or quitting the ship be duly entered in the ship's log-book, which entry shall specify truly the hour of the day at which the same shall have occurred, and the period during which the seaman was absent or neglected his duty, the truth of which entry the owner or master must, in all cases of dispute, substantiate by the evidence of the mate or some other credible witness. — § 7.

How Amount of Forfeiture is ascertained when Seamen contract for the Voyage. — In all cases where the seaman has contracted for wages by the voyage or by the run, and not by the month or other stated period of time, the amount of forfeitures incurred under this act shall be ascertained as follows; viz., if the whole time spent in the voyage agreed upon shall exceed 1 calendar month, the forfeiture of 1 month's pay, expressed in this act, shall be taken to be a forfeiture of a sum of money bearing the same proportion to the whole wages as a calendar month shall bear to the whole time spent in the voyage, and in like manner a forfeiture of 2 days' pay or less shall be accounted and taken to be a forfeiture of a sum bearing the same proportion to the whole wages as the same period of time shall bear to the whole time spent in the voyage; and if the whole time spent in the voyage shall not exceed 1 calendar month, the forfeiture of 1 month's pay shall be taken to be a forfeiture of the whole wages contracted for; and if such time shall not exceed 2 days, the forfeiture of 2 days' pay shall be accounted and taken to be a forfeiture of the whole wages contracted for; and the master is authorised to abate the amount of all such forfeitures enacted out of the wages of any seaman incurring the same. — § 8.

Forfeiture for Desertion. — Every seaman who absolutely deserts the ship to which he belongs shall forfeit to the owner or master all his clothes and effects left on board, and all wages and emoluments to which he might otherwise be entitled, provided the circumstances attending such desertion be entered in the log-book at the time, and certified by the signature of the master and mate or other credible witness; and an absence of a seaman from the ship for any time within the space of 24 hours immediately preceding the sailing of the ship without permission from the master, or for any period however short, under circumstances plainly showing that it was his intention not to return, shall be deemed an absolute desertion; and in case any such desertion take place in parts beyond seas, and the master be under the necessity of engaging a substitute for the deserter at a higher rate of wages than that stipulated in the agreement to be paid to the seaman deserting, the owner or master shall be entitled to recover from the deserter by summary proceeding, in the same manner as wages are hereby made recoverable, any excess of wages which he shall pay to such substitute beyond the amount payable to the deserter, had he duly performed his service pursuant to agreement. — § 9.

Penalty for harbouring Deserters. — If any person shall, on shipboard or on shore, harbour or secrete a seaman who has signed an agreement to proceed on a voyage to parts beyond seas, and has deserted or absented himself without leave from his ship, knowing or having reason to believe him to be a deserter or to be absent without leave, he shall for every seaman so harboured or secreted forfeit 10l.; and no debt exceeding 5s., incurred by any seaman after he has signed any agreement as aforesaid, shall be recoverable until the voyage agreed for has been concluded; nor shall it be lawful for any keeper of a public-house, or of a lodging house for seamen to withhold or detain any chest, bed or bedding, clothes, tools, or other effects of any seamen, for any debt alleged to have been contracted by such seaman; and in case any chest, bed, &c., or other effects as aforesaid, be withheld contrary to this act, it shall be lawful for any justice of the peace in any part of H. M.'s dominions, upon complaint upon oath made by such seaman or on his behalf, to inquire into the matter, and if he see right to cause such property or effects so withheld or detained to be seized and delivered over to the seaman. — § 10.

The Period within which Wages are to be paid. — The master or owner of every ship is hereby required to pay to every seaman entered as aforesaid his wages, if the same be demanded within the periods following; viz., if the ship be employed in trading coastwise, the wages shall be paid within 2 days after the termination of the agreement, or at the time when such seaman is discharged, whichever shall first happen; if the ship be employed in trading otherwise than coastwise, then the wages shall be paid at the latest within 3 days after the cargo is delivered, or within 10 days after the seaman's discharge, whichever shall first happen; in either of which last-mentioned cases of payment being delayed, the seaman at the time of his discharge is entitled to be paid on account a sum equal to one fourth part of the estimated balance due to him; and in case any master or owner neglect or refuse to make such payment, he shall for every such neglect or refusal forfeit and pay to the seaman the amount of 2 days' pay for each day not exceeding 10 days, during which payment shall without sufficient cause be delayed beyond the period at which such wages or part wages are hereby required to be paid; for recovery of which forfeiture the seaman has the same remedies as he is entitled to for recovery of his wages: provided that nothing in this clause contained shall extend to the cases of ships employed in the southern whale fishery, or on voyages for which seamen by the terms of their agreement are compensated by shares in the profits of the adventure. — § 11.

Payment of Wages to be valid notwithstanding Bill of Sale, &c. — Every such payment of wages to a seaman shall be valid and effectual in law, notwithstanding any bill of sale or assignment made by any seaman of such wages, or of any attachment or incumbrance thereon; and no assignment or sale of wages made prior to the earning thereof, nor any power of attorney expressed to be irrevocable for the receipt of such wages, shall be valid or binding upon the party making the same. — § 12.

Masters to give Seamen Certificates on Discharge. — Upon the discharge of a seaman from ship, he

shall be entitled to receive from the master a certificate, signed by him, of his service and discharge, specifying the period of service and the time and place of his discharge; and any master refusing to give such certificate, without reasonable cause, shall for every such offence forfeit and pay to such seaman the sum of 5*l.* — § 13.

For obtaining immediate Payment of Wages of Seamen in certain Cases. — If after a seaman has been discharged from any ship or vessel 3 days he shall be desirous of proceeding to sea on another voyage, and in order thereto requires immediate payment of the wages due to him, any justice of the peace in any part of H. M.'s dominions may, on application from such seaman, and on satisfactory proof that he would be prevented from employment by delay, summon the master or owner of such ship or vessel before him, and require cause to be shown why immediate payment of such wages should not be made; and if it appear to the satisfaction of such justice that there is no reasonable cause for delay, he shall order payment to be made forthwith, and in default of compliance with such order such master or owner shall forfeit and pay the sum of 5*l.* — § 14.

*Summary Mode of recovering Wages not exceeding 20*l.** — And whereas seamen, in cases of dispute, may be exposed to great inconvenience, expense, and delay in obtaining payment of their wages; for remedy thereof it is enacted, in all cases of wages not exceeding 20*l.* which is due and payable to a seaman for service in any ship, it shall be lawful for any justice of peace in any part of H. M.'s dominions residing near the place where the ship has ended her voyage, cleared or discharged her cargo, or near the place where the master or owner upon whom the claim is made shall be or reside, upon complaint on oath made to such justice by any seaman or on his behalf, to summon such master or owner to appear before him to answer such complaint, and upon his appearance, or in default thereof, on proof of his having been summoned, such justice is empowered to examine upon the oath of the parties and their witnesses (if there be any) touching the complaint and the amount of wages due, and to make such order for payment as shall appear reasonable and just; and in case such order be not obeyed within 2 days after making thereof, it shall be lawful for such justice to issue his warrant to levy the amount of the wages awarded as due, by distress and sale of the goods and chattels of the party on whom such order for payment shall be made, rendering to such party the overplus (if any shall remain of the produce of the sale) after deducting thereout all charges and expenses incurred by the seaman in making and hearing the complaint, as well as those incurred by the distress and levy and in the enforcement of the justice's order; and in case sufficient distress cannot be found, it shall be lawful for the said justice to cause the amount of the said wages and expenses to be levied on the ship in respect of the service on board which the wages are claimed, or the tackle and apparel thereof; and if such ship be not within the jurisdiction of such justice, then he is empowered to apprehend and commit the party upon whom the order for payment shall be made to the common goal of the county, there to remain without bail until payment of the amount of wages awarded, and of all costs and expenses attending their recovery; and the award and decision of such justice shall be final and conclusive as well on every seaman as on the owner and master of the ship. — § 15.

In what Case Costs of Suit for Recovery of Wages not to be allowed. — If any suit for the recovery of a seaman's wages be instituted against the ship, or the master or owner thereof, in the court of admiralty or in any vice-admiralty court, or in any court of record in H. M.'s dominions, and it shall appear to the judge that the plaintiff might have had an effectual remedy for the recovery of his wages by complaint to a justice of the peace as herein-before provided, then and in every such case such judge is hereby required to certify to that effect, and thereupon no costs of suit shall be awarded to the plaintiff. — § 16.

If Ship is sold at a Foreign Port, Crew to be sent Home at the Expense of the Master or Owners. — When any ship whatever belonging to any subject of the U. K., except in cases of wreck or condemnation, is sold at any port out of H. M.'s dominions, the master in all such cases (unless the crew in the presence of the British consul or vice-consul, or if there be none such, then in the presence of 1 or more British resident merchants at such port, shall signify their consent in writing to be there discharged,) is hereby required, besides paying them the wages to which they shall be entitled under the agreement, either to provide them with adequate employment on board some other British vessel homeward bound, or to furnish the means of sending them back to the port in H. M.'s dominions at which they were originally shipped, or to some port in the U. K., as shall be agreed upon, by providing them with a passage home, or depositing with the consul or vice-consul such money as he shall deem reasonably sufficient to defray the expenses of their subsistence and passage; and if the master refuse or neglect to do so, such expenses shall be a charge upon the owner whose ship is so sold, except in cases of barratry, wreck, or condemnation, and may be recovered as so much money paid and expended on his account, together with full costs, at the suit of the consul or other person defraying such expenses, or of the attorney-general, in case the same has been allowed to the consul out of the public monies. — § 17.

Supply of Medicines to be kept on board, &c. — Every ship sailing from the U. K. to any place out of the same shall have and keep constantly on board a sufficient supply of medicines, suitable to accidents and diseases arising on voyages; and in case any default be made in providing such medicines, or in case any of the seamen receive any hurt or injury in the service of the ship, the expense of providing the necessary surgical and medical advice, and attendance and medicines which the seaman shall stand in need of until he be cured or be brought back to the U. K., shall be borne and defrayed by the owner and master of the ship, or one of them, without any deduction whatever on that account from the seaman's wages. — § 18.

Sections 19 and 20 provide for the establishment of an office at the Custom-house, London, for the general register of merchant seamen, consisting of a registrar, &c., under the direction of the lords of the admiralty; and authorise letters and packets, on the business of the office, addressed to the registrar, to go free of postage.

Masters of Ships to deliver Lists of their Crews on their Return. — Whereas by the act 4 & 5 W. 4. c. 52. (see post, p. 28.), a certain book by way of muster-roll is required to be kept on board merchant ships; and whereas it is expedient for the better effecting the objects of this act, that a return should be made to the registrar of merchant seamen of many of the said particulars, it is enacted, that the master of every British ship bound to parts beyond seas, except in the cases herein-after provided, shall not only keep the book required by the said recited act, but shall, on reporting his ship on her arrival at her port of destination in the U. K., deliver to the collector or comptroller of customs at such port an account, signed by himself, of all the seamen and others (including apprentices) who have belonged to the ship at any time during her absence from the U. K., containing a true and correct return under their respective heads of the several particulars expressed in the form set forth in the schedule marked (C.), at the end of this act. — § 21.

Masters of Ships in the Home Trade to return like Lists. — Within 21 days after the 30th of June and the 31st of December in each year, the owner or one of the owners of every ship employed in fishing on the coasts of the U. K., or in regularly trading from one part of the U. K. to another, and of every ship regularly trading to any of the islands of Jersey, Guernsey, Alderney, Sark, and Man, or to any port on the continent of Europe between the river Elbe inclusive and Brest, shall deposit with the collector or comptroller of the customs of the port to which the ship belongs, or with the registrar in London, an account, signed by the owner, or master, of the voyages in which such ship has been engaged during the half year ending on the days above mentioned, and setting forth the Christian and surnames of the several persons (including the master and apprentices) who belonged to the ship at any time during such periods, which account shall be in the form and shall contain a true and correct return, under their respective heads, of the several particulars expressed in the schedule marked (D.), at the end of this act. — § 22.

Return to be made in case of Ship lost or sold Abroad.—In case any ship be lost or sold while absent from the U. K., then an account containing a similar return as in the cases before mentioned, made out up to the period of such loss or sale, by the persons who were at that time owner and master thereof, or by one of them, shall be transmitted to the registrar in the port of London so soon as he shall be able to make such return after the loss, and within 12 calendar months at farthest after the sale of the ship. — § 23.

Lists to be certified, &c.—The said accounts and returns required by this act to be delivered to the collector or comptroller of customs, shall be transmitted by them to the registrar; and every owner or master of a ship who shall refuse or wilfully neglect to deliver such list or account as is hereby required, shall for every such refusal or neglect forfeit and pay the sum of 25*l.* — § 24.

Disposal of the Effects of Seamen dying Abroad.—Whenever a British seaman abroad dies elsewhere than on board a British ship, leaving any money or effects within the limits of any British consulate, H. M.'s consul there is hereby required to claim and take charge of such money and effects, and to dispose of the effects for the benefit of the next of kin of the deceased or other person who may be entitled to the same; and in case no claim be made to the same within 3 calendar months after the death of such seaman, the consul shall, after abating the amount of any expenses incurred in getting in the assets of the deceased, remit the balance of such monies as either have arisen or shall hereafter arise to the president and governors of the corporation "for the relief and support of sick, maimed, and disabled seamen, and of the widow and children of such as shall be killed, slain, or drowned in the merchant service," to be by them paid over and disposed of in the manner and under the regulations provided by the act 4 & 5 W. 4. c. 52.; and in case any seaman dying as last mentioned leave on board the ship to which he belonged any monies, clothes, or other effects, and the same be not claimed, within 1 month after the ship's return to the U. K. by the executor or administrator of the deceased, then the master of the ship is hereby required to deposit the same or the proceeds arising therefrom with the president and governors aforesaid, to be disposed of in the manner provided by the said act with respect to the wages of deceased seamen. — § 25.

Parish Boys may be put out Apprentices in the Sea Service.—Overseers of the poor or other competent persons are hereby empowered to bind by indenture and put out any boy having attained the age of 13 years, and of sufficient health and strength, who or whose parent or parents is or are maintained by any parish or township, or who shall beg for alms therein, with his consent, but not otherwise, an apprentice in the sea service to any of H. M.'s subjects being master or owner of any ship registered in any port of the U. K., for so long time and until such boys shall respectively attain the age of 21 years, which binding shall be as effectual as if such boy had been bound by virtue of any statute now in force respecting the binding of parish apprentices, or as if such boy were of full age and had bound himself an apprentice, and notwithstanding the residence of the master or owner to whom he may be bound be more than 40 miles distant from each parish or place; provided that every such binding shall be made in the presence of 2 justices acting for the county, riding, borough, or place within which such parish or township is situated, which justices shall execute the indenture in testimony of their being satisfied that such boy hath attained the age and is of sufficient health and strength as required by this act; and that the period when the service under such indenture shall expire may the more certainly appear, the age of every such boy shall be inserted in his indenture, the same being truly taken from the entry of his baptism in the register book of the parish in which he was born (where the same can be obtained), a copy of which shall be given and attested by the officiating minister of such parish without fee or reward; and where no such entry of baptism can be found the justices shall inform themselves as fully as they can of the boy's age, and from such information shall insert the same in his indenture, and the age of every such boy so inserted therein shall (in relation to the continuance of his service) be taken to be his true age without any further proof thereof. — § 26.

Parish Apprentices may be turned over to the Sea Service.—It shall be lawful for any person to whom any parish apprentice is bound to a service on shore according to the statutes already in force relating to such apprentices, or for the executors or administrators; or, there being none such, for the widow of any such deceased person, with the concurrence of two or more justices residing in or near to the place where such poor boy shall be bound apprentice, to assign and turn over such boy, with his consent, but not otherwise, apprentice to any master or owner of any ship not having her complement of apprentices as herein required, to be employed by such master or owner in the sea service during the unexpired period of his apprenticeship. — § 27.

Indentures may be assigned on the Death of the Master.—In the event of the death of the master of any parish apprentice to the sea service, it shall be lawful for the widow, executor or administrator of such deceased master to assign his indenture for the residue of the unexpired term to any master or owner of any ship not having the complement of apprentices herein required; all which assignments, if executed within the port of London, shall be attested by the registrar or one of his assistants or clerks, and if at any other port by the collector or comptroller of the customs thereof. — § 28.

Parish Officers to prepare Indentures.—Such overseers, &c. shall cause the indentures of apprenticeship to be prepared and transmitted in duplicate, if the master or owner of the ship to whom such apprentice is bound be or reside within the limits of the port of London, to the registrar, and if at any other port to the collector or comptroller of customs at such port; and the said overseers or other persons shall cause each poor boy to be conducted and conveyed to such port or place by the constable and at the expense of the parish or township sending him thither, and shall also, upon the execution by the master of the counterpart of the indentures, cause to be paid down to the master the sum of 5*l.*, to be expended in providing such boy with necessary sea clothing and bedding; which sum, with the other expenses, are to be allowed in their accounts in relation to the poor. — § 29.

How Counterparts of Indentures to be attested.—The counterparts of all indentures shall, if the master be or reside within the limits of the port of London, be executed in the presence of and attested by the registrar or one of his assistants or clerks, and if at any other port by the collector or comptroller of the customs at such port, and also in both cases by the constable or other officer who shall convey such apprentices thither, and such indentures shall bear date respectively on the days on which they are executed; and the constable on his return shall deliver such counterpart to the overseers or other competent persons to be registered and preserved. — § 30.

Every Ship to have Apprentices according to her Tonnage.—The master of every ship belonging to any subject of the U. K., and of the burden of 80 tons and upwards, shall have on board, at the time of clearing out from any port of the U. K., 1 apprentice or more, in the following proportions to the ship's measurement, according to the certificate of registry; viz., every ship of 80 tons and under 200 tons shall have 1 apprentice at the least, every ship of 250 tons and under 400 tons shall have 2 apprentices at the least, every ship of 400 tons and under 500 tons shall have 3 apprentices at the least, every ship of 500 tons and under 700 tons shall have 4 apprentices at the least, and every ship of 700 tons and upwards shall have 5 apprentices at the least, all of whom at the period of their being bound shall have been under 17 years of age, and shall have been duly bound for the term of 4 years at the least; and if any master neglect to have on board his ship the number of apprentices hereby required, he shall, for every such offence, forfeit and pay the sum of 10*l.* in respect of each apprentice so deficient. — § 31.

Apprentices exempt from Contributions.—No apprentice bound or assigned pursuant to this act, nor any master or owner in respect of any such apprentice, shall be liable to the payment of any contribution for the support of any hospital or institution. — § 32.

Indentures and Assignments to be registered.—The registrar in London, and the collector and comptroller of customs at each other port, shall, in a book to be kept for that purpose, enter all indentures

and assignments of parish apprentices, specifying the dates thereof, the names and ages of the apprentices, the parishes or places from whence sent, the names and residences of the masters to whom bound or assigned, and the names, ports, and burden of the respective ships to which such masters belong, and shall make and subscribe on each indenture or assignment an indorsement purporting that the same hath been duly registered pursuant to this act; and every collector and comptroller shall also at the end of each quarter of the year transmit a list of the indentures and assignments registered by him within the preceding quarter, containing all the particulars aforesaid, to the registrar in London. — § 33.

Indentures of Apprentices to be registered. — In every case of a person voluntarily binding himself apprentice to the sea service, the indentures to be executed on such occasions shall be registered in a book to be kept for that purpose by the registrar in London, and by the collector and comptroller of customs at each other port at which the indenture shall be executed, in which book shall be expressed the dates of the several indentures, the names and ages of the apprentices, the names and residence of their masters, and (if known) the names, port, and burden of the several ships on board which they are to serve; and such registrar and collector or comptroller shall indorse and subscribe upon each indenture a certificate purporting that the same hath been duly registered pursuant to this act, and the said collector and comptroller shall also at the end of each quarter of the year transmit a list of the indentures so registered by them within the preceding quarter, containing all the particulars aforesaid, to the said registrar, for the purposes of this act; and it shall be lawful for the master, or his executor or administrator, with the consent of the apprentice if of the age of 17 years or upwards, and if under that age with the consent of his parent or guardian, to assign or transfer his indenture to any other master or owner of any registered ship; and all such voluntary apprentices may, during the term for which they are bound, be employed in any ship of which the master of any apprentice is master or owner: provided that every such assignment be registered and indorsed by the said registrar, or by the collector or comptroller of customs at the port where the master is resident, or to which his ship belongs, in which latter case the said collector or comptroller shall notify the same to the registrar as is provided with regard to the indenture of such apprentice. — § 34.

No Stamp Duty on Agreements. — Agreements with the crew of a ship made in conformity with this act, and all indentures of parish and voluntary apprentices to the sea service, and all counterparts and assignments of such indentures executed after the passing of this act, shall be wholly exempt from stamp duty. — § 35.

Penalty on Masters neglecting to register Indentures, &c. — If any master to whom any apprentice mentioned in this act shall be bound or assigned neglect to cause the indenture or the assignment thereof (as the case may be) to be registered as required by this act, or shall, after the ship has cleared outwards on the voyage upon which such ship may be bound, suffer his apprentice to quit his service (not entering into that of H. M.), except in case of death, desertion, sickness, or other unavoidable cause, to be certified in the log-book of the ship, every such master shall for every such offence forfeit and pay the sum of 10*l.* — § 36.

Justices to determine Complaints. — Two or more justices residing at or near to any port at which any ship, having on board any sea apprentice, shall at any time arrive, shall have full power and authority to inquire into and examine, hear and determine, all claims of apprentices upon their masters under their indentures, and all complaints of hard or ill usage exercised by their masters towards their apprentices, or of misbehaviour on the part of any apprentice, and to make such orders therein as they are empowered to do in other cases between masters and apprentices. — § 37.

Common Assaults may be summarily punished by 2 Justices. — In case of any assault or battery which shall, after the commencement of this act, be committed on board any British merchant ship in any place at sea, or out of H. M.'s dominions, it shall be lawful for any 2 justices in any part of H. M.'s dominions, upon complaint of the party aggrieved, to hear and determine any such complaint, and to proceed and make such adjudication thereon as any 2 justices are empowered to do by the act 9 Geo. 4. c. 31, subject however to such provisos and limitations as are contained in the said act with respect to the cases of assault and battery therein mentioned; and the fine or forfeiture to be imposed in such case shall be payable to the Merchant Seamen's Hospital or institution at or nearest to the port or place where such adjudication is made. — § 38.

Masters entitled to receive the Wages of Apprentices entering into the Navy. — No parish or voluntary apprentice to the sea service shall be at liberty to enter into H. M.'s naval service during his apprenticeship without the consent of his master; but if nevertheless he voluntarily enter on board any of H. M.'s ships of war, and be allowed by his master to continue therein, such master, in case he give notice to the secretary of the admiralty of his consent to his apprentice remaining in H. M.'s service during the residue of his apprenticeship, shall, upon the production of his indenture, be entitled, at the time of paying off the ship, to receive to his own use any balance of wages that may be then due and payable to such apprentice up to the period of expiration of his indenture. — § 39.

Forcing on Shore, &c. any Person belonging to the Crew a Misdemeanor. — If any master of a British ship force on shore and leave behind, or shall otherwise wilfully and wrongfully leave behind on shore or at sea, in any place in or out of H. M.'s dominions, any person belonging to his crew, before the arrival of such ship in the U. K., or before the completion of the voyage or voyages for which such person was engaged, whether such person have formed part of the original crew or not, every person so offending shall be deemed guilty of a misdemeanor, and shall suffer such punishment by fine or imprisonment, or both, as to the court before which he is convicted shall seem meet; and the said offence may be prosecuted by information at the suit of the attorney-general, or by indictment or other proceeding in any court of criminal jurisdiction in H. M.'s dominions at home or abroad, where such master or other person shall happen to be, although the place where the offence may have been committed be out of the ordinary local jurisdiction of such court; and such court is hereby authorised to issue a commission for the examination of any witnesses absent or out of its jurisdiction; and at the trial the depositions so taken, if such witnesses be then absent, shall be received in evidence. — § 40.

Seamen not to be discharged Abroad, without Sanction. — No master shall discharge any individual person of his crew, whether British subject or foreigner, at any of H. M.'s colonies or plantations, without the previous sanction in writing of the governor, lieutenant-governor, secretary, or other officer appointed in that behalf by the government there, or in the absence of all such authorities at or near the port or place at which the ship is then lying, then of the chief officer of customs resident at or near to such port or place; nor shall he discharge any person at any other place abroad without the like previous sanction in writing of H. M.'s minister, consul, or vice-consul there, or in the absence of any such functionary, then of two respectable merchants resident there; all which functionaries are hereby required, and all which merchants are hereby authorised, in a summary way to inquire into the grounds of such proposed discharge by examination on oath, and to grant or refuse such sanction according to their discretion, having regard to the objects of this act. — § 41.

Not to be left Abroad on the Plea of Incapacity to proceed. — No master shall be at liberty to leave behind abroad, either on shore or at sea, any person of his crew, on the plea of such person not being in a condition to proceed on the voyage, or having deserted from the ship, or otherwise disappeared, unless upon a previous certificate in writing of one of such functionaries or merchants as aforesaid, if there be any such at or within a reasonable distance from the place where the ship shall then be, if there be time to procure the same, certifying that such person is not in such condition, or has deserted or disappeared, and cannot be brought back; and all such functionaries are hereby required, on the application of any such master, to inquire by examination on oath into the circumstances, and to give or refuse such certificate according to the result of such examination. — § 42.

24 SEAMEN (CONSOLIDATION OF LAWS RELATING TO).

If any of the Crew are left behind, the Proof of Sanction shall be on the Master. — If any master shall leave behind any one of his crew contrary to this act, in any indictment or proceeding, the proof of his having obtained the sanction or certificate aforesaid shall be upon him, it being the intention hereof that, except in the case of entering into H. M.'s naval service, no person of the crew shall be discharged, either with or without his consent, in any place abroad where such functionary can be found, unless he have given his sanction thereto. — § 43.

Seamen when allowed to be left behind to be paid their Wages. — Every master who shall leave any person of his crew on shore at any place abroad, under certificate of his not being in a condition to proceed on the voyage, shall deliver to one of the said functionaries, or if there be none such to any two respectable merchants there, or if there be but one then to such one merchant, a just and true account of the wages due to such person, and pay the same to the seaman, either in money or by a bill drawn upon the owner of his ship; and if by bill, then such functionary or merchant, is hereby required by certificate indorsed on such bill to testify that the same is drawn according to this act for money due on account of wages of a seaman, or to that effect; and any master who shall deliver a false account, or refuse or neglect to deliver a just and true account of the wages due to such person, and to pay the amount in money or by bill as aforesaid, shall for every such offence forfeit and pay, in addition to the wages due, the penal sum of 25*l.* — § 44.

Act not to prevent Seamen from entering into the Navy. — Nothing in this act or in any agreement shall prevent any seaman or person belonging to any merchant ship whatever from entering or being received into H. M.'s naval service, nor shall any such entry be deemed a desertion from the merchant ship, nor incur any penalty or forfeiture whatever, either of wages, clothes, or effects, or other matter or thing, notwithstanding any agreement made to the contrary; and all masters and owners of ships are strictly prohibited from introducing into any ship's articles or agreement with the crew any clause or matter by which any penalty or forfeiture of any kind is agreed to be incurred by a seaman upon his entry into H. M.'s service. — § 45.

Seamen entering into the Navy from Merchant Ships entitled to the immediate Delivery of Clothes, &c. — When any seaman quits a merchant ship in order to enter into H. M.'s naval service, and is actually received into such service, not having previously committed any act amounting to and treated by the master as a total desertion, he shall be entitled immediately upon entry to the delivery up of all his clothes and effects on board such merchant ship, and (in case the ship shall have earned freight) to receive from the master the payment of the proportionate amount of his wages up to the period of such entry, in money or by a bill on the owner; all which clothes, effects, money, and bill such master is required to deliver up to him accordingly, under a penalty of 25*l.* for any refusal or neglect, to be recovered with full costs of suit, by such seaman: provided, that if no freight have been earned at the time of such entry, then the master shall be required to give the seaman so entering a bill upon the owner for his wages to the period of such entry, payable on the ship's safe arrival at her destined port; but in case the master shall have no means of ascertaining the balance justly due, he shall make out and deliver to such seaman a certificate of the period of his services and the rate of wages he is entitled to, producing at the same time to the commanding officer of H. M.'s ship the agreement entered into with the seaman for the voyage; and every master, upon the delivery up of such clothes and effects, and the settlement, as now directed, of such wages, shall be entitled to receive from the officer in command of H. M.'s ship into which such seaman has entered, a certificate signed by the officer, which he is hereby required to give upon the request of the master, testifying that such seaman has entered into H. M.'s ship to serve, as proof that the master had not parted with the seaman contrary to the provisions of this act. — § 46.

Power to H. M. to sue for the Amount advanced for Seamen left Abroad. — In all cases where any master has forced on shore or left behind any person against the provisions of this act, and such person shall become distressed and be relieved under the provisions of the act 11 Geo. 4. c. 20., or under any act hereafter to be passed, then, in addition to the wages due from, and the penalties imposed on such master, H. M. shall be entitled to sue him or the owner of the ship, at the option of the lords of the admiralty, for all charges and expenses incurred on the subsistence, necessary clothing, and conveyance home of such person, as so much money paid and expended to the use of the defendant, which, together with full costs of suit, may be recovered in the same manner as other debts due to H. M. are recoverable; and in any proceeding for that purpose proof of the account furnished to the said commissioners by any one of such functionaries, or by such two merchants or one merchant, according to the case, as provided by the said act of the 11 Geo. 4. c. 20., shall, together with proof of payment by the said lords or by the treasurer of the navy, of the charges incurred on account of such person, be sufficient evidence that he was relieved and conveyed home, at H. M.'s expense; and the court in which any proceeding for the recovery of the said money is instituted is authorised to issue a commission for the examination of witnesses abroad, and the depositions so taken shall be received as evidence. — § 47.

Ship's Agreement on Arrival at a Foreign Port to be deposited with the Consul. — Every master of a British ship, on his arrival at any foreign port, where there is a British consul or vice-consul, shall deliver to such functionary the agreement with his ship's crew, to be preserved by him during the ship's stay there, and to be returned to the master before his leaving the port, without any fee or charge for the same; and if any master refuse or neglect to deliver such agreement to the consul or vice-consul, as is hereby required, he shall for every such offence forfeit and pay the sum of 25*l.* — § 48.

No Seaman to be shipped at a Foreign Port without the Privy of the Consul. — During the ship's stay at any foreign port no seaman shall be shipped by any master except with the privy of the consul or vice-consul, indorsed or certified on the agreement, under a penalty of 25*l.* for every seaman shipped in breach of this act. — § 49.

Masters to produce Agreements to Officers of King's Ships. — The master of every British ship is hereby required to produce and show the muster-roll of the ship, and the agreement with his crew, to the captain, commander, or other commissioned officer of any of H. M.'s ships requiring a production and sight thereof; and it shall be lawful for any such officer in H. M.'s naval service, if he think it necessary, to muster the crew and passengers (if any) of any British ship, in order to be satisfied that the provisions of this act, and the laws relating to navigation with respect to the crews of merchant ships, have been duly complied with; and if any master shall, upon being required by any such officer, neglect or refuse to produce the muster-roll or agreement, or obstruct any officer in mustering the said crew or passengers, or produce any false muster-roll, he shall for every such offence forfeit and pay the sum of 25*l.* — § 50.

Registrar and Officers of Customs empowered to require Production of the Agreement, &c. — For the better carrying into effect the purposes of this act it shall be lawful for the registrar and his assistants, and also for the collectors or other chief officers of customs, at the several ports of the U. K. and of the British possessions abroad, to demand from the master of every ship required to enter into an agreement with his crew, the production of the muster-roll of the ship, and also of such agreement, with liberty to take a copy of either or both, and to muster the crew and apprentices of such ship, for the purpose of ascertaining whether the provisions of this act, and of the laws relating to navigation, have been complied with; and if any master, on such demand being made, refuse or neglect to produce such muster-roll or agreement, or refuse to allow a copy of either document to be taken, or refuse to permit, or prevent his crew and apprentices from being mustered, he shall for every such neglect, refusal, or offence, forfeit and pay the sum of 50*l.* — § 51.

Definition of the Terms Master, Seaman, Ship, and Owner. — Every person having the charge or command of any British ship shall, within the meaning and for the purposes of this act, be deemed and taken to be the master of such ship; and every person (apprentices excepted) employed or engaged to serve in

any capacity on board the same, shall be deemed and taken to be a seaman within the meaning and for the purposes of this act; and the term "ship," as used in this act, shall be taken and understood to comprehend every description of vessel navigating on the sea; and the term "owner," as applied to a ship, shall be understood to comprehend all persons, if more than one, to whom the ship belongs; and all steam and other vessels employed in carrying passengers or goods shall be deemed trading ships within the meaning and for the purposes of this act. — § 52.

Recovery of Penalties. — All penalties and forfeitures imposed by this act, for the recovery whereof no specific mode is herein provided, shall be recovered, with costs of suit, in manner following: (that is to say,) all penalties and forfeitures not exceeding 20*l.* shall be recoverable at the suit of any person by information and summary proceeding before any one or more justice or justices in any part of H. M.'s dominions, residing near to the place where the offence shall be committed, or where the offender shall be, which justice or justices shall have full power to levy the amount of any such penalty or forfeiture and costs by distress and sale of the offender's goods, or by commitment of the offender for non-payment of the amount; and all penalties and forfeitures exceeding 20*l.* shall and may be recovered, with costs of suit, in any of H. M.'s courts of record at Westminster, Edinburgh, or Dublin, or in the colonies, at the suit of H. M.'s attorney-general or other chief law officer of the crown in any part of H. M.'s dominions other than in Scotland, and if there at the suit of the lord advocate; and that all penalties and forfeitures mentioned in this act for which no specific application is before provided, shall, when recovered, be paid and applied as follows; viz., one moiety of every such penalty shall be paid to the informer or person upon whose discovery or information the same has been recovered, and the residue shall be divided between Greenwich Hospital and the Merchant Seamen's Hospital or Institution at the port to which the ship shall belong, and if there be none such at said port, then the whole of the said residue shall be paid to Greenwich Hospital: provided, that it shall be lawful for the court before which, or the justice or justices before whom any proceedings are instituted for the recovery of any pecuniary penalty imposed by this act to mitigate or reduce such penalty as to them shall appear just and reasonable, in such manner, however, that no penalty shall be reduced below half its original amount: and provided also, that all proceedings so to be instituted be commenced within 2 years after the commission of the offence, if the same have been committed at or beyond the Cape of Good Hope, or Cape Horn, or within 1 year if committed on the European side of those limits, or within 6 calendar months after the return of the offender or complaining party to the U. K. — § 53.

As to Ships belonging to any British Colony having a Legislature. — This act shall not extend or apply to any ship registered in or belonging to any British colony having a legislative assembly, or to the crew of any such ship, while such ship is within the precincts of such colony; any thing herein contained to the contrary in anywise notwithstanding. — § 54.

Schedules referred to in the preceding Act.

SCHEDULE (A.)

An Agreement made, pursuant to the Directions of an Act of Parliament passed in the Sixth Year of the Reign of His Majesty King William the Fourth, between _____, the Master of the Ship _____, of the Port of _____, and of the Burden of _____ Tons, and the several Persons whose Names are subscribed thereto.

It is agreed by and on the part of the said persons, and they severally hereby engage, to serve on board the said ship in the several capacities against their respective names expressed, on a voyage from the port of _____ to _____ [here the intended voyage is to be described as nearly as can be done, and the places at which it is intended the ship shall touch, or if that cannot be done, the nature of the voyage in which she is to be employed], and back to the port of _____; and the said crew further engage to conduct themselves in an orderly, faithful, honest, careful, and sober manner, and to be at all times diligent in their respective duties and stations, and to be obedient to the lawful commands of the master in every thing

relating to the said ship, and the materials, stores, and cargo thereof, whether on board such ship, in boats, or on shore [here may be inserted any other clauses which the parties may think proper to be introduced into the agreement, provided that the same be not contrary to or inconsistent with the provisions and spirit of this act]. In consideration of which services to be duly, honestly, carefully, and faithfully performed, the said master doth hereby promise and agree to pay to the said crew, by way of compensation or wages, the amount against their names respectively expressed. In witness whereof the said parties have hereto subscribed their names on the days against their respective signatures mentioned.

Place and Time of Entry.			Men's Names.	Age.	Place of Birth.	Quality.	Amount of Wages per Calendar Month, Share, or Voyage.	Witness to Signature.	Name of Ship in which the Seamen last served.
Day.	Month.	Year.							

Note. — Any embezzlement or wilful or negligent loss or destruction of any part of the ship's cargo or stores may be made good to the owner out of the wages (so far as they will extend) of the seaman guilty of the same; and if any seaman

shall enter himself as qualified for a duty to which he shall prove to be not competent, he will be subject to a reduction of the rate of wages hereby agreed for in proportion to his incompetency.

SCHEDULE (B.)

An Agreement made, pursuant to the Directions of an Act of Parliament passed in the Sixth Year of the Reign of His Majesty King William the Fourth, between _____, the Master of the Ship _____, of the Port of _____, and of the Burden of _____ Tons, and the several Persons whose Names are subscribed hereto.

It is agreed by and on the part of the said persons, and they severally hereby engage, to serve on board the said ship in the said several capacities against their respective names expressed, which ship is to be employed in [here the nature of the ship's employment is to be described, whether in the fisheries, on the coast, or in trading from one part of the United Kingdom to another, or to any of the islands of Jersey, Guernsey, Alderney, Sark, and Man, or to any port on the continent of Europe between the River Elbe inclusive and Brest], and the said crew further engage to conduct themselves in an orderly, faithful, honest, careful, and sober manner, and to be at all times diligent in their respective duties and stations, and to be obedient to the lawful commands of the master in every thing relating to the said ship, and the materials, stores, and cargo thereof, whether

on board such ship, in boats, or on shore [here may be inserted any other clauses which the parties may think proper to be introduced into the agreement, provided that the same be not contrary to or inconsistent with the provisions and spirit of this act]. In consideration of which services, to be duly, honestly, carefully, and faithfully performed, the said master doth hereby promise and agree to pay to the said crew, by way of compensation or wages, the amount against their names respectively expressed: Provided always, and it is hereby declared, that no seaman shall be entitled to his discharge from the ship during any voyage in which she may be engaged, nor at any other than a port in the United Kingdom. In witness whereof the said parties have hereto subscribed their names on the days against their respective signatures mentioned.

SEAMEN (ESTABLISHMENT FOR).

Place and Time of Entry.			Men's Names.	Age.	Place of Birth.	Quality.	Amount of Wages per Calendar Month, Share, or Voyage.	Witness to Signature.	Name of Ship in which the Seaman last served.
Day.	Month.	Year.							

Note.— Any embezzlement or wilful or negligent loss or destruction of any part of the ship's cargo or stores may be made good to the owner out of the wages (so far as they will extend) of the seaman guilty of the same; and if any seaman shall enter himself as qualified for a duty to which he shall prove to be not competent, he will be subject to a reduction of the rate of wages hereby agreed for in proportion to his incompetency.

SCHEDULE (C.)

Ship _____, of the Port of _____, whereof _____ was Master.
 A List of the Crew (including the Master and Apprentices) at the Period of her sailing from the Port of _____, in the United Kingdom, from which she took her first Departure on her Voyage to _____, and of the Men who joined the Ship subsequent to such Departure and until her Return to the Port of _____, being her Port of Destination in the United Kingdom.

Name.	Age.	Place of Birth.	Quality.	Ship in which he last served.	Date of joining the Ship.	Place where.	Time of Death or leaving the Ship.	Place where.	How disposed of.

Note.— If any one of the crew has entered his Majesty's service, the name of the king's ship in which he entered must be stated in the account under the head of "How disposed of."

Note.— This list, to be filled up, and being signed by the master, is to be delivered by him to the collector or comptroller of the customs, on reporting his ship inwards, on her arrival at her port of destination in the United Kingdom.

SCHEDULE (D.)

An Account of the Voyages in which the Ship _____, of _____, has been engaged in the Half Year commencing on the _____ Day of _____, One thousand eight hundred and _____, and ending on the _____ Day of _____, One thousand eight hundred and _____, and of all the Persons (Master and Apprentices included) who have belonged to such Ship during that Period.

ACCOUNT OF THE VOYAGES.

[Here the several Voyages and the Periods of such Voyages are to be described.]

ACCOUNT OF THE CREW.

Name.	Age.	Place of Birth.	Quality.	Ship in which he last served.	Date of joining the Ship.	Place where.	Time of Death or leaving the Ship.	Place where.	How disposed of.

Note.— If any one of the crew shall have entered his Majesty's service, the name of the king's ship in which he entered must be stated in his account under the head of "How disposed of."

Note.— This account, when filled up, is to be signed by the owner, and deposited with the collector or comptroller of the customs of the port to which the ship shall belong, or with the registrar of merchant seamen in London.

SEAMEN (ESTABLISHMENT FOR).— The reader will find in the body of this work, p. 1015., a notice of the corporation established by the act 20 Geo. 2. c. 38. for the relief and support of maimed and disabled merchant seamen, and of the widows, children, &c. of such seamen as were killed or drowned in the merchant service. But, as the funds at the disposal of the corporation have been very limited, it has not been much heard of. Under previous acts, 6*d.* per month was deducted from the wages of all seamen in the merchant service; the produce of which assessment was paid over to the trustees of Greenwich Hospital, in the benefit of which institution such seamen were to be allowed to participate. But this arrangement has latterly been much objected to, and apparently not without good reason; for it appears from the official returns (*Dict.* pp. 1016, 1017.) that, though the contributions from merchant ships to Greenwich Hospital in 1828 and 1829 exceeded 20,000*l.* a year, there was not on the establishment a single individual who had been exclusively employed in the merchant service! The heavy expenses attending the collection of the duty were, also, much objected to.

*Repeal of the 6*d.* a Month Greenwich Duty.*— To obviate these complaints, the 4 & 5 Will. 4. c. 34. directs that the contribution of 6*d.* per month by seamen in the merchant service to Greenwich Hospital shall cease from the 1st of January, 1835; and that 20,000*l.* a year shall be advanced from the consolidated fund to the Hospital, to make good the deficiency caused by the cessation of such contribution.

New Establishment for Support of Merchant Seamen, &c.— And to provide still more effectually for the relief and support of maimed and disabled merchant seamen, and

of the widows, &c. of those killed or drowned in the merchant service, the act 4 & 5 Will. 4. c. 52. has been passed. This act repeals the 20 Geo. 2. c. 38., except in so far as it relates to the establishment of the corporation of president and governors for the relief of maimed, &c. merchant seamen, and of the widows and children of seamen killed or drowned in the merchant service; and it also repeals as much of the act 37 Geo. 3. c. 73. as relates to the wages of seamen dying while employed in ships trading to the West Indies. Having thus cleared the way for a new system, it goes on to enact: —

President and Governors empowered to relieve disabled Seamen, &c. — The said president and governors and their successors are authorised to provide, in their hospital, for such seamen as are rendered incapable of service by sickness, wounds, or other accidental misfortunes, and those who shall become decrepit or worn out by age, or to allow them certain pensions, or otherwise, as the president and governors deem meet and most for the advantage of the said charity; and also to relieve the widows and children of such seamen as shall be killed, slain, or drowned in the said service; and also to relieve the widows and children of seamen dying after having contributed during a term of 21 years to the funds of this corporation: provided such children are not of the age of 14 years, or if of that age or upwards, not capable of getting a livelihood by reason of lameness, blindness, or other infirmities, and are proper objects of charity; and also to relieve the widows and children (such children being proper objects of charity) of such seamen as at the time of their death shall have been receiving or been entitled to pensions, under and by virtue of this act, from the fund hereby to be created, as decrepit or worn-out seamen: provided that no widow shall be entitled to any benefit under this act, who shall not have been the wife of such seaman or pensioner before he became entitled to relief under its provisions: provided nevertheless, that no seaman shall be entitled to any provision or benefit of this act, on account of any hurt or damage received on board any ship or vessel, unless he produce, or cause to be produced, a certificate of the said hurt or damage from the master, mate, boatswain, and surgeon, or so many of them as were in the vessel to which he belonged at the time of his receiving such hurt or damage, or of the master and 2 of the seamen, if there be no other officer, or in case the master shall die, or be killed or drowned, then of the person who shall take upon him the care of the ship or vessel, and 2 of the seamen on board the same, under their hands and seals, thereby signifying how and in what manner such seaman received such hurt or damage, whether in fighting, defending, working, loading, or unloading the said ship or vessel, where and when he entered, and how long he had served on board the same; and the parties so signing and sealing such certificate are hereby required to make oath to the truth thereof before some justice of the peace, if given in Great Britain or Ireland, or the chief officer of the customs of the port or place where there is no justice of the peace, or before the British consul or resident in any foreign country where such certificate is executed (who are respectively authorised and required to administer the same without fee or reward); and in case of sickness, whereby such seaman shall be rendered incapable of service, a certificate signed, sealed, and authenticated in like manner, signifying that he was healthy when he entered on board such ship or vessel, and that such sickness was contracted on board the same, or on shore in doing his duty in the service of the ship, and not otherwise, and expressing the time and place he entered on board such ship or vessel, and how long he had served therein; and that no widow, child, or children of any seaman killed, slain, or drowned in the said service, shall be relieved or entitled to any allowance by virtue of this act unless she or they, or some person on her or their behalf, shall produce a certificate, signed, sealed, and authenticated in like manner, signifying how and in what manner such seaman lost his life in the service of the said ship or vessel, the time and place he entered on board, and how long he had served therein; and that no widow, child, or children of any seaman in the said service shall be entitled to any relief by virtue of this act, unless she or they shall produce, or cause to be produced, a certificate under the hands and seals of the minister and churchwardens and overseers of the poor of the parish, township, or place, or any 2 of them, or under the hands and seals of the minister and overseers of the poor of the parish, township, or place, or any 2 of them, where there are no churchwardens, or if in Scotland, by the minister and elders, or if in Ireland, by a justice of the peace for the parish, township, or place where such widow, &c. shall at the time reside, and if such widow, &c. are some of the people called Quakers, then by any 2 reputable persons of that persuasion, of the parish, township, or place where such widow, &c. have a legal settlement, or do inhabit and reside, to be attested by 2 or more credible witnesses, that such widow was the lawful wife and real widow, and that such child or children was or were the lawful child or children of such deceased seaman as aforesaid, and that such child or children is and are under the age of 14 years, or if of that age or upwards, not capable of getting a livelihood by reason of lameness, blindness, or other infirmities, and is or are proper objects of charity: and that no seaman shall be provided for by a pension or otherwise, as decrepit or worn out, unless he have served in the merchant service for the space of 5 years, and have during that time paid the monthly duty out of his wages, imposed by the act 20 Geo. 2. c. 38., or by this act required to be henceforward paid and deducted, as the case may happen, for the uses and purposes herein provided. — § 2.

Forgery of Certificate. — Forged certificates to be null and void; and those knowingly using them to be liable to the punishment of an incorrigible rogue. — § 3.

Courts. — The president and 5 assistants to make a court, who are to meet weekly. The court may apply the monies of the corporation, and appoint the officers and their salaries, and do all other matters and things necessary. — § 4.

All Masters and Owners of Merchant Ships or Vessels, &c. to pay 2s. per Month. — For effecting the ends and purposes aforesaid, every master of any merchant ship or vessel belonging to any British subject, and every owner, being a British subject, navigating or working his own ship or vessel, whether the said ship or vessel be employed on the high sea, or coasts of Great Britain or Ireland, or in any port, bay, or creek of the same, shall, from and after the 31st day of December, 1834, pay 2s. per month, and proportionably for a lesser time, during the time he or they shall be employed in such merchant ship or vessel, for the uses and purposes aforesaid: provided always, that such masters or owners, or their widows and children under 14 years of age, or being objects of charity as aforesaid, shall be entitled to a proportionate increase of the pension or allowance, by this act provided, according to the difference between the amount of the monthly duty paid by other seamen, mariners, and pilots, in case such master or owner shall have paid the 2s. per month for a period of 5 years or 60 months before any application to the said president and governors for relief under this act; but in case any such master or owner be killed or drowned, or become decrepit, maimed, or disabled, before he or they shall have paid such increased rate of 2s. per month for the full period of 5 years or 60 months as aforesaid, then such masters or owners, or their widows and children, shall be entitled to such smaller pension or allowance as the said president and governors, or the trustees to be appointed, shall think fit. — § 5.

All Seamen, or other Persons serving on board such Ships or Vessels, to pay 1s. per Month. — Every seaman or other person whatsoever who shall serve or be employed in any merchant ship, or other private ship or vessel, belonging to any British subject, whether employed on the high sea, or coasts of Great Britain or Ireland, or in any port, bay, or creek of the same, and every pilot employed on board any such ship or vessel, shall, from and after the 31st day of December, 1834, pay 1s. per month, and proportionably for a lesser time, during the time he or they shall be employed in or belong to the said ship or vessel, for the uses and purposes aforesaid: provided that this act shall not be construed to extend to any person

employed in taking fish, in any boat upon any of the coasts of Great Britain or Ireland, or the islands of Guernsey, Jersey, Alderney, Sark, and Man, nor to any person employed in boats or vessels that trade only from place to place within any river of Great Britain or Ireland. — § 6.

Masters of Ships to keep in their Hands 1s. per Month out of Seamen's Pay. — The master, owner, or commander of every such merchant or private ship or vessel is hereby required to deduct out of the wages, shares, or other profits payable to seamen or other persons employed on board such ship or vessel (other than those hereby excepted), the said monthly duty, and shall pay the same, together with the amount of the duty owing from himself, to such officer or officers as shall be lawfully appointed at any of the out-ports for collecting the said duty of 1s. per month, if such seamen or other persons be entitled to any such wages, shares, or profits. — § 7.

Appointment of Receivers. — President and governors, with the concurrence of commissioners of customs, to appoint such persons to receive the monthly duties at the out-ports as they may think fit, making them a reasonable allowance for their trouble, which is not, however, in any case, to exceed 5 per cent. on the gross sum collected. — § 8.

Muster Roll. — Every master is to keep a true and faithful muster roll of the crew of his ship, specifying in writing the name of every one of the crew, including apprentices, with the various particulars as to the place of each person's birth, the place and time of his entry to the ship, the place and time of his discharge from or leaving the same, and if he be discharged or left, with the other particulars specified in the subjoined formula, in the event of his being hurt, killed, &c. : —

A List and Account of the Crew (including the Master and Apprentices) of the Ship _____, of the Port of _____, whereof _____ is Master, at the Period of her Departure from the Port of _____ in the United Kingdom, and on her Return to the Port of _____ in the United Kingdom, and also of those who have joined the Ship at any Time during the Voyage.

Men's Names.	Place of Birth.	Place and Time of Entry.			Place and Time of Discharge, or leaving the Ship.			When and where received hurt or injured.	Whether where killed or drowned, or died a natural Death.	Wages due at time of Discharge.	What Catches or other Effects any deceased Man has left.	Amount of Monthly Duty.
		Day.	Month.	Year.	Day.	Month.	Year.					
										<i>L. s. d.</i>		

Duplicates of this account are to be delivered to the collectors of the duties at the port where the vessel discharges; and any master or commander neglecting to keep such muster roll, and neglecting or refusing to deliver it to the collectors of the duties, shall forfeit for every such offence the sum of 5*l.* The collectors are to transmit to the president and governors the duplicates received from such vessels as do not belong to the port of discharge; and the latter are to transmit them to the same. Collectors neglecting to transmit such duplicates incur a penalty of 5*l.* — § 9.

Masters to deduct Penalties from Wages. — The master of every ship coming within the provisions of this act shall deduct out of the wages of the seamen thereof the amount of all forfeitures incurred by any such seamen, and every master is hereby required truly to enter the same in a book to be kept by him for that purpose, which shall be signed by the master and the person next in command, both of them certifying that it contains all the forfeitures which have been incurred by the seamen of the ship during the voyage, to the truth whereof the master shall make oath when required before the officer of the president and governors in London, or before their collectors at the out-ports; and the said book, or a true copy thereof signed and certified as aforesaid, shall, within 1 calendar month after the ship's return from her voyage, be delivered to the said officer by the master, together with extracts from the log-book of the entries therein of the causes of the several forfeitures; and every master who shall refuse or neglect to deliver such account shall forfeit and pay the sum of 20*l.* — § 10.

Examination of Masters, &c. — Collectors may summon masters of vessels, and examine them upon oath as to the truth of the muster rolls; masters refusing to appear or to answer, to forfeit 10*l.* — § 11.

Regulations as to Government Ships. — Secretaries, &c. of public government offices to give in a list of ships and vessels employed in their service, and of the seamen or other persons employed in such ships or vessels; and the treasurers, &c. of such offices are to pay no wages or freight to any master, &c. until he produce an acquittance signed by receiver of duties. — § 12.

Payment of Duties. — The said monthly duties are to be paid at the port where the ship or vessel unloads her cargo, before she be cleared inwards; and all officers are interdicted from granting any coquets, transire, &c. or permitting any vessel to go out of any port, unless it appear by the acquittances of the collectors of the said duties that they are not more than 3 months in arrear of the same; every officer acting contrary to this regulation to forfeit 10*l.* But masters or owners may agree with the trustees and collectors for half-yearly payments. — § 13.

Prevention of Delay. — To prevent unnecessary delay, it is enacted, that if masters fail to produce proper acquittance or certificate of agreement, tidewaiters to be continued on board at their expense. — § 14.

Penalties by this act recoverable before a magistrate. — § 15.

Appointment of Trustees, &c. — From and after the 1st day of October, 1834, it shall be lawful for the owners, masters, and commanders employed on board ships and vessels belonging to any of the out-ports to assemble and meet at any time and place within the same that shall be appointed by any 5 or more of them, by giving 10 days' previous notice, to be fixed at the Custom-house, wharf, quay, or other public place; and such persons, or the greater part of them, being so assembled, are authorised from time to time to nominate and appoint, by an instrument in writing under their hands and seals, 15 persons to be trustees for such out-port, for receiving, collecting, and applying the said duties, which trustees shall continue to act until the 26th day of December, 1835, and until new trustees are nominated and confirmed; and that within 10 days after the 26th day of December in each succeeding year, the owners, masters, &c. at such out-ports shall have power to meet and choose 15 persons to be trustees for the year ensuing, by an instrument in writing under their hands and seals, or the majority of them so assembled, having given previous notice in the manner before directed; which said respective trustees shall continue from time to time until new trustees are nominated, &c. as aforesaid; and the said instrument shall be sent, free of expense, to the president and assistants or committees of the said corporation, who are required to confirm the same under the common seal of the corporation, without fee or reward, within 15 days after the receipt thereof; which trustees when so confirmed (and whereof five shall be a quorum) shall have the same powers and authorities to make by-laws, and to revoke or alter the same, and to receive and apply any sums of money which shall be contributed, devised, or bequeathed by any well-disposed persons for the purposes aforesaid, and to appoint receivers and other officers, and to collect, receive, pay, and apply the said duties of 2*s.* per month and 1*s.* per month so to be allowed and paid by the seamen or other persons serving on board any ship or vessel belonging to such persons, at such out-ports, according to such rules, orders, and regulations as are or shall be established by virtue and in pursuance of this act, or have been established and continued under the provisions of the act 20 Geo. 2. c. 38., so far as the same are not inconsistent with or repealed or varied by the provisions of this act; and the said receivers and other officers shall have the same powers and authorities as the other receivers

and officers appointed in pursuance of this act, and shall be liable to the same penalties and forfeitures: provided always, that if the instrument of trust be not sent to the president and assistant or committees within 60 days after every appointment of trustees, the trust thereby created shall be considered void, and the trustees appointed under it as discharged from the same; and that the president and governors shall have power to appoint a receiver or receivers for the port or place from which such instrument of trust has not been sent, for collecting the forementioned duties and allowances payable at such port or place aforesaid; and the said president and governors shall have power to demand from the outgoing trustees of such port or place an account in writing of the former management of such void trust, and also to demand payment from such trustees of any balance which may at the time of such default be in their hands, who are hereby required to pay the same to such receiver appointed as aforesaid, together with the books of account and other books belonging to such trustees relative to such trust. — § 16.

Appointments on Default. — These are not to be revocable within 5 years. — § 17.

Former Trustees. — Trustees previously appointed at the several out-ports to be subject to the provisions of this act. — § 18.

Trustees in Bristol. — The corporation of the Merchants Venturers of Bristol are appointed trustees for the duties, &c. received there; and empowered to hold lands, &c. for the purpose of this act. — § 19.

Hull Trustees. — The guild of the Trinity-house of Kingston-upon-Hull appointed trustees for the duties, &c. received there. — § 20.

Greenock and Glasgow, &c. — The ports of Glasgow, Greenock, and Port Glasgow, &c. to be deemed one united port, and masters of ships belonging thereto to elect trustees for collecting duties, &c. — § 21.

Transmission of Accounts. — Trustees of out-ports to transmit accounts of the yearly receipts and expenditure to president and governors. — § 22.

Transmission of Muster Rolls. — Collectors appointed by trustees or corporations aforesaid, are excepted from sending duplicate of muster rolls to the president and assistants. — § 23.

Sections 24, and 25, enact that no seaman shall be entitled to the benefit of this act unless he pays the duty; and that those seamen who have served longest shall be first provided for.

Maimed Seamen to be provided for at the port where the accident happens. — § 26.

Disabled Seamen having served and paid 5 years to be provided for where they have contributed most. — § 27.

Seamen shipwrecked, or made Prisoners by the Enemy, may be relieved. — § 28.

Where regular Certificates cannot be obtained, others may be admitted. — In all cases where the certificates directed to be produced by this act for the purpose of entitling parties to relief and support cannot be obtained, such other certificates as shall be satisfactory to the president and governors or trustees respectively shall be received and allowed, so as to entitle the party producing the same to the pensions or other relief provided by this act. — § 29.

Wages of deceased Seamen to be paid to the Trustees. — All sums of money due for wages to any seaman, mariner, or other person engaged on board any British merchant ship in any port or ports in Great Britain or Ireland, who shall have died on board during the voyage, shall, within 3 months after the arrival of such ship in any port of Great Britain and Ireland, be paid to the trustees of the said port appointed in pursuance of this act, or to the receiver or collector or other authorised agent of the said president and governors, where there are no such trustees, to and for the use of the executors or administrators of the seaman or other person so dying; and in case no claim shall be made on the said trustees by such executors or administrators on account of such wages, within 1 year after the same have been paid over, then the said trustees shall remit the same to the collector or receiver, or other their authorised agent, of the president and governors at the port of London, in such manner and times as the said president, &c. shall direct, to and for the use of the executors or administrators of the seaman, or other person so dying; and in case no claim shall be made on the said president, &c. by the executors, &c. of such seaman, on account of such wages within 1 year after the same shall have been first paid over to their collector, then it shall be lawful for them to direct such wages to be paid over (but without interest for the same) to the widow, or if there be no widow claiming, then to the lawful issue respectively, or such persons as by virtue of the statutes of distribution of intestates' effects shall be entitled to the same; and if any master or commander of any merchant ship neglect or refuse to pay over to the said trustees, or the receiver or collector at the port aforesaid, all such sums of money within the time before limited, he shall forfeit for every such offence double the amount of the sums of money due to any seaman or other person for wages. — § 30.

Wages, if not demanded in 3 Years by representatives, to go to the use of the president and governors, or the trustees of the respective ports. — § 31.

Payment to Seamen's Hospital in London. — President and governors to pay 5 per cent. out of duties received by them from seamen in the port of London to the Seamen's Hospital Society in that port. — § 32.

Deductions from gross Amount. — It shall be lawful for the receiver or collector or other authorised agent of the president and governors at the port of London, and he is hereby authorised, to deduct and receive from the gross amount of such sums of money as shall be derived from the unclaimed wages of deceased seamen, received by him in respect of such wages, 5 per cent. in satisfaction of all expenses and trouble he may be put to in the receipt, collection, or transmission thereof. — § 33.

The contributions to the new fund will, most likely, amount to about 50,000*l.* a year; so that, if it be discreetly and economically managed, it will afford the means of suitably providing for a large number of disabled merchant seamen, as well as for the wives and children of those who have lost their lives in that service. The distressing consequences of those accidents and casualties to which seamen are so peculiarly liable, will thus be materially reduced; so that the service will, in fact, be rendered less hazardous, and more respectable.

SHARES IN JOINT STOCK COMPANIES (PRICES OF, ETC.). — The following Table may, we hope, be useful to such of our readers as have not ready access to the lists regularly published in London. It embraces the various companies of which shares are usually on sale in the London Market, exhibiting the number of shares in each, the sum paid up on account of such shares, the price which they brought in the first week of October, 1835, the then dividend on account of each share, and the periods when the dividends are payable. It is taken principally from Wettenhall's List (for the 6th of October, 1835), the most authentic record of such matters; but a few items have been supplied from other authorities. It can hardly, we think, fail to be interesting; for, though some of the particulars embodied in it will soon become obsolete, others will not easily change, and it will always be valuable as a standard of comparison.

N. B. — When the amount of a share only is mentioned, it is to be presumed that it is entirely paid up.

No. of Shares.	Description of Companies.	Amount of Shares paid up.	Price per Share.		Dividends per Annum.	Dividends Due.	No. of Shares.	Description of Companies.	Amount of Shares paid up.	Price per Share.		Dividends per Annum.	Dividends Due.
			£.	s. d.						£.	s. d.		
ASSURANCE COMPANIES.													
2,000	Albion	500£. sh. 50£. pd.	76	10 0	5 10 0	844	Birmingham	50£. sh. 50£. pd.	10£.	0 0	5 10 0	March & Sep.	
2,000	Brit. and For.	100£. 10£.	11	15 0	5£. p. ct. & 5s.	600	Birmingham and Staffordshire	50£. sh. 50£. pd.	90	0 0	4 0 0	April	
50,000	Ditto Marine	100£. 10£.	13	0 0	0 0 per ct.	4,250	Bristol	50£. sh. 50£. pd.	50	0 0	4 0 0	Feb. & Aug.	
24,000	Atlas	50£. 5£.	13	& 15s. 10s.	0 12 6 p. sh.	1,000	Brighton	20£. 20£.	40	0 0	2 0 0		
1,200,000	Birmingham Fire	250£. 25£.	105	0 0	4 0 0 per ct.	7,500	Ditto New	80£. sh. 18£. pd.	12	0 0	5 0 0 per ct.		
32,000	British Fire	250£. 50£.	40	0 0	4 0 0 per ct.	4,471	Brighton General	80£. sh. 80£. sh.	19	0 0	5 0 0 per ct.		
5,000	Commercial	100£. 10£.	5	0 0	5 0 0	353	Carriage	25£. 25£.	94	0 0	5 0 0	Jan. & July	
4,000	County	100£. 10£.	43	0 0	2 10 0	4,000	Central Consolidated	1,000. sh. 51£. 5s. pd.	43	0 0	4 0 0 per ct.		
10,000	Eagle	50£. 10£.	6	0 0	0 5 0	300	Cheltenham	50£. 50£.	75	0 0	8 0 0	March & Sep.	
4,271	Economic Life	1,000£. 200£.	315	0 0	5 p. ct. & 30£. bs.	1,000	City of London	100£. 100£.	199	0 0	10 0 0	June & Dec.	
50,000	Equitable	20£. 2£.	22	12 0	5 10 0 per ct.	1,000	Ditto new	100£. sh. 100£. pd.	118	0 0	6 0 0		
1,000,000	Ditto New	20£. 2£.	147	10 0	7 0 0 per ct.	200	Dorset	50£. 50£.	25	0 0	7 0 0 per ct.		
20,000	Globe	100£. 20£.	55	0 0	1 0 0	180	Dover	50£. 50£.	21	10 0	5 0 0 per ct.		
40,000	Hope	50£. 5£.	6	2 6	Fire 5s. per ct. }	600	Dudley	20£. 20£.	40	0 0	4 0 0	April & Oct.	
2,400	Imperial Fire	500£. 50£.	117	0 0	Life 5s. per ct. }	4,000	Essex	50£. 50£.	43	10 0	4 0 0 per ct.		
7,500	Imperial Life	100£. 10£.	9	5 0	0 5 0	10,000	Imperial	50£. sh. 50£. sh.	50	0 0	5 0 0 per ct.		
2,029	Indemnity Marine	100£. 10£.	92	0 0	5 0 0 per ct.	85,000	Ditto Bonds	1,000.	100	0 0	5 0 0 per ct.		
10,000	Law Life	100£. sh. 10£. pd.	43	0 0	3 10 0	1,000	Leicester	20£. sh. 20£. sh.	50	0 0	6 0 0 per ct.		
3,500	London Fire	25£. 12s. 10s. pd.	2	7 6	1 0 0	2,540	Liverpool	50£. sh. 50£. sh.	58	0 0	5 0 0 per ct.	Aug. & Oct.	
30,000	London Ship	25£. 2£. 10s.	19	10 0	0 15 0	1,000	Maidstone	50£. sh. 50£. sh.	100	0 0	8 0 0	Feb. & Aug.	
20,000	London & Lancashire	20£. 2£.	2	7 6	5 0 0 per ct.	900	Middlesex	50£. sh. 50£. sh.	58	0 0	5 0 0	March & Sep.	
250,000	Provident Fire	100£. 10£.	51	13s. & 6s.	0 5 0	480	Rochdale	25£. 14s. 10s.	16	0 0	1 12 6	Feb. & Aug.	
2,500	Rock Life	20£. 2£.	210	0 0	4 0 0 per ct.	4,000	South Metropolitan	50£. 10£. 10s.	58	0 0	5 0 0 per ct.	Sept. & Oct.	
100,000	Royal Exchange	Stock	2	2 6	5 0 0 per ct.	1,000	Swansea	25£. 10£. 5s.	50	0 0	5 0 0	Jan. & July	
650,139. 17s. 10s.	University Life	100£. sh. 5s. pd.	2	2 6	4 0 0	1,120	Westminster	50£. sh. 50£. sh.	35	0 0	5 0 0 per ct.	Jan. & July	
50,000	United Kingdom Life	20£. 2£.	13	0 0	10 0 0 per ct.	8,200	United General	50£. sh. 44£. pd.	50	0 0	5 0 0	Oct. & Dec.	
JOINT STOCK BANKS.													
5,000	Australasia	40£. sh. 35£. pd.	45	10 0	10 0 0 per ct.	12,000	Ditto New	50£. sh. 18£. pd.	9	0 0	0 12 0	June & Dec.	
10,000	Bank of Birmingham	50£. 10£.	13	0 0	10 0 0 per ct.	4,500	Birmingham	25s. sh. 25s. pd.	26	0 0	2 10 0	March & Sep.	
10,000	Birmingham Bank	100£. 25£.	14	0 0	10 0 0	4,121	Colchester	100£. sh. 100£. sh.	31	0 0	2 10 0	Jan. & July	
10,000	Edinburgh	100£. 25£.	15	0 0	4 0 0	3,375	Grand Junction	Av. 41s. 13s. 4d.	51	10 0	4 0 0	Jan. & July	
5,000	London & Westminster	100£. 20£.	30	0 0	2 0 0	4,500	Kent	100£. 100£.	46	0 0	2 0 0	Jan. & July	
5,000	Lancaster	100£. 20£.	30	0 0	2 0 0	2,000	Liverpool	200£. 200£.	58	0 0	2 10 0	Jan. & July	
25,000	Liverpool	100£. 10£.	17	0 0	6 0 0 per ct.	5,588	Liverpool Boole	220£. 220£.	58	0 0	2 10 0	Jan. & July	
30,000	Manchester and Liverpool Dis.	100£. 10£.	21	10 0	7 10 0	1,000	New River London	Bridge Water Amalgamated.	50£. sh. 50£. sh.	24	0 0	2 0 0	March
30,000	Manchester & Liverpool	100£. 25£.	35	5 0	6 0 0	1,000	Northampton	50£. sh. 50£. sh.	24	0 0	2 0 0	March	
20,000	National Bank of Ireland	100£. 25£.	31	0 0	7 0 0	1,000	Portsmouth and Farnington	Av. 50s.	24	0 0	2 0 0	March	
20,000	National Bank of Scotland	100£. 25£.	31	0 0	7 0 0	1,000	Southampton	50£. sh. 50£. sh.	24	0 0	2 0 0	March	
10,000	National Provincial England	100£. 25£.	31	10s. & 21s. 6d.	10 0 0	1,000	Ditto (New)	50£. 50£.	24	0 0	2 0 0	March	
10,000	Northampton	50£. 5£.	11	0 0	10 0 0 per ct.	1,000	Vauxhall, late South London	100£. 100£.	85	0 0	4 0 0 per ct.	April & Oct.	
16,000	Gloucestershire	50£. 5£.	9	0 0	10 0 0	1,000	West Middlesex	Av. 67s. 12s. 6d.	17	0 0	3 0 0	April & Oct.	
6,000	Hampshire	50£. 5£.	9	0 0	10 0 0	1,500	York Building Company Lessee Prop.	100£. 100£.	35	10 0	1 14 0	April & Oct.	
GAS LIGHT AND COKE COMPANIES.													
500	Bank	40£. sh. 16£. pd.	25	0 0	1 12 0	4,500	Birmingham	25s. sh. 25s. pd.	26	0 0	2 10 0	March & Sep.	
600	British	20£. sh. 16£. pd.	21	10 0	5 0 0 per ct.	4,121	Colchester	100£. sh. 100£. sh.	31	0 0	2 10 0	Jan. & July	
5,000	Edinburgh	40£. sh. 16£. pd.	21	10 0	5 0 0 per ct.	3,375	Grand Junction	Av. 41s. 13s. 4d.	51	10 0	4 0 0	Jan. & July	
5,000	Ditto Provincial	30£. 19s. 10s.	23	0 0	5s. p. ct. & 5s. 6d.	4,500	Kent	100£. 100£.	46	0 0	2 0 0	Jan. & July	

Table of the principal Joint Stock Companies in England and Wales, — continued.

No. of Shares.	Description of Companies.	Amount of Shares paid up.	Price per Share.		Dividends per Annum.	Dividends Due.	No. of Shares.	Description of Companies.	Amount of Shares paid up.	Price per Share.		Dividends per Annum.	Dividends Due.
			£. s. d.	—						£. s. d.	—		
650	Bolton and Leigh	100l. sh.	100	0	0	2,000	Penhones Consols	10l. sh. 8l. pd.	—	—	—	—	
500	Canterbury and Whitstable	50l. —	78	0	0	1,920	Rail Subscrip- tion of the Great North- Eastern Rly.	12l. — 12l. —	—	—	—	—	
2,350	Chicheston	100l. —	40	0	0	11,500	Ditto Registered New	Av. sh. 63l. 10s. 6d.	16l. 10s. to 17l.	—	—	—	
1,600	Cromford and Peak Forest	100l. —	—	—	—	5,000	Ditto Loan Notes	4l. 10s. pd.	—	—	—	—	
2,500	Forest of Dean	50l. —	28	0	0	30,000	Redwood Consolidated	5l. sh. 3l. pd.	4	0	0	—	
30,000	Grand Junction	100l. sh. 40l. pd.	82	0	0	5,000	Redwood Mexicam, iss. 2l. pm.	40l. — 40l. —	4	0	0	—	
2,000	Hartlepool	100l. sh.	108	10s.	15s.	5,000	Ditto New Scrip	2l. —	20	15	0	—	
2,100	Leeds and Selby	100l. —	110	0	0	1,000	LITERARY INSTITUTIONS.	—	—	—	—	—	
1,500	Leicester and Swainston	100l. —	148	0	0	1,500	London, with Bromze Ticket	78l. 15s. sh.	20	0	0	—	
5,100	Liverpool and Manchester	50l. —	47	10	0	700	London University	100l. —	27	0	0	—	
23,000	London and Greenwvich	20l. —	24l. 10s. & 24l. 5s.	—	—	10,000	Russell	26l. 5s. —	8	0	0	—	
25,000	London and Birmingham	100l. sh. 55l. pd.	267	10s.	—	1,000	King's College	100l. pd.	40l. & 45l.	—	—	—	
1,000	Manchester and Oldham	100l. —	9	0	0	10,000	MISCELLANEOUS.	—	—	—	—	—	
555	Monmouth	50l. sh.	240	0	0	10,000	Anglo-Mexican Mint	10l. sh. 10l. pd.	57	0	0	—	
2,500	Preston and Wigan	20l. pd.	—	—	—	10,000	Australian Agricultural - 100l. —	26l. 10s. —	19	0	0	—	
1,000	Stockton and Darlington	100l. sh.	—	—	—	8,500	Bull's Head Patent Salt - 50l. sh.	55l. sh. —	1	0	0	—	
1,500	Swansea and Tynon	100l. sh.	—	—	—	6,000	British Annuity	50l. sh. 55l. sh.	12	0	0	—	
800	Durham Junction	100l. sh. 10l. pd.	—	—	—	200,000	British American Land Company	8l. pd.	2	0	0	—	
8,000	Albion Copper	5l. sh. 2l. 10s. pd.	2	10	0	75	Canada Company	35l. 13s. 8d. 57/100.	6	0	0	—	
4,000	Alten	10l. — 10l. 10s. —	4l. 10	0	5d.	300	Central America (Land)	100	0	0	—		
10,000	Anglo Mexican, iss. 5l. pm.	100l. sh.	195l. to 130l.	—	—	2,000	Central America (Land)	30l. sh. 20l. pd.	25	0	0	—	
9,000	Ditto Subscription	150l. sh.	30	0	0	500	Covent Garden Theatres, Renters	500l. sh.	17	0	0	—	
1,000	Brazilian Impy, iss. 5l. pm.	55l. sh. 20l. pd.	13l. to 14l.	—	—	2,000	Dryden Lane ditto	250l. —	170	0	0	—	
6,000	Macaulay and Coates United	25l. — 20l. —	5	10	0	2,000	Dryden Lane ditto	100l. —	5	0	0	—	
11,000	Ditto St. John Del Rey	20l. — 8l. —	7	0	0	15,000	Dryden Lane ditto	20l. sh. —	21	17	6	—	
10,000	Caixa Branca	7l. 10s. —	6l. to 7l.	—	—	2,000	General Steam Navigation - 15l. — 13l. —	—	20	0	0	—	
10,000	Copago	20l. sh. 7l. 10s. pd.	—	—	—	12,000	Hudson's Bay Stock	—	10	0	0	—	
10,000	Bolivar Copper Company	20l. sh. 20l. —	—	—	—	2,000	London Com. Sale Rooms	Av. 75l. sh.	1	0	0	—	
29,000	Ditto Scrip	10l. — 5l. —	6l. to 7l.	—	—	12,000	New York Exchange	—	—	—	—	—	
10,000	British Iron Company	100l. — 50l. —	6l. 10s. & 6l. 15s.	—	—	10,000	Patent Purifying Sea Water - 10l. sh.	2l. —	—	—	—	—	
8,500	British Iron Company	50l. sh. 10l. —	4l. 10s. to 5l.	—	—	2,751	Rio Doce	25l. —	17	10s. to 2l.	—	—	
1,500	Ditto New	55l. — 54l. 10s. —	23l. to 24l.	—	—	2,653	Reversionary Iron Society - 100l. — 100l. —	130	10	0	—		
2,850	English	11l. — 12l. 10s. —	1	0	0	4,000	Thames Tunnel	100l. — 100l. —	4	0	0	—	
20,000	General Mining Association - 90l. sh.	—	1l. 10s. to 2l.	—	—	10,000	Van Diemen's Land - 100l. sh. 15l. 10s. pd.	7	0	0	—		
6,155	Mexican Company - 100l. — 51l. 10s. —	—	2	10	0	10,000	Van Diemen's Land - 100l. sh. 15l. 10s. pd.	9	0	0	—		
20,000	Mining Company of Ireland	25l. — 5l. —	—	—	—	—	—	—	—	—	—	—	

SHIPS (CLASSIFICATION, QUALIFICATIONS OF MASTERS, OF, ETC.). — There is in the *Dict.*, p. 1268., an account of the annual average number of shipwrecks from 1793 to 1829, with a classified account of those in the last year. Since then, the number of these calamities has in no degree diminished. In 1833, no fewer than 800 ships, being about a thirtieth part of the whole number belonging to the British dominions, including the plantations, were either entirely lost or driven on shore! Nor is this much above the present average. The frequency and amount of shipwreck is, indeed, quite appalling; and has, at length, begun forcibly to arrest the public attention.

It may be thought, perhaps, that these disasters are wholly ascribable to the perils incident to navigation, and that they are not really greater than might be expected to occur to a mercantile navy of the extent of that of England, whose flag is displayed on every sea, however remote or dangerous; but such is not really the case. If we suppose that a *third part* of the wrecks that have taken place of late years have been occasioned by the dangers of the sea, we believe we shall not be within, but beyond, the mark. The other *two thirds*, or more, have originated in artificial causes, of which the principal have been the erroneous system adopted by the underwriters in the classification of ships, and the incompetency of the masters.

1. *Old System for classifying Ships.* — To insure a ship on right principles, or in such a way that the premium shall be the fair equivalent of the risk, is no easy matter. The risk depends partly on the condition of the ship and the capacity of the master and crew; partly on the nature of the cargo she is to take on board; and partly on the voyage she has to perform. The last two circumstances disclose themselves, and their influence may be appreciated, at least with sufficient accuracy for practical purposes, without any difficulty; but it is far otherwise with the condition of the ship, and the capacity of the master and crew. It is essential to the adjusting of an insurance on fair terms, that these should be known; and it is, at the same time, exceedingly difficult to acquire any accurate information with respect to them.

It is plain that there is but one mode in which any thing satisfactory can be learnt with respect to the condition of ships, and that is, by the inspection and examination of persons of competent information as to such matters. To acquire a just character at first, a ship should be repeatedly surveyed while she is being built; and to learn her condition at any subsequent period, some of the planks should be taken off, and her hull and rigging subjected to a thorough examination. This is the only method to be followed if we wish to arrive at results that may be safely depended on. The *age* of a ship should not be altogether overlooked in estimating her condition; but it is not a criterion that, taken by itself, is worth almost any thing. There is the greatest possible difference in the materials of which different ships are built, in the way in which they are built, and in the wear and tear to which they are exposed. Some have been so very bad, that they have actually gone to pieces on their first voyage; others, with difficulty, last for 3, 5, or 7 years; and others, again, run for 10, 15, and even 20 years, and upwards, with but little repair. It may be presumed that the condition of ships built of similar materials, on the same plan, and employed in the same departments of trade, will depend materially on their ages: but a thousand circumstances conspire to defeat this presumption; and it would be ludicrous to suppose that it should apply at all in the case of ships constructed of different materials, and engaged in different lines.

But notwithstanding the criterion of age is thus really worth less than nothing as a rule by which to judge of a ship's condition, it is almost the only one that has been referred to in this country. Since about the year 1760, or perhaps earlier, ships have been arranged, by the underwriters at Lloyd's, in classes marked by the letters A, E, I, and O, and the figures 1, 2, and 3; the former referring to the hull of the ship, and the latter to the rigging. A ship marked A 1. was in the highest class, that is, her hull and rigging were both declared to be in the best condition; ships marked E 1. were in the next class; those marked I 1. were in the lowest available class, or that formed of such as were fit only for carrying coals, or other goods not liable to sea damage along the coast; ships marked O were unseaworthy. But to get into the highest class, no examination of the ship, or none worthy of the name, was required. Unless some very flagrant defect were obvious in their construction, all ships were entitled, when new, to be marked in the highest class; and they were entitled, whatever might be their real condition, to stand in it for a certain number of years, varying from 6 to 12, according to the *port* in which they happened to be built! It is not easy to imagine that any thing can be more absurd than such a classification; but the whole extent of the injury arising from it is not immediately obvious. The great majority of merchants and underwriters have not, and could not be expected to have, any personal knowledge of different ships, and have nothing to trust to but the classified accounts. Suppose, now, that two ships were built at the same time in London or any other port; that one was constructed of the best materials, and in the best way, while the other was constructed of the worst materials, and in the most defective manner: these two ships were placed side by side in the class A 1.; the underwriters,

seeing them there, were ready, without further inquiry, to insure them at the *same premium*, and the merchants were, for the same reason, quite as willing to employ the one as the other! A bounty was thus given on the construction of what have been called *stop-built* ships, or ships of an inferior class. For a half, or, at most, two thirds, of what would be required to construct a good and really sufficient ship, a shipowner got an inferior vessel of an equal burthen sent to sea; and, owing to the matchless absurdity of the system of classification, the inferior was placed in the same rank with the superior ship; enjoyed all the advantages such distinction could give; and was, in the public estimation, deemed quite as good and as deserving of employment as the other. This has been a more copious source of shipwreck than all the currents, rocks, and fogs that infest our seas; but it was not the only one. At the end of a certain number of years, depending (as already stated) on the port where the ship was built, both the vessels referred to above were degraded to the class E; and yet it might happen, that the superior ship was, when so degraded, better entitled to continue in the class A than the inferior ship was ever to be in it. But even this does not exhaust the whole absurdity of this preposterous scheme; for supposing that the superior ship had been so thoroughly repaired as to be as good as the day she came off the stocks, and that the inferior ship had got no repair at all, still they were both placed, side by side, in the class E! All the annals of all the maritime nations of the world, from the Phœnicians downwards, furnish no example of a more perverse, contradictory, and absurd regulation. That it should have existed amongst us for the greater part of a century, strikingly exemplifies the power of habit to procure toleration for the most destructive practices and errors.

It may be said, perhaps, that, whatever system of classification is adopted, there must be great numbers of inferior vessels; for, though we did not, foreigners would build them; and, being consequently able to sail them cheaper, would drive us totally out of all trades in which they could come fairly into competition with us. This is true; but no one ever thought of proscribing inferior ships, or of dictating to the shipowner what sort of ships he should build, or to the merchant what sort he should employ. We do not object to inferior ships, but we do object to the *same character* being given to them that is given to superior ships. This is practising a gross fraud upon the public; and gives an unfair and unjust advantage to the owners of inferior vessels. The interests of navigation and of humanity imperatively require that ships should be correctly classified; that those that are not seaworthy should not be classed with those that are, but that the *real state* of each should be distinctly set forth in the register, and be made known to every one. If this be done, the merchant and the underwriter may be safely left to deal with them as they think fit.

In consequence mainly of the laudable exertions of Mr. Marshall, the attention of the principal merchants, shipowners, underwriters, &c. of the metropolis was some years ago directed to this subject; and in 1824 a committee, consisting of representatives from these different bodies, was appointed to inquire into and report on it. The committee collected a great deal of valuable evidence; and laid an able report before a general meeting of merchants, shipowners, &c. on the 1st of June, 1826. We subjoin an extract from this report, which more than bears out all that we have stated:—

"From the absence of all control on the original construction of ships while building, and the impossibility of ascertaining by any inspection, after completion, their real quality, it appears to be indisputably proved, by an almost uniform concurrence of testimony, that the first character, or A 1, is indiscriminately extended to ships differing widely in strength, durability of materials, and all those qualities on which character ought to be dependent; that many ships to which the first class is assigned are decidedly inferior to others which are placed, from lapse of time alone, in a lower class; that many become totally unfit for the conveyance of dry cargoes, long before the expiration of the period during which they are entitled, according to the present system, to remain on the first letter, in which they are notwithstanding continued; that instances are on record of first class ships which have been unfit from their origin for the conveyance of dry cargoes; and some are declared to have been hardly fit, when new, to proceed to sea with safety. One case is even adduced in which, from ill construction and insufficiency of fastening in a new ship, her insecurity was predicted, and she actually foundered on her first voyage; and yet this identical vessel was ranked according to the indiscriminate system pursued in the first class.

"Such, as respects new ships, appears by the evidence to be the practical results of a system which, assuming to designate by marks their intrinsic quality, provides no means of actually ascertaining that quality; but offers, in effect, a *premium for the building of inferior and insufficient ships*, by the inducement it holds forth to fraudulent construction; and by the equality of character it indiscriminately extends to the best and the worst ships built at the same port.

"Nor, your committee regret to have to report, is the evidence of the errors, inconsistencies, and evils arising from the existing system, as applied to old ships, by any means less conclusive. By the *refusal to restore character, in consequence of repairs, however extensive*, the inducement to maintain ships in an efficient state is removed; whilst, from the absence of all regular provision for stated or periodical examination, their efficiency or inefficiency is rendered dependent upon the varying views, the caprices, or the interests of the proprietors. Hence, though the second character, or E, is declared by the rules of the system to be the designation of ships which, having lost the first character from age, are kept in perfect repair, and appear, on survey, to have no defects, and to be completely calculated to carry dry cargoes with safety, the whole body of evidence distinctly proves that character to be, in very numerous instances, assigned to ships which, from original defect or want of requisite repairs, are *utterly unfit and unsafe* for dry cargoes; while others, which, from sound constitution or efficient reparation, are pronounced in the evidence to be superior to many new ships, are indiscriminately classed with the actually worthless and unseaworthy. Hence, too, the employment of ships, after they have passed the period prescribed by a fallacious standard of classification, becomes uncertain, precarious, and difficult; the shipowner is injured; the shipper and underwriter misled; the building of superior ships, capable of long service, is dis-

couraged, and direct inducement is held out to the construction of those of an inferior description; the general character of our mercantile marine is degraded; and it is to be feared, that, could the system be traced to its ultimate results, it would be found to be productive of a lamentable loss of property and life."

It may have seemed surprising that, despite the continued complaints of the lowness of freights, and the want of employment for shipping, so many new ships should be annually built. But this was, to a considerable extent at least, occasioned by the system of classification now described. Hitherto, instead of building a really good and durable ship, the principal object has been to construct one that should, at farthest, be, as the phrase is, *run off her legs* in about 10 years or thereby. The reason is, that, whatever might be a ship's condition, she was then degraded from the class A 1., and that it was hardly possible, in most departments of trade, to find a merchant to employ, on any thing like reasonable terms, a ship to which these symbols of imaginary excellence were not attached. Hence the ship-owner, instead of repairing his 10-years-old ship, sold her for what she would fetch, and built a new one. But the person who purchased the ship degraded to E 1. forced her, though at an enormous reduction, into business; so that there were two bad or inferior ships in the field; whereas, under a reasonable system of classification, there would have been only one good ship. The injury that this has done to the shipping interest is too obvious to require to be pointed out. It has been infinitely more hostile to it than all those reciprocity treaties, and that foreign competition, about which there has been so much unfounded clamour. "If the system of classification were founded on the principle of *intrinsic merit*, if the real efficiency of the ship formed the basis on which character was given, the consequence, in numerous instances, would be, that, instead of supplying the place of those ships that at present lapse from age only into the second class, with new ones, the owners would effectually repair the existing ships, so that there would speedily be not only a material improvement in the construction of ships, but a material increase in the amount of tonnage, and a corresponding increase in the rate of freight." (*Marshall's Statements*, p. 19.)

The conclusive report and exposition referred to above did not produce the consequences that might have been anticipated. Government seems, for reasons known only to itself, to have concluded that this was not a subject with which it could interfere; and it was laid aside for some years more. But the still-increasing amount of shipwreck, and the frightful loss of life and property consequent thereon, again roused the public attention to the subject; and we are glad to have to announce, that the principal merchants, shipowners, and underwriters have at last succeeded in setting on foot machinery by which it is believed that a classified account of shipping will be obtained, founded on correct principles. Should this anticipation prove well founded, the public will owe much to the able and intelligent individuals who have imposed on themselves this difficult and important task. They will have done more than any other set of men to improve the character of our mercantile marine, and to lessen the disasters incident to a seafaring life.

2. *New System of Classification.* — This new classification is conducted under the direction and superintendence of a committee of merchants, shipowners, and underwriters. These are authorised to establish rules for classifying ships, and appoint, control, and dismiss the surveyors by whom they are inspected and examined. A classified register is annually published, which will be gradually made more and more complete; and the expenses attending the institution are to be defrayed, partly by the fees charged on making an entry in the register, partly by the profits on the sale of the book, and partly from voluntary sources. But, as the subject is of the utmost importance to every one interested in commerce and navigation, we think we shall do an acceptable service to our readers, by laying before them the statement prefixed by the Society to their Register. It fully explains their objects, the principles on which they are proceeding, and the means they have adopted for carrying their views into effect.

CLASSIFICATION OF SHIPS.

After announcing the formation of the provisional committee, the official statement goes on to say, that the following resolutions, rules, and regulations, have been adopted; viz: —

That a society be established for obtaining an accurate classification of the mercantile marine of the United Kingdom, and of the foreign vessels trading thereto; and that a book containing a register of such classification be annually printed, to be called *Lloyd's Register of British and Foreign Shipping*.

That all persons subscribing the sum of three guineas annually, be members of the Society, and entitled (for their own use) to a copy of the register book.

That the price at which the register book be issued to public establishments, not being marine insurance companies, be 10*l.* 10*s.*

That the register books shall be periodically posted throughout the year.

That, for the convenience of members not resident in London, a monthly supplement, containing the reports of surveys upon newly built vessels, repairs, &c., be printed in such convenient form, as will admit of its transmission by post, that those parties may be furnished with the latest and most correct information; to defray the expense of which, an additional charge of 1*l.* 1*s.* per annum will be made.

Superintendence of the Society. — The future superintendence of the affairs of this Society to be en-

trusted to a committee in London, composed of 24 members, consisting of an equal proportion of merchants, shipowners, and underwriters; and that, in addition, the chairman of Lloyd's, and the chairman of the General Ship Owners' Society for the time being, shall, *ex officio*, be members of the committee.

The provisional committee, on their having completed the arrangements for establishing the society, in the first instance, to appoint the 8 members constituting the mercantile portion of the permanent committee.

The committee of the General Shipowners' Society to elect the 8 members constituting the portion of shipowners.

The committee of Lloyd's to appoint the 8 members constituting the portion of underwriters.

Six of the members, namely, 2 of each of the constituent parts of the committee, shall go out annually by rotation, but be eligible to be re-elected.

The vacancies so arising shall be filled up on all future occasions by the election of 2 shipowners and 1 merchant, to be made by the committee of the General Shipowners' Society; and 2 underwriters and 1 merchant shall be elected by the committee of Lloyd's.

The committee shall appoint from their own body, annually, a chairman and deputy-chairman.

The appointment of secretary, surveyors, and all other officers of the society, shall be made by the committee, whenever vacancies arise.

Five members of the committee shall be a quorum.

The committee shall have full power to make such by-laws for their own government and proceedings, as they may deem requisite, not being inconsistent with the original rules and regulations under which the society is established.

All elections and appointments whatever shall be made by ballot.

Surveyors.—The utmost care and discrimination have been exercised by the committee in the selection of men of talent, integrity, and firmness as surveyors, on whom the practical efficacy of the system, and the contemplated advantages, must so materially depend; the committee have in their judgment appointed those persons only, who, from the testimonials they produced, appeared to them to be most competent to discharge the important duties of their situations with fidelity and ability, and to insure strict and impartial justice to all parties whose property shall come under their supervision.

No surveyor will be permitted to receive any fee, gratuity, or reward whatsoever, to his own use and benefit, for any service performed by him in his capacity of surveyor to this Society, on pain of immediate dismissal.

The surveyors to the society will be directed to attend on special surveys of ships under damage, the charge for which will be regulated according to the nature of the service performed.

Funds.—The funds will be under the authority and control of the committee, who will publish annually a statement of their receipts and expenditure.

The following fees will be charged to the owners of ships surveyed and classed:—

For the first Entry and Classification in the Register Book.				For Entering and Classing New Ships built in the United Kingdom.			
		Tons.	L. s. d.			Tons.	L. s. d.
For each ship	-	under 150	-	0	10	6	
Ditto	-	150 and under 300	-	1	1	0	
Ditto	-	300 — 500	-	2	2	0	
Ditto	-	above 500	-	3	3	0	
For Registering Repairs after Survey.							
		Tons.	L. s. d.				
For each ship	-	under 150	-	0	10	6	
Ditto	-	150 and under 300	-	1	1	0	
Ditto	-	300 — 500	-	2	2	0	
Ditto	-	above 500	-	3	3	0	
						For Special Surveys, a charge will be made according to the service performed.	

RULES FOR CLASSIFICATION.

The provisional committee, assisted by the valuable information and practical knowledge of the committee of the General Ship Owners' Society, have, after much labour and mature consideration, adopted the following rules and regulations for the future classification of ships; and they trust that, when these rules have been applied, the result will be, that, instead of the uncertain standard of the port of building, and the uncontrolled decision of surveyors, which hitherto have determined the quality and character of ships, a book of reference will be compiled which may be referred to with confidence, as not only containing the report of qualified surveyors, but exhibiting that report corrected or substantiated by the committee of this society.

FIRST CLASS SHIPS.—It is proposed that ships in this class shall be divided into two denominations, to be distinguished as "First Description of the First Class," and "Second Description of the First Class."

1. **First Description of the First Class**—will comprise all ships which have not passed a prescribed age, and which are kept in the highest state of repair and efficiency; these will be designated by the letter A.

2. **Second Description of the First Class**—will comprise all ships which, having passed the prescribed age (but not having undergone the repairs that would entitle them to be continued in or restored to the first description), or which shall have been restored, and the period assigned for such restoration having expired, are still in a condition for the safe conveyance of dry and perishable cargoes: these will be designated by the diphthong Æ.

Remarks.—The period for the continuance of ships on the first class is limited. The extent of that period will be determined by reference to the original construction and quality of the vessel, the materials employed, and the mode of building.

It is desirable, on grounds of national policy and of individual justice, that, after the expiration of the prescribed period, ships shall be permitted to remain in the first description of the first class, or to be restored thereto, for a further limited period, under certain defined regulations hereafter set forth.

SECOND CLASS SHIPS.—This class will comprise all ships which shall be found, on survey, unfit for carrying dry cargoes, but which may be reported by the surveyors to this Society to be perfectly safe for the conveyance of cargoes, not in their nature liable to sea damage to all parts of the world: these will be designated by the letter E.

THIRD CLASS SHIPS—will comprise such ships as are good in constitution, and reported by the surveyors to this society to be fit for the conveyance, on short voyages (not out of Europe), of cargoes in their nature not liable to sea damage: these will be designated by the letter I.

SHIPS' ANCHORS, CABLES, AND STORES.—The state and condition of ships' "Anchors, Cables, and Stores," will continue to be designated by the figures 1 and 2.

GENERAL REMARKS.

A report of the survey of every vessel shall be made in writing by the surveyors to this society, and submitted to the consideration of the committee, by whom alone the classification and character of all vessels shall be assigned; and not less than 3 members must be present at every meeting for that purpose.

That in assigning character to the existing tonnage, and especially in restoration to the first description of the first class of ships that have been built without a view to such a privilege, the greatest caution will be exercised, but with a rigid attention to render ample justice to the shipowner.

No member of the committee will be permitted to vote in the decision of the classification of any ship of which he is an owner, or directly or indirectly interested.

The reports of surveyors, and all documents and proceedings relating to the classification of ships, will be carefully preserved, and those parties proving themselves to be interested therein will have access thereto under certain regulations.

In all classes wherein ships are proposed, in the report of the surveyors to this society, to be removed from one class to an inferior class, notice is to be previously given, in writing, by the surveyors to the owner, master, or agent, with an intimation that, if the alteration be objected to, the committee are ready to direct a special survey, to ascertain the state of the ship; on the owner, master, or agent, agreeing to pay the expenses attending the same; provided it shall, on the survey, appear that there has been sufficient ground for such removal.

FIRST CLASS SHIPS.

New ships coming within this denomination must have been surveyed while building, by the surveyors to this Society, in the following three stages of their progress:—

First,—when the frame is completed.

Second,—when the beams are in, but before the decks are laid, and with at least two strakes of the plank of the ceiling, between the lower deck and the bilge, unwrought, to admit of an examination of the inner surface of the plank of the bottom.

Third,—when completed, and, if possible, before the plank be painted or payed.

A full statement, agreeably to a schedule prepared for that purpose, of the dimensions, scantlings, &c. of all new ships, verified by the builder, shall be transmitted by the surveyor, and will be kept as a record in the office of the society.

In building new ships, to entitle them to be ranked in this class, the following rules are to be observed:—

Timbering.—The whole of the timbering to be of English, African, or live oak, or teak, of good quality; the stem, stern-post, beams, transoms, aprons, knight heads, and hawse timbers, to be entirely free from all defects; the frame to be well squared from first foothook heads upwards, and free from sap, and also below, unless the timber is proportionally larger than the scantling hereafter described; every alternate set of timbers to be framed and bolted together. The butts of the timbers to be close, and not to be less in thickness than one third of the entire moulding at that place, and to be well chocked, with a butt at each end of the chock.

The Scantlings to be as follows:—

Scantling for ships	Tons.	
	150 -	500
	Inches.	Inches.
Timber and space each to be	10	15
Floors sided, if square, and free from sap, to be not less at the keelson than	8	13
First foothooks, sided, if square, at floor heads	7	11
Second foothooks sided, if square, at the heads	6½	10
Third foothook, sided, and top timbers, if square	6	9
The frame to be moulded at keelson	8	13
The frame to be moulded at floor heads	7	11
Top timbers to be moulded at their heads at the sheerstrake	4	5

The intermediate dimensions for the scantling of timbers between the floor heads and the gunwale to be regulated in proportion to the distance from the two points. Should the timber and space be increased, the siding of the timbers to be increased in proportion.

Deck Beams:—	Tons.	
	150 -	500
	Inches.	Inches.
For ships	7	10
To be moulded in the middle (not less than)	7	9
To be moulded at the ends (not less than)	5	6½
And to be sided	7	10

Those at the after end of the ship to be reduced in proportion to their length.

Hold Beams:—	Inches.	
	Inches.	Inches.
To be moulded in the middle (not less than)	9	13
To be moulded at the ends (not less than)	7	10
And to be sided	9	13

Those at the after end of the ship to be reduced in proportion to their length.

Keel and Keelsons:—	Inches.	
	Inches.	Inches.
Keel, sided	9	13
Keel, moulded below the rabbet not less than	7	10
Main keelson to be sided	10	14
Main keelson to be moulded	10	14
The scarp of keelson, where only one keelson, to be 5 ft. 7 in. But where rider keelsons are added, then they may be 4½ ft. 6 in.		

Shifts of timber in ships of 200 tons, and upwards, to be not less than 1-7th the main breadth; and in ships under 200 tons, to be not less than 1-6th the main breadth.

Plank.—1. The outside plank, above the light-water mark, to be English or African oak, East Indian teak, or red cedar.

2. The planks below the light-water mark to be good white oak, elm, or beech; but the elm or beech not to be wrought higher than the first foothook heads.

3. The clamps, spirkettings, shelf pieces, and ceiling, to be English or African oak, or teak.

The outside plank to be clear of all defects; the inside to be free of all fox, druxy, or decayed planks, and the whole to be properly shifted and fastened. No butts to be nearer than

General Remarks.—The scantlings and dimensions of all intermediate-sized vessels to be proportionately regulated agreeably to a scale adopted by the Society, a copy of which is in the hands of each of the surveyors; and it is to be clearly understood, that smaller dimensions will not entitle the ship to be placed in this class.

1. All ships so constructed, and having the whole of the workmanship generally performed in the best manner, will be marked in the book thus, "12 A."; thereby denoting that they are ships of the first quality, and will remain in the first description of the first class 12 years, provided they be kept in a state of efficient repair. For additional rule, see next page.

2. Ships surveyed while building, as before mentioned, the scantling of timber, thickness of plank, and size of fastenings of which shall be in no respect less than those in the foregoing specifications, but which may not be framed, nor chocked, nor the timbers so well squared, as in the manner before described, or in which live oak and red cedar alternately may have been used in the framing, or in which good foreign white oak may have been used for ceiling, shelf pieces, and clamps, will be marked in the book thus, "10 A."; denoting that they are to remain in the first description of the first class 10 years, provided they be kept in a state of efficient repair.

3. Ships surveyed while building as before mentioned, but in the frame of which foreign oak timber shall be used for floors and first foothooks only, or in which good white Dantzic oak plank shall be used

5 feet to each other, unless there be a strake wrought between them; and then a distance of 4 feet may be allowed; and no butt be on the same timber, unless there be three strakes between.

Thickness of plank to be as under:—

	Tons.	
	150 -	500
	Inches.	Inches.
For ships	2½	3
Bilge to wales not less than	2½	3
Short hoods	2	3
Bilge planks	3	4
Wales to keel	2½	3
Wales (average)	4	5
Top sides	2	3
Shear strake	3	4
Plank sheer	2½	3

Inside.

Ceiling below the hold beams	2	3
Clamps and bilge planks	2	3
Upper deck clamps and spirkettings	2	3
T'wixt deck ceiling	2	2½
Water ways	2	3
	2	3

Fastenings.—The trenails to be all of good English or African oak, locust, or other hard wood; but in no case Baltic or American oak to be used: and all planks above 9 inches in width are to be treenailed double and single, except bolts intervene; and if below that width, then to be treenailed single, and at least one half of the trenails used are required to go through the ceiling. All ships of this description of the first class are required to be copper-fastened below the wales.

Sizes of Bolts:—

For ships	Tons.	
	150 -	500
	Inches.	Inches.
Heel, knee, and dead wood abaft	1	1½
Scarp of the keel	1	1½
Keelson bolts, one through each floor	0 7-8ths	1 1-8ths
Bolts through the bilge and foot waling	0 5-8ths	0 7-8ths
Butt bolts	0 5-8ths	0 5-8ths
Hold beam bolts	0 7-8ths	1 1-8ths
Deck beam bolts	0 5-8ths	0 7-8ths
Hooks forward at throat	0 7-8ths	1 1-8ths
Hooks forward at arms	0 3-4ths	1
Transoms	0 7-8ths	1 1-8th
The lower pintle of the rudder	2 ½	3 ½

The beams to be sufficient in number, and securely fastened to the sides, with either iron or wood knees, or both, or with shelf pieces and knees; the same to be well and sufficiently bolted; and it is required that 1 bolt in each butt below the wales, and the bolts in the bilges, shall be through and clenched; and in all cases where the butt bolts are not through and clenched, 1 year will be deducted from the period that would otherwise be assigned in the classification of the vessel.

below the wales outside, whilst in other respects they are constructed in the manner set forth in the preceding descriptions, will be marked in the book thus, "9 A"; denoting that they are to remain in the first description of the first class 9 years, providing they be kept in a state of efficient repair.

4. Ships surveyed while building, as before mentioned, and framed and fastened according to the preceding descriptions, but in the planking of which good foreign white oak shall be employed in other parts than the bottom, will be marked in the book thus, "8 A"; denoting that they are to remain in the first description of the first class 8 years, provided they be kept in a state of efficient repair.

5. Ships surveyed while building, as before mentioned, and framed and fastened agreeably to the preceding descriptions, but in which good foreign white oak shall be used in the frames above the first foothook heads, or in the planking of which (except the strakes through which the beam fastenings pass) good Dantzic fir shall be used, will be marked in the book thus, "7 A"; denoting they are to remain in the first description of the first class 7 years, provided they be kept in a state of efficient repair.

6. Ships surveyed while building, as before mentioned, in the frames of which, above the first foothook heads, sound old English or African oak or teak timbers shall be used, but planked agreeably to any of the preceding descriptions, or with American red pine, or yellow Baltic pine, will be marked in the book thus, "6 A"; denoting that they are to remain in the first description of the first class 6 years, provided they be kept in a state of efficient repair.

7. Ships surveyed while building, as before mentioned, in the frames of which above the first foothook heads, red pine timber, either American or Baltic, or Hackmatack, and in the bottoms of which, below that mark, the same materials are used, or black birch, elm, ash, or hard wood of like quality, and in the planking of which good yellow pine shall be used, will be marked in the book thus, "5 A"; denoting that they are to remain in the first description of the first class 5 years, provided they be kept in a state of efficient repair.

8. Ships surveyed while building, as before mentioned, the frames of which above the first foothook heads, are composed of yellow pine, elm, ash, birch, spruce, or other similar woods, will be marked in the book thus, "4 A"; denoting that they are to remain in the first description of the first class 4 years, provided they be kept in a state of efficient repair.

Ships built in the U. K. under a roof, and which shall have occupied a period of not less than 12 months in their construction, will have one year added to the period prescribed for their continuing in the first class.

Ships to be hereafter built, and not surveyed while building by the surveyors to this society, will be subjected to a special examination previously to assigning the class in which they are to be placed, according to the preceding regulations; but in all such cases, 1 year will be deducted from the period allowed to that class; in consideration of not having been submitted to such survey during the construction.

Special Exceptions.—The prohibition, in all cases, of the use of *fir* will not apply to ships the topside planking of which, between the lower paint and sheer strake and the upper black strake only, shall be composed of pitch pine, or Dantzic or Riga fir, of the best quality.

IRON-FASTENED SHIPS.

Ships under 150 tons, though *iron-fastened*, will be admissible to any of the preceding classes except the 1st, and those above 150 tons, to any except the 1st, 2d, or 3d, provided that in other respects they be constructed in accordance with the preceding rules, and that their bottoms be not copper-sheathed.

At the expiration of the above periods, all ships will be reduced to the second description of the first class, designated by the diphthong *E*; but if not surveyed within 12 months after entering this description, such ship, having been during that time in some port of the U. K., the character will be omitted until such survey be held, or, if required by the owner, will be allowed to pass into the letter *E*.

Second Description of First Class Ships.—This class comprises ships which, having passed the prescribed age, and not having undergone the repairs that would entitle them to be continued in or restored to the first description, or which shall have been restored, and the period assigned for such restoration having expired, are still in a condition for the safe conveyance of dry and perishable cargoes; these will be designated by the diphthong *E*.

General Remarks.—For the purpose of ascertaining the competencies of ships for this description, a careful survey will be required to be made annually, or on the return from every foreign voyage, by the surveyors to this society.

The bottom of every ship of this description will be required to be caulked at least once in every 5 years; or, if wood, sheathed and felted once in every 7 years; but if any ship be stripped within these periods, the bottom to be caulked if necessary.

The surveyors in their reports to the committee, on which the continuance of ships in this letter is to be found, are required to state, distinctly and separately, the actual condition of the decks, ben is, and topsides, particularly in the way of the deck fastenings, water-ways, hatchway-comings, beams, breast-hooks, upper and lower deck fastenings, timber, plank, and treenails.

Where the surveyors to this society consider repairs to be requisite, they are respectfully to intimate the same, in writing, to the owner, agent, or master; and if such repairs are not entered upon within a reasonable time, a corresponding report will be made to the committee.

In cases where it shall satisfactorily appear to the surveyors to this society that *doubling*, of sufficient thickness and properly wrought and fastened, may be allowed as a substitute for the shifting of plank, either in the wales or bottom, the surveyor is to make a special report thereof, together with his reasons, to the committee, who will determine thereon.

SECOND CLASS SHIPS.

Will comprise all ships which shall be found, on survey, unfit for carrying *dry* cargoes, but which shall be reported by the surveyors to this society to be perfectly safe and fit for the conveyance, to all parts of the world, of cargoes not in their nature subject to sea damage, and they will be designated by the letter *E*.

Subject to occasional inspection, ships will continue in this class so long as their condition shall, in the opinion of the committee, entitle them thereto.

THIRD CLASS SHIPS.

Will comprise ships that are in good constitution, and which shall be found, on survey, fit for the conveyance, on short voyages (not out of Europe), of cargoes in their nature not subject to sea damage, and they will be designated by the letter *L*.

Additional Rules for Ships of the First Description of the First Class.

Resolved,

That an intermediate class be constituted, comprising ships in which all the requisites for the *ten* years ships have been complied with, although some of those required for the *twelve* years ships may have been omitted; and that such ships are to remain in the first description of the first class *eleven* years; provided they be kept in a state of efficient repair, and that they be marked in the book thus, "11 A."

Committee Minute, 19th Dec. 1834.

Ordered,

That the rule requiring "that, in all cases where the butt bolts are not through and clenched, one year will be deducted from the period assigned in the classification of the vessel," shall not be applied to ships built previously to the promulgation of the regulations of this society; but that in the case of all vessels built since that period, the rule will be rigidly enforced.

RESTORATION OF SHIPS TO THE FIRST DESCRIPTION OF THE FIRST CLASS.

If at any time, before the expiration of one half of the number of years beyond the period for which ships are to remain in the first description of the first class, an owner be desirous to have his ship continued in, or restored to, that description, such restoration shall be acceded to (on his consenting to the special survey hereafter described, and performing the repairs found requisite) for a further period, but which shall not exceed two thirds of the time originally assigned for her remaining in the first description of the first class, the same to be calculated from the year of such restoration.

Requisites for Restoration.— All the bolts in the range of each deck to be driven out, and the planks taken out; the upper deck water-ways, and plank shears, and spirketting, and the strake next the water-ways on the lower deck in the midships, to be also taken out; the sheathing to be entirely stripped off the bottom; a strake in the upper course of the bottom between the wales and the light-water mark, fore and aft, and a plank in the ceiling at the floor heads, to be taken out, the timbers to be clear, and the hooks forward to be exposed; and in that state the ship to be submitted to a special survey and examination, at which the attention of the surveyors to this society is to be particularly directed to the state of the decks, the remaining plank of the topsides, the wales, upper courses, and trenails, and other fastenings; also to the state of the frame, hawse timbers, and knight heads, keelson, floors, foothooks, ceiling, and breast hooks, the rudder in all its parts and hangings; and if, after such examination, the owner should consent to take out all planks, timbers, beams, knees, water-ways, fastenings, and other parts that may be found defective, and objected to, and replace them with materials of the same species, or of equal quality, as those of which the ship was originally constructed; such ships to be entitled to restoration to the first description of the first class for a further period proportionate to their real condition and the extent of the repairs performed, and provided that they be at all times thereafter kept in a state of efficient repair.

Additional Rule.— But if, at any age, the whole of the outside plank of a vessel should be taken off as low as the second foothook heads, and the remainder of the planking, either outside or inside, together with all the decks, be removed, so as to expose the timbers of the frame entirely to view, and in that state the ship be submitted to a special survey and examination by the surveyors to this society; and if, after such examination, all timbers, beams, knees, keelsons, transoms, breast hooks, remaining plank, inside or outside, or other parts to be defective, be replaced with materials of the same species, or equal quality, with those of which the ship was originally constructed, and all the trenails driven out and renewed; such ships may be restored to the first description of the first class, for so long a period as may be deemed expedient by the committee, not exceeding in any case the term of six years, as provided by the sixth general rule for ships, in the construction of which old timber has been used.

For Ships which comprise the existing Tonnage.— All ships comprising the existing tonnage are to undergo a very careful survey by the surveyors, prior to registration, and will be classed in the new Register agreeably to the descriptions herein before laid down for the building of new ships, unless on such survey there be found sufficient cause to assign them a less period.

On the proposed survey, especial attention is required to the following points; namely, to an examination of the state of the upper deck fastenings, water-ways, spirketting, plank shears, topsides, and upper deck, with its appendages; also the lower deck fastenings, wales, and counter, and the plank and trenails outside the water's edge; the state of the rudder, windlass, and capstan (if the latter be used for purchasing the anchors).

And if on the examination any ship shall be found so defective as to render her unfit to continue on the first description of the first class for the remainder of such term of years, as she would be entitled to under these rules and regulations, a notice of the intention to make such a reduction at the expiration of thirty days, shall be given in writing to the surveyors to this society, to the master, owner, or agent, with an intimation that, if any of them object to the alteration, the committee will direct a special survey, to ascertain the state of the ship, on the said master, owner or agent agreeing to pay the expenses attending the same, should it be found that the proposed reduction was justifiable.

SHIPS' ANCHORS, CABLES, AND STORES.

All vessels are required to have their masts, spars, and standing rigging in good order, and the principal sails in sufficient number and good condition; and every ship is to be supplied with a good hempen stream cable, or hawser, of sufficient size and length, and with at least one good warp; and all vessels are required to be provided with anchors of proper weight, and cables of approved quality, in number and length according to the undermentioned scale:—

Anchors.— All vessels under 300 tons to have at least two bower anchors; and all vessels above that tonnage to be provided with at least three bower anchors.

Tons.		Fathoms.		Tons.		Fathoms.	
Cables.— All vessels under 100	to have at least	150	if chain.	All vessels from 300 to 400	to have at least	200	if chain.
—	100 to 150	—	160	—	400 — 620	—	220
—	150 — 200	—	170	But in all cases where hempen cables are used, then one sixth more in length will be required.			
—	200 — 300	—	180				

Boats.— All vessels under 150 tons to be provided with 1 good boat; and every vessel above that tonnage to be provided with at least 2 good boats.

For Ships navigated by Steam.

All sea-going vessels navigated by steam shall be required to be surveyed twice in each year, when a character shall be assigned to them according to the report of survey as regards the classification of the hull and materials of the vessel.

That with respect to the boilers and machinery, the owners are required to produce to the surveyors to this society, at the above directed surveys, a certificate from some competent master engineer, describing their state and condition at those periods; and to which certificate it is desirable there should be added a description of the particulars of the same as far as may be practicable, in the manner and form annexed; to be appended to the report of survey and delivered to the committee, who will thereupon insert in the register book the letters "M. C.," denoting that the boilers and machinery have been inspected, and certified to be in good order and safe working condition; but if no certificate of their condition be furnished by the owner or master, then no character can be assigned.

The surveyors to this Society are directed to observe the following rules, with regard to vessels navigated by steam:—

Hull.— To examine and report the scantling of timbers, plank, and fastenings, where built, and by whom, in the same manner as directed for sailing vessels.

Scantlings.— The scantlings are to be deemed sufficient for a steam vessel under 300 tons register, if equal to those required by the scale prescribed in the rules for this society, for a sailing vessel of two

thirds of the registered tonnage of such steam vessel ; but for a steam vessel above 300 tons register, then the scantlings are to be equal to those required by the scale for a sailing vessel of three fourths of the registered tonnage of such steam-vessel.

Floors. — Where the vessel is not filled in solid to the floor heads in the engine-room, an exception will be specially made against any reduction of the scantling of the floors, which, in such cases, will not be permitted to be upon the reduced scale of two thirds or three fourths of the dimensions for the scantlings of sailing vessels as before stated ; but the floors will then be required to be equal to the dimensions set forth in the rules for ships, of the actual registered tonnage of the steam vessel.

The surveyors are required to report the number, size, length, fastenings, and mode of arrangement of the engine and boiler sleepers, and the description of timber of which they are composed, and whether diagonally trussed with wood or iron, and to what extent ; the length, size, and fastenings of shelf-pieces and paddle beams ; and whether the vessel be constructed with spongings, and how they are formed ; and to give the general length and shiting of the plank outside and inside.

Materials and Stores. — The surveyors are to examine and report the number and description of the masts, sails, anchors, cables, hawsers, warps, and boats, as directed to be done for sailing vessels ; but the anchors and cables will not be required to exceed in number, weight, and length those of a sailing vessel of two thirds of the registered tonnage of the steam vessel.

The surveyors are to be particular in examining the boats of all vessels employed in carrying passengers.

Lloyd's Register of British and Foreign Shipping.—Certificate for Vessels navigated by Steam.

[Place and date] _____, 185 .
 I, _____, certify that the whole of the boilers and machinery of the steam vessel _____, belonging to _____, whereof _____ is master, _____ tons, have been carefully inspected and examined by _____, at _____, and that _____ find the same to be at this time in good order and safe working condition.
 Witness _____ hand,
 _____, Master Engineer.

Boilers.
 Whether iron or copper
 Working pressure
 If it can be increased at pleasure
 If any and what means of changing the water without extinguishing the fires and blowing off
 Number of feed pumps
 How attached
 State of the boilers

The following is a true account of the particulars of the machinery of the steam vessel _____, herein named :—

What clear space at the top side of the boiler
 Do. at the end
 Do. round the chimney

Engines.
 Number
 Estimated power
 Diameter of paddle-wheels
 Length of paddles
 Breadth of paddles
 If upon the first or second motion
 Number of revolutions per minute
 Size and condition of the holding-down bolts

Pumps.
 Number of hand pumps
 If any attached to engine, their purpose and power

Number of force pumps, with a branch and hose of sufficient length to reach to every part of the vessel
 _____, Master Engineer.

Fuel.
 Where stowed
 If in contact with boiler
 For what quantity room is provided
 If liable to get wetted

The rules herein set forth may at all times be altered by the presiding committee, and especially to meet any acknowledged improvements which may be made in naval architecture, or in the materials used in ship-building.

No one can question the advantages that will result from carrying a plan of this sort completely into execution. We confess, however, that we doubt much whether this can be done without the co-operation of government. It is invidious to impose on one set of merchants and shipowners the task of deciding upon the condition of the ships or other property belonging to others ; and, though we have every confidence in the integrity of the gentlemen composing the committee, the most honourable men are liable to be influenced by an *esprit du corps*, and by insensible biases. We, therefore, cannot help thinking that the scheme would have a much better chance of success, and that the classification would be more likely to be correct, were it managed by individuals nowise connected with business. The surveyors, on whose capacity and honesty the whole scheme must principally depend, ought to be quite independent of the good or ill-will of those on whose property they have to report. But can that be said to be the case at present ? and can it be fairly presumed that merchants or shipowners will deal by the property of their friends and neighbours as it might be dealt with by officers appointed by, and responsible only to, government ? We apprehend that both those questions must be answered in the negative ; and hence our conviction that this is a matter in which government should interfere. No one can doubt that it is bound to do every thing in its power to promote the safety of navigation, and to preserve the lives of our seamen. In this view it erects lighthouses, and prescribes regulations as to pilotage, &c. But, how indispensable soever, these are not more essential to the interests of navigation than a proper classification of ships ; and, if other means should fail to effect this desirable purpose, government will certainly neglect a most important duty if it do not interpose. — (For a further discussion of this important question, see the article on the Frequency of Shipwrecks in the 122d number of the *Edinburgh Review*. Some of the previous statements are taken from that article.)

3. *Incapacity of Masters.* — Means by which it might be obviated. — But government will not do its duty, if it do not go further than this. An erroneous classification of shipping has been one great cause of shipwreck, but it has not been the only one. The ignorance and incapacity of the masters and officers is another, and hardly a less copious, source of disaster. Officers of the navy have to go through a course of discipline, and are obliged to submit to certain examinations as to their proficiency in seamanship. This, also, was the case with the officers of the East India Company's ships, which were exceedingly well navigated. Indeed, the Company trusted entirely for protection to the goodness of their

ships, and the skill of their officers and men; it not being their practice ever to insure. But the masters and officers of ordinary merchant-ships are not subjected to any specific training, or any regular examination. Every thing is left to mere individual investigation and selection; and this, as every one knows, depends almost wholly on accident; or, which is nearly equivalent to it, on the skill, industry, liberality, &c. of the shipowner. Every one must be satisfied that masters so chosen cannot fail of being, in many instances, very ill qualified for their business. Few, however, have any notion of the extent of the mischief thence arising; but we have been assured by gentlemen of undoubted information, and extensively connected with the business of insurance, that nearly half the losses at sea may be ascribed to the ignorance, incapacity, and carelessness of the masters and crews. Perhaps, there may be some exaggeration in this; but, supposing that only a third part, or that 266 out of the 800 vessels wrecked in 1833, were lost through the circumstances referred to, is not that enough, not merely to justify government interfering to avert so great an evil, but to make such interference a positive duty?

The interposition of government, in a case of this sort, is not only absolutely just and necessary, but it is conformable to the highest authority. The famous French ordinance of 1681 has the following article: — “*Aucun ne pourra ci-après être reçu capitaine, maître, ou patron de navire, qu'il n'ait navigué pendant cinq ans, et n'ait été examiné publiquement sur le fait de la navigation, et trouvé capable par deux anciens maîtres, en présence des officiers de l'Amirauté et du Professeur de l'Hydrographie, s'il y en a dans le lieu.*” (Liv. ii. tit. 1. § 1.) A similar article has been inserted in the *Code de Commerce*; and, in 1825, the French government issued an ordinance specifying, in detail, the qualifications that are necessary before any one can obtain a certificate of his fitness to command a ship, either on a foreign or a coasting voyage; the persons who are to examine candidates; and the rules that are to be observed in the examination. Some similar ordeal ought certainly to be established in this country. The authority of the master is so very great, and the trust reposed in him, including not merely the ship and goods of his employers, but the lives of the crew and passengers, so very extensive, that it is the bounden duty of the public to provide that it be not committed to ignorant or incapable hands.

Perhaps it would, at first, be enough to enact, that no ship, which cleared out for an *oversea* voyage, should be deemed a British ship, unless the master and the second in command had received a certificate of fitness from the proper authorities. This would leave it to the owners to take whom they pleased as masters of coasting vessels; but we believe that the better way would be to enact that all masters of vessels, above a specified tonnage, should be selected from among certificated persons. We do hope that the next time we may have to notice this subject will be to announce that the measure now suggested, or one of a like import, has been carried into effect. — (*Edinburgh Review*, *loc. cit.*)

4. *Disorderly Conduct of the Crews.* — Means by which it might be obviated. — Nothing, we are well assured, would do so much to obviate the disorderly bad conduct so frequently complained of, on the part of seamen, as the enforcing of sobriety on board ships. However disgraceful, there can be no doubt of the fact, that some very bad cases of shipwreck have been mainly occasioned by the drunkenness of the crew. The Americans have seen the advantage that would arise from a reform in this particular; and large numbers of American ships, especially of those engaged in long voyages, are now sent to sea, in which the use of spirits is strictly prohibited, unless when prescribed by the surgeon as a cordial or medicine. In these ships the conditions of agreement, signed by the men, have at their head the words “NO GROG ALLOWED,” printed in large capitals. Instead of it, the seamen are liberally supplied with coffee, cocoa, &c.; and, it is said, that the crews of the ships fitted out on this plan are not only more orderly, but that they are more vigorous, and able to endure greater fatigue. But, to establish the superiority of this practice, it is enough to mention that the American insurance offices have, for some time past, insured “temperance ships” at a decidedly *lower premium* than others! We are convinced, that nothing would do half so much to improve the character of our common seamen, as the introduction of a similar system into our merchant-service. And, notwithstanding the prejudices against it, we are glad to have to state, that some ships, fitted out on this plan, have sailed from London and Liverpool, and that (even in this its incipient stage) it has been found to answer exceedingly well.

5. *Improper Built of Ships.* — We have elsewhere noticed (article TONNAGE, in this Supplement) the act 5 & 6 Will. 4. c. 56., passed last session, for ascertaining the tonnage of ships. In the old system, the tonnage was determined by reference only to a ship's length and breadth; which led to vessels being built of a disproportionate depth, in order that their registered tonnage, and, consequently, the charges depending on it, might be diminished as much as possible. The faulty construction of ships thence arising has, no doubt, contributed, in some degree, to occasion losses; but the act referred to, by making the

tonnage be fairly determined according to the capacity of the ship, whatever the form may be, will completely obviate this source of defective construction and loss.

Account of the Shipping employed in the Trade and Navigation of the United Kingdom in 1834 specifying the Number and Tonnage of Vessels entering Inwards and clearing Outwards (including their repeated Voyages), and the Number of their Crews; separating British from Foreign Vessels; and distinguishing the Navigation with each Country.

Countries.	Inwards.						Outwards.					
	British.			Foreign.			British.			Foreign.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Russia	1,519	297,013	15,568	128	59,166	2,725	1,062	217,375	9,941	38,898	1,752	
Sweden	103	15,553	794	183	35,910	1,731	101	15,273	770	22,174	1,081	
Norway	63	6,403	768	618	98,303	5,139	4	4,177	283	612	107,809	5,406
Denmark	47	5,691	276	657	53,282	3,138	335	56,703	2,667	817	86,720	4,696
Prussia	193	32,021	1,506	557	118,111	5,081	155	25,609	1,216	425	88,596	3,517
France	701	115,478	5,502	844	45,471	2,552	719	117,864	5,669	866	48,863	2,721
Holland	1,011	137,246	6,684	646	67,230	3,667	877	120,584	5,847	597	64,214	3,891
Belgium	407	40,875	3,265	371	45,683	2,260	373	34,051	2,896	332	36,369	1,893
France	1,565	129,017	12,168	1,403	74,382	9,207	1,574	131,941	12,361	1,202	66,459	7,682
Portugal, Proper	514	2,063	3,429	36	4,539	322	606	12,022	5,822	90	16,833	838
Azores	165	12,338	753	36	-	-	165	12,493	848	2	261	96
Madeira	14	2,475	160	-	-	-	30	5,432	197	-	-	-
Spain and the Balearic Islands	427	45,254	2,588	34	3,862	288	341	36,799	2,176	52	8,492	500
Canary Islands	36	3,830	198	1	104	6	34	3,711	196	1	92	8
Gibraltar	28	3,720	207	-	-	-	94	11,734	648	6	1,151	64
Italy and Italian Islands	387	58,142	3,218	63	14,380	799	475	71,076	3,943	60	12,947	703
Malta	1	1,063	67	-	156	9	80	12,022	5,822	60	984	61
Ionian Islands	62	8,469	462	-	-	-	42	5,753	366	-	-	-
Turkey and Continental Greece	134	18,688	1,012	1	298	15	140	20,789	1,166	1	292	14
Morea and Greek Islds.	16	2,311	121	-	-	-	10	1,158	69	-	-	-
Egypt	6	1,124	37	-	-	-	24	5,067	299	1	260	14
Tripoli, Barbary, and Morocco	33	4,014	209	-	-	-	20	2,534	141	1	322	16
Coast of Africa, from Morocco to the Cape of Good Hope	157	32,313	1,763	5	452	48	151	35,533	2,091	4	640	35
Cape of Good Hope	27	5,566	330	-	-	-	47	9,145	5,030	-	-	-
Eastern Coast from the Cape of Good Hope to Babel Mandel	1	138	7	-	-	-	-	-	14	-	-	-
Ile of Bourbon	-	-	-	-	-	-	1	195	14	-	-	-
Cape de Verd Islands	-	-	-	-	-	-	3	892	39	-	-	-
St. Helena and Ascension	2	362	19	-	-	-	12	2,158	119	-	-	-
Mauritius	75	20,909	1,073	-	-	-	35	9,192	490	-	-	-
Arabia	-	-	-	-	-	-	2	537	28	-	-	-
East India Company's Territories, Singapore and Ceylon	186	75,461	4,638	-	-	-	197	90,833	5,829	-	-	-
Sumatra	-	-	-	-	-	-	1	279	21	-	-	-
China	30	29,806	2,649	-	-	-	16	8,587	632	4	1,476	64
Java	5	1,901	99	-	684	31	11	8,766	161	4	1,025	76
Philippine Islands	6	1,586	85	1	372	18	3	728	46	-	-	-
Ports of Siam	-	-	-	-	-	-	1	337	20	-	-	-
New South Wales	42	12,400	672	-	-	-	90	29,567	1,756	-	-	-
British Northern Colonies	1,905	594,606	23,270	-	-	-	1,880	603,393	23,515	-	-	-
British West Indies	918	246,605	13,387	-	-	-	900	246,609	15,336	-	-	-
Hayti	13	1,928	113	-	-	-	49	7,728	454	2	391	23
Cuba, and other Foreign West Indies	35	7,152	359	5	1,367	54	87	16,755	960	11	3,236	146
United States	281	94,658	4,078	492	204,529	8,417	287	133,754	6,217	546	220,913	9,261
Mexico	35	6,893	366	2	490	23	29	5,502	314	2	490	24
Guatemala	2	272	17	-	-	-	-	-	-	-	-	-
Columbia	26	7,459	414	-	-	-	18	5,820	303	-	-	-
Brazil	140	29,371	1,515	3	508	26	176	41,154	2,101	3	854	42
States of Rio de la Plata	52	10,120	526	-	-	-	48	9,206	513	3	820	41
Chili	27	6,241	358	4	1,074	55	29	6,532	385	-	-	-
Peru	15	2,768	167	-	-	-	11	2,176	133	-	-	-
The Whale Fisheries	107	34,161	3,993	-	-	-	99	33,014	4,273	-	-	-
Iles of Guernsey, Jersey, and Man	2,380	146,543	10,103	37	5,652	286	2,142	122,365	8,841	2	249	14
Greenland (Ice)	7	802	51	-	-	-	1	231	16	-	-	-
Foreign parts (not distinguished)	-	-	-	-	-	-	5	1,169	47	164	20,669	913
Totals	18,903	2,298,263	126,727	5,894	853,905	45,897	15,639	2,296,323	129,504	5,823	852,827	45,829

SLATE. — Slate and chalk laden on board any ship or vessel bound for foreign parts shall be deemed ballast; and all such ships or vessels having on board only slate, or slate and chalk, shall be deemed to be departing in ballast; and if, on the return of any such ship or vessel, any slates or chalk be remaining on board, they shall be deemed to be her ballast. — (4 & 5 Will. 4. c. 89. § 3.)

SMUGGLING. — The 85th clause in the act 3 & 4 Will. 4. c. 53., for the prevention of smuggling (Dict. p. 1061.), authorising justices to sentence seafaring men, convicted of smuggling, to serve in the navy for 5 years, has been repealed. Persons convicted of such offences are now to be committed to the house of correction, to hard labour, for not less than 6 months for the first offence, 9 for the second, and 12 for the third. — (4 & 5 Will. 4. c. 13. § 2.)

SPELTER. — The exportation of spelter or zinc from Europe to India, which began in 1821, produced an extent of speculation, and a fluctuation of price, that could hardly have been conceived possible. — Subjoined is an account of the

Quantity, Value, and Selling Price of the Spelter imported into Calcutta from all Parts from the year 1820—21.

Years.	Quantity imported.		Value.		Average Price per Fy. Md.	Years.	Quantity imported.		Value.		Average Price per Fy. Md.
	<i>Bas. Mds.</i>	<i>Nil.</i>	<i>Sa. Rs.</i>	<i>Cur. Rs.</i>			<i>Bas. Mds.</i>	<i>Sa. Rs.</i>	<i>Cur. Rs.</i>		
1820-21		<i>Nil.</i>				1827-28		185,634	1,175,614	9	3
1821-22		22,636	225,560	23	7	1828-29		135,451	711,217	7	2
1822-23		46,032	510,167	20	10	1829-30		99,795	487,287	6	1
1823-24		94,875	1,412,536	15	10	1830-31		174,416	365,208	5	10
1824-25		190,900	1,986,790	13	8	1831-32		61,334	299,583	5	8
1825-26		130,380	1,193,956	12	13	1832-33		30,710	150,948		
1826-27		188,670	1,328,738	10	13	1833-34		21,911	96,312		

This table shows the extraordinary extent to which speculation had operated on this article. The excess of imports from 1824-25 to 1828-29 was such, that recently the trade may be said to have been altogether extinct, the supplies that were carried out during the 3 years ending with 1834-35 being intended rather to serve as dead weight than as a merchantable article. The stock in the India market has now, however, been so much reduced, that a considerable rise of prices may, at no distant period, be fairly anticipated. (*Bell's Comparative View of the Commerce of Bengal* for 1830-31, and 1831-32, p. 5; and for 1832-33, and 1833-34, p. 24.)

SPIRITS. — The reader will find, in the body of this work (art. SPIRITS, p. 1075.), a statement of the smuggling and other pernicious consequences resulting in Ireland from the oppressive duties laid on spirits previously to 1823; of the good effects of the reduction of the duty to 2s. 10d. the Imperial gallon in that year; and of the influence which the addition of 6d. to the duty in 1831 had in reviving that illicit distillation, the preceding reduction had gone far to put down. The view we took of the necessity of making a fresh reduction of the duty was approved and strongly recommended by the Commissioners of Excise Inquiry; and has, we are glad to say, been acted on by government; the act 4 & 5 Will. 4. c. 75., having reduced the duty on British spirits, entered for home consumption in Ireland, to 2s. 4d. a gallon.

It was contended, when this measure was before parliament, that the reduction should be extended to all parts of the empire; and that, by confining it to spirits used in Ireland, a new temptation would be created to smuggle from that country into England and Scotland. This no doubt will be, in some degree, the case; and we hope that no long period will be allowed to elapse till the measure be generalised. We do not, however, think that there is much probability of its giving birth to any considerable amount of smuggling; and it is not to be denied that the reduction was much more urgently required in Ireland than any where else. Scotch whisky carried to Ireland is admitted for consumption at the low duty.

Spirit Licences. — The act 4 & 5 Will. 4. c. 75. made certain additions to the duties on spirit licences, which are now as follows: —

From the 10th of October, 1834, retailers of spirits whose premises are rated under

	<i>L. s. d.</i>	per annum, shall pay	<i>3</i>	<i>3</i>	0 per annum of licence duty.
At 10l. and under	10l.	—	6	0	—
20l.	25l.	—	9	0	—
25l.	30l.	—	11	0	6
30l.	40l.	—	12	12	0
40l.	50l.	—	14	3	0
50l. and upwards	—	—	15	15	0

The spirit licences of grocers in Ireland, not selling spirits to be consumed on the premises of said grocers, not to be affected by this act. — § 8.

All houses licensed at the passing of the present act to continue to be deemed of the same value, so long as the present persons hold them, and the premises remained unaltered; afterwards, their annual value is to be determined according to the mode prescribed in 6 Geo. 4. c. 81. § 9. But it is ordered by the 5 & 6 Will. 4. c. 39. that the additional licence duties shall not be charged on the retailers of spirits not consuming more than 50 gallons a year. — § 1.

SPIRITS (CONSUMPTION OF).

Account of the Number of Gallons of British, Colonial, and Foreign Spirits entered for Home Consumption, specifying the Quantities separately entered for England, Scotland, and Ireland, with the Nett Revenue derived from each sort of Spirit in each Country, during the Year ended 5th of January, 1835.

	England.		Scotland.		Ireland.		The United Kingdom.	
	No. of Gallons.	Nett Revenue.	No. of Gallons.	Nett Revenue.	No. of Gallons.	Nett Revenue.	No. of Gallons.	Nett Revenue.
	<i>L. s. d.</i>	<i>L. s. d.</i>	<i>L. s. d.</i>	<i>L. s. d.</i>	<i>L. s. d.</i>	<i>L. s. d.</i>	<i>L. s. d.</i>	<i>L. s. d.</i>
Brit. spirits	7,644,301	2,866,898 11 4	6,045,043	1,007,505 10 0	9,708,462	1,368,952 3 8	23,397,806	5,943,066 4 6
Colonial do.	3,206,650	1,442,816 0 0	111,169	50,027 0 0	27,358	12,297 0 0	3,245,177	1,505,140 0 0
Foreign do.	1,347,436	1,514,375 0 0	44,748	49,599 0 0	27,988	31,555 0 0	1,420,172	1,595,529 0 0
Totals	12,198,387	5,823,799 11 4	6,200,960	1,107,131 10 0	9,763,808	1,412,804 3 2	28,163,155	8,343,735 4 6

Excise Office, London, 29th September, 1835.

STARCH. — The injurious influence of the duty on starch, the nett produce of which, in 1833, was only 91,517*l.* 18*s.* 2½*d.*, was most ably exposed, and its abolition strongly recommended, by the Commissioners of Excise Inquiry, and we are glad to have to add that, agreeably to this recommendation, the duty has been abolished. — (4 & 5 Will. 4. c. 77.)

facture of home-made wine, by taking a third from the duty on sweets; which amounted, after the reduction, to about 1s. 0^d. a gallon; and in 1826 it was further reduced to 6d. But the ease with which the article may be made by private individuals, and the decisive check given, by the introduction of Cape and other cheap foreign wines, to the use of home-made substitutes, prevented these reductions from having any material influence; and in 1832 the duty had dwindled to 3,721*l*. Under these circumstances, the Commissioners of Excise Inquiry wisely recommended the abolition of the duty, which has been effected by the act 4 & 5 Will. 4. c. 77. — (*Fifth Report by Commissioners of Excise Inquiry*, p. 18, &c.)

SYDNEY.

Population. — There is, in the *Dict.* p. 1099, an account of the population of the colony of New South Wales, according to the census of 1828, accompanied with an intimation that doubts were entertained as to its accuracy. These have since been fully confirmed by the returns obtained under a census taken on the 2d of September, 1833. It appears from them that the population of the colony of New South Wales, exclusive of aborigines, amounted at that date to 60,261; of which were—

	Free.	Convict.	Males	Female.	Total.
Males	52,843	21,845	-	-	44,688
Females	13,475	2,098	-	-	15,573
	36,318	23,943			60,261

Of the free population, 5,265 males and 4,944 females were under 12 years of age. The total population of Sydney, in September, 1833, was 16,232, of which 13,492 were free.

The census of 1828 made the population of the colony only 36,598. The total immigrants from the 1st of July, 1828, to the 31st of December, 1833, have been, men 2,531, women 2,323, children 1,846; in all, 6,690. Now, if we add this number to the population as given by the census of 1828, it would follow, had that census been accurate, that the colonial births, during the intervening 5 years, had exceeded the deaths by about 17,000. But an increase of this sort, taking the magnitude of the female population into account, is evidently impossible; and shows that the population had been materially underrated in 1828.

Wages in New South Wales. — Every one in any degree familiar with such subjects is aware of the extreme difficulty of obtaining accurate accounts of the rate of wages. But in the case of colonies, this difficulty is materially increased; it being the object of those interested in the encouragement of emigration, to set its advantages; which high wages are probably the greatest, in the most striking light, and conversely. Hence we did not venture to lay any details as to the rate of wages at Sydney before the reader, except those given by the late Emigration Commissioners, and other gentlemen mentioned that their statements had been obtained from the colonial agent, and other authentic sources, we had no doubt of their accuracy — (*Dict.* p. 1103). We regret, however, to be obliged to say that this confidence, though apparently well founded, seems to have been not a little misplaced. The Rev. Henry Carmichael, one of the professors in the Australian College, Sydney, has shown, in his valuable tract, entitled *Hints to Emigrants to New South Wales*, that the statements put forth by the Emigration Commissioners were "calculated very seriously to mislead;" and that, in point of fact, they have misled very many individuals, who, on arriving at Sydney, found the wages far below what they had been made to expect.

A committee, consisting of the most intelligent persons of the class referred to, have drawn up a report on the eligibility of New South Wales as a place of resort for emigrant mechanics. In which, among other things, they declare that the account of the rate of wages (see *Dict.* p. 1103.), published by the Emigration Commissioners, "is extravagant and ridiculous." "Common labourers," they say, "do not earn more than 4s. to 5s. per week, with rations and lodgings; mechanics, out of Sydney, do not average more than 15*l*. to 20*l*. per annum, with rations, &c.; mechanics of the highest qualifications, in Sydney, do not average more than 2*l*. per week the year round. Agricultural labourers, capable of managing a farm in the capacity of bailiff, not more than 15*l*. to 20*l*. per annum, with rations, and but to live in; and persons of higher grades and similar occupations cannot get more than 40*l*. to 60*l*. per annum, and rations."

In corroboration of the accuracy of these statements, Mr. Carmichael gives the substance of a letter from William M'Pherson, Esq., collector of internal revenue, and secretary of the Emigrants' Friend Society, dated the 18th of June, 1833.

"Good mechanics can earn, in Sydney, from 30*l*. to 40*l*. per week, without board or lodging; and in the country, from 20*l*. to 30*l*. per annum, with house and rations."

"Common labourers in Sydney obtain about 1*l*. per week, without board or lodging; and in the country, about 12*l*. per annum, with house (or rather hut) and rations."

"Wages given to farm servants vary with their qualifications; 50*l*. to 60*l*. with a house and rations, may be considered the highest wages given to overseers of a superior description, and 20*l*. to 25*l*. to those of humbler pretensions."

"Their being married or single makes, in general, no difference in the rate of wages, unless where the females are expected to perform any domestic duties: but rations are usually given to the wife and children of a married overseer as well as to himself."

"Good ploughmen, or shepherds, obtain from 15*l*. to 20*l*., with a house and rations."

"Wages of domestic servants are —
Of a single man - - - from L. 12 to L. 20
Of a single woman - - - - - 8 - 15
Of a married couple - - - - - 20 - 30

"N.B. — A married pair of emigrants may easily find a small house, containing 2 apartments, to accommodate them on their arrival, at a weekly rent of from 7*l*. to 10*l*.; and an unmarried man may lodge and board for 10*l*. 6*l*. per week." — (*Carmichael's Tract*, pp. 32, 33. Lond. ed.)

These statements certainly differ very widely from those of the Emigration Commissioners. The greater mildness and salubrity of the climate appears to be the principal, or rather, perhaps, the only recommendation in favour of emigrating to Australia rather than to Canada or the United States; but whether this be a sufficient counterpoise to the vast distance of Australia from Europe, the heavy expense of the voyage thither, the chances of drought, and the high price and general bad quality of the land, is a point as to which we do not presume to decide; but it is one that deserves the serious attention of every one who is projecting a visit to the antipodes.

* The rations allowed to free labourers may be rated per week as follows, viz. —

	Lbs. oz.		Lbs. oz.
Flour	10 0	Tobacco	0 2
Beef and mutton	10 0	Salt	0 2
Tea †	0 2	Soap	0 2
Sugar †	1 0	Milk †	7 quarts.

† This latter (the milk), being given in lieu of tea and sugar. So that labourers, if well-behaved and industrious, are sure to raise themselves above the station which they occupy at home.

TARIFF. — Instead of the customs duties on the undermentioned articles, imposed by the act 3 & 4 Will. 4. c. 56, given in the first column of the Table entitled TARIFF in the *Dictionary*, the acts 4 & 5 Will. 4. c. 89., 5 & 6 Will. 4. c. 32., &c. have substituted the following: —

	L. s. d.		L. s. d.
Apples, dried	0 2 0	Cassava powder or starch, the produce of and imported from any British possession in America	0 1 0
Asbes, pearl and pot, imported from a British possession in Europe	0 6 0	Coffee, the produce of, and imported from Sierra Leone, or any British possession within the limits of the East India Company's charter	0 0 6
Books in the foreign living languages, being of editions printed in or since the year 1801, bound or unbound	2 10 0	Currants	0 1 2
Bottles of earth or stone, viz. empty	0 0 6	Figs	0 15 0
Bronze, viz. all works of art made of bronze, the other manufactures of bronze, for every 100 <i>l</i> . of the value	0 0 0	Grapes, for every 100 <i>l</i> . of the value	5 0 0
		Mats and matting, for every 100 <i>l</i> . of the value imported from any British possession, for every 100 <i>l</i> . of the value	20 0 0
			5 0 0

Oil, viz. animal oil - - - - - the cwt.	0	2	6	Plums commonly called French plums and prunella	L. s. d.	
cocoa nut oil - - - - - the cwt.	0	1	3	Raisins - - - - - the cwt.	1	0
olive oil - - - - - the tun	4	4	0	the produce of and imported from any British pos-	0	15
the produce of or imported from any part of the				session - - - - - the cwt.	0	7
dominions of the King of the Two Sicilies, after				Rice, rough, or paddy, the produce of the west		
31st of August, 1834 - - - - - the tun	8	8	0	coast of Africa, imported from a British possession		
imported in a ship belonging to any of the				on that coast - - - - - the bushel	0	0
subjects of the King of the Two Sicilies,				Seal skins of British taking, imported direct from the		
after 31st of August, 1834 - - - - - the tun	10	10	0	fishery or from a British possession, the doz. skins	0	0
<i>Note.</i> - See art. OLIVE OIL in this Supplement.				Spirits, viz. liquours, the produce of and imported		
palm oil - - - - - the cwt.	0	1	3	from the British possessions in America, viz.		
Palmetto thatch, the produce of and imported from				not being of greater strength than the strength of		
the British possessions in America - - - - - the cwt.	0	0	1	proof by Syke's hydrometer - - - - - the gallon	0	9
Plantains, dried, the produce of and imported from				being of greater strength - - - - - the gallon	0	13
the British possessions in America, for every 100L.				Teas, after 1st of July, 1836 - - - - - the pound	0	2
of the value - - - - -	5	0	0			
Pears, dried - - - - - the bushel	0	2	0			

TEA (TRADE IN). - We are truly glad to have to state that the results of the the first year's experience of the free trade to China have more than justified the anticipations of those who expected the greatest success from the measure. At an average of the 3 or 4 years preceding the dissolution of the Company's charter, their average annual imports of tea amounted to about 31,500,000 lbs. a year; but in 1833-34, the last year of the charter, the imports were only 29,592,310. The year 1834-35, the first year of the free trade, presents a very different result; the imports having amounted to nearly 42,000,000 lbs., exceeding by above 10,000,000 lbs., or 30 per cent., the Company's imports when largest! We subjoin an

Account of the Imports of the different sorts of Tea into Great Britain and Ireland in the year 1834-35, specifying the Ports of Importation and the Quantities brought into each; with a Statement of the Imports for 1833-34, the last Year of the Company's Trade.

Teas.	London.	Liverpool.	Bristol.	Leith.	Clyde.	Dublin.	Total Import of each Description in 1834-35.	Imported by and under the East I. Co. in 1833-34.
Fokien Bohea - - -	3,007,655	619,499	45,704	110,451	-	107,693	3,801,002	4,398,190
Canton do. - - -	5,791,977	887,195	119,382	92,984	72,002	150,114	7,115,954	3,763,922
Congou - - - - -	14,760,304	2,700,752	795,746	327,283	249,533	566,572	19,400,190	15,233,012
Caper - - - - -	349,167	131,859	-	11,951	18,649	4,859	516,785	344,240
Anko - - - - -	66,055	19,175	-	-	-	-	85,230	-
Souchong - - - -	582,858	97,438	113,541	3,940	11,032	-	808,609	459,827
Orange Pekoe - -	801,793	111,633	-	27,186	-	13,134	923,746	257,787
Campoi - - - - -	744,005	168,531	20,619	788	78,668	-	1,012,611	199,116
Pekoe - - - - -	377,846	52,139	21,428	6,904	11,557	-	472,274	368,563
Twankay - - - -	3,310,949	337,526	20,892	14,053	16,851	3,283	3,703,514	887,144
Hyson - - - - -	1,582,422	178,740	96,005	6,435	21,276	3,283	1,688,161	887,144
Hyson Skin - - -	299,810	10,769	-	1,051	6,576	-	318,206	104,990
Young Hyson - -	403,751	26,732	2,283	657	-	-	433,483	32,046
Gunpowder - - -	305,832	13,072	14,972	3,415	9,725	263	346,809	-
Imperial - - - -	166,714	15,235	21,276	-	8,668	-	211,893	-
Sundries, presents, &c.	85,346	-	-	-	-	-	85,346	32,448
Total into each port -	32,436,784	5,370,585	1,274,638	606,498	504,137	849,201	41,041,843	29,592,310

* Exclusive of the cargo of the Eliza (lost) and of the Sir David Scott, and one or two smaller vessels still to arrive: allowing also 2 lbs. per peck, or 1 per cent., for difference between Canton and English weight.—(From the Circular of Weston, Mollat, and Son, 18th of September, 1835.)

The extension of the trade is not, however, the only gratifying circumstance connected with it. Notwithstanding the great additions made to the exports, there was either no rise of prices at Canton, or none worth mentioning; a fact which sets the ability of China to furnish additional supplies in the most striking point of view. The quality, too, of the free trade teas is said, by some, to be superior, and is admitted by all to be at least equal, to that of the Company's teas. Many apprehensions were entertained of disturbances taking place between the crews of the private ships and the natives, that might interrupt or stop the trade; but nothing of the sort has occurred. Under all the disadvantages of inexperience, the free traders have, with but few exceptions, conducted themselves with singular tact and address; and the captains of the different ships agree in affirming, that Canton is a port where they may unload, load, and clear out, not only without any difficulty, but with as much facility and expedition as at either London or Liverpool. It is singular, indeed, how completely the statements put forth by the Company's advocates, in favour of the monopoly, have been disproved: in fact, the only interruption of any kind given to the free traders was occasioned by the pretensions advanced by the individual sent out to watch over their interests; and, however painful the way in which that interruption was terminated, there can be no doubt that the event was a most fortunate one for the success of this great experiment.

The accounts have not yet been made up; but we can confidently state that the opening of the trade has been quite as successful as respects exports as imports. The quantity and value of the cottons shipped for China, in 1834-35, very much exceed the quantity and value of those shipped in any previous year. This, indeed, might have been anticipated; but few comparatively anticipated what has turned out to be the fact, that the cotton stuffs have met with a quick and advantageous sale; and that all descriptions of twist, with the exception of some of the higher numbers, have, also, realised good prices and profits. Indeed, we have no doubt, as well for other reasons, as

from the statements of gentlemen of great experience recently arrived from China, that the trade between that country and England is yet only in its infancy. Nor is it possible to estimate the mighty dimensions to which it may attain, should our cottons, as there seems to be a fair prospect, come into extensive use among the Chinese.

Tea (Duties on). — We mentioned in the article *TEA* (*Dict.* p. 1148.), that objections had been made to the duties imposed on tea by the act 3 and 4 Will. 4. c. 101.; and that it had been proposed to repeal them, and to impose in their stead an equal duty of 2s. per lb. Had tea been of a nearly uniform quality, or had the different teas been of nearly the same value, there would have been nothing to object to in the equalisation of the duty; but, so far from this being the case, small beer does not differ more from strong than some sorts of tea from others; and while the price, in bond, of the inferior sorts, in most markets, does not exceed 10d. or 1s. per lb., that of the superior sorts is as high as 4s. or 5s. Under these circumstances, it is not easy to imagine that any thing can apparently be more oppressive or unjust than the imposition of the same rate of duty on all sorts of tea. But, admitting the injustice, it was contended that it was not really of a kind that could be obviated; that it was impossible to discriminate between different qualities of tea; that, by imposing different rates of duty, a door was opened to every species of fraud; and that teas admitted at one port at the low duty of 1s. 6d. were charged at another with the higher duties of 2s. 2d. and 3s. per lb. We believe these statements were much exaggerated; though no doubt can be entertained of their being true to a certain extent. It was evident, indeed, that considerable difficulties would have to be encountered at the outset of a new system; but it is probable that a little experience would have done much to obviate them; and it is believed by many well-informed persons, that the duties charged under the act 3 and 4 Will. 4. c. 101. might have been, at no very distant period, assessed with considerable fairness. But government, influenced partly by a wish so get rid of the clamour and outcry raised by the importers against the discriminating duties, and partly, perhaps, by a doubt whether they could ever be fairly collected, consented to their abolition; and, to accomplish it, introduced and carried through the act 5 and 6 Will. 4. c. 92. This act declares that the existing duties on tea shall cease and determine on the 1st of July 1836; and that, from and after that date, a duty of 2s. 1d. per lb. shall be charged on all teas, without exception, entered for home consumption in the United Kingdom.

We do not deny that the necessity of the case — the impossibility of fairly assessing discriminating duties — may justify a measure of this sort; but nothing short of this will afford so much as the shadow of an excuse for it. Tea is no longer, in this country at least, a luxury, but a necessary of life; and as many as 7,000,000 lbs. of Bohea have been consumed in a single year. Now, if we take the price of Bohea in bond, in London, at 1s. per lb., and of Hyson, and other fine teas, at 4s., the new duty will be equivalent to an *ad valorem* tax of above 200 per cent. on the beverage of the poor, and of little more than 50 per cent. on that of the rich! This is a grievous anomaly; and, if the difficulties in the way of assessing discriminating duties could have been obviated by the adoption of any means at the disposal of government, it is dealing most unjustly and oppressively by the poor. Perhaps it was not possible entirely to obviate the difficulties in question. But had the plan we suggested (*Dict.* p. 1148.) been adopted, that is, had a duty of 1s. 6d. (1s. 3d. would have been still better) been charged on Congou as well as on Bohea, and the duties on all the other descriptions of tea been allowed to stand as they were, there would have been but little room left for fraud; the revenue would have lost little or nothing; and the duty would have been in all other respects infinitely less objectionable.

Warehousing of Tea. — The commissioners of customs have, by a minute dated the 10th of July, 1834, issued the following regulations with respect to the warehousing of tea, and its removal from the original port of importation to any other warehousing port, for the purpose of being warehoused for home consumption: —

1. That the warehouses which may be approved for the deposit of tea, be exclusively appropriated to that purpose.
2. That the article be weighed and examined at the time of importation, the officers taking care that all the packages imported in each vessel be "scribed" with a progressive number, with the initials of the vessel's and master's names, and the gross landing weight; and that the duty be charged according to the quantity and quality then ascertained.
3. That no packages be allowed to be divided into smaller packages (except for the purpose of stores), nor the mixing of tea, of any sort or sorts, be permitted in the warehouses, either for home consumption or exportation.
4. That the packages be sorted and arranged in the warehouse by the occupier, according to their respective "chops" or "beds," so as to enable the officers to select from each the required number of packages for taring, and to ascertain the proper tare to be allowed on the packages in each "chop" or "bed;" and that the rule to be observed, as to number of chests to be turned out in each "chop" or "bed," being of the same size and description of tea, be as follows, viz: —

1 to	5 —	5 chests of the same size and description of tea	1 turned out.
6 to	40 — 40	—	3 ditto
41 to	80 — 80	—	4 or 5 ditto
81 to	120 — 120	—	5 ditto
121 to	200 — 200	—	6 ditto
201 to	300 — 300	—	8 ditto
301 to	500 — 500	—	10 ditto
501 to	800 — 800	—	12 ditto
801 and upwards	—	—	14 ditto
5. That, in addition to the tare, an allowance for draft be made of 1lb. upon each package exceeding 25 lbs. gross, to be deducted from the foot of the landing account.
5. That tea entered for exportation be previously weighed, and any deficiency of the landing quantity charged with duty, unless such tea be deposited in a warehouse of special security.
6. That the officers be authorised, under the 124th section of the Regulation Act, to draw samples of tea, not exceeding 3 ounces of each description and quality, unless under special circumstances, such samples to be disposed of as the Board may see fit to direct. And that the merchants or proprietors of the goods be allowed to take the like quantity as samples, under the 31st section of the General Warehousing Act.
7. That the removal of tea from the original ports of importation to any other warehousing port in the United Kingdom, for the purpose of being re-warehoused for home consumption, do take place under the regulations and conditions specified in the General Orders of the 14th of June, 1831, and 3d of November, 1833, in regard to the removal of articles the produce of the East Indies; and that tea so removed be allowed to be deposited in warehouses or floors which may have already been approved for other goods.
8. When tea, or other East India goods, shall be imported into either of those ports for the Glasgow market, and transhipped into craft properly secured, for removal to Glasgow in charge of the officers of the revenue, under such regulations for the security of the revenue as may appear necessary in such cases, the examination of the goods, for the purpose of ascertaining the duty thereon, may take place at Glasgow instead of the port of importation.

In all other cases, goods shall be examined at the time of importation, for the purpose of fixing the amount of duty to which they may be liable, and the duty so ascertained shall be assessed on the goods at whatever future period they may be delivered for home consumption.

Under these arrangements, there will be no objection to the goods being removed from the original port of importation to any other warehousing ports in the United Kingdom, for the purpose of being re-warehoused for home consumption, under the same regulations and restrictions now applicable to the removal of articles the produce of the East Indies.

The ports of London, Liverpool, Bristol, Hull, Newcastle, Leith, Glasgow, Greenock, Port Glasgow, Dublin, Belfast, and Cork, have been declared ports into which tea may be imported and warehoused.

TIMBER. — During last session (1835) a committee of the House of Commons was appointed to inquire into the operation of the existing duties on timber. Having examined several witnesses, the committee agreed to the following resolutions: —

1. *Resolved*, That it is the opinion of this committee, that the present mode of taking the duties on deals is susceptible of improvement, and that this committee would recommend that a mode be adopted which shall approach more nearly to a payment according to the contents of the deals.

2. *Resolved*, That it is the opinion of this committee, that the difference of duty of 4*5s.*, now imposed by law upon timber the produce of Europe, as compared with timber the produce of our North American colonies, is too great, and may be reduced.

3. *Resolved*, That it is the opinion of this committee, that, having a due regard to the interests which have been created in the British North American colonies by the system hitherto pursued, and to the representations of the shipping interest, a reduction of the protective duty, not exceeding 1*5s.* per load, appears to them to be a fair arrangement.

4. *Resolved*, That it is the opinion of this committee, that such reduction be made, so far as may be consistent with the interests of the revenue, without any augmentation of the duty on colonial timber.

5. *Resolved*, That it is the opinion of this committee, that, in any alteration made, such alteration should not affect the shipments made in the year 1836.

6. *Resolved*, That it is the opinion of this committee, that there should be an uniform mode of taking the duty on deals throughout the United Kingdom.

The adoption of these resolutions will be a material improvement. Still, however, they fall far short of what the public exigencies require. An ample supply of the best and cheapest timber being, if not absolutely indispensable, of the *utmost possible importance* to a manufacturing nation, possessed of a large mercantile and warlike navy, it should be about the very last article on which duties should be imposed. But, if a tax must, on the principle of *quocunq; modo rem*, be laid on timber, it is surely unnecessary to say that it ought to be laid equally on all timber imported; or that, if a distinction be made, it ought plainly to be in favour of the best, and not of the worst, article. But, for several years past, our policy, if we may so call it, has been exactly the reverse of this. We have laid high discriminating duties on the superior and cheaper timber of the north of Europe, to force the importation of a dearer and comparatively bad article from our North American possessions! Even supposing the suggestion of the committee were adopted, there would still be a discriminating duty of 3*0s.* a load charged on the superior timber of the North of Europe over that which is laid on inferior timber from North America. The folly of thus enhancing the cost, and deteriorating the quality, of so important an article as timber, is the greater, seeing that it is by no means clear that our North American possessions derive any real advantage from the timber trade; at all events, it is certain that they do not gain by it more than a very small part of the loss it entails on us; and any injury that might be done them by the equalisation of the timber duties, would be more than made up by the repeal of the discriminating duties, that are at present charged on most articles of foreign produce imported into the colonies; duties which, without being productive of revenue, are the source of much irritation and disgust.

The shipowners would sustain more injury from an equalisation of the timber duties than any one else. But we have shown (*Dict.* p. 1156.) that, even as regards them, the inconvenience would not be very considerable. But, whatever it might be, it would be fully obviated by allowing them a bounty of 30*s.* or 40*s.* on the conveyance of emigrants to Quebec; a measure of the policy of which we are, on this as well as on other grounds, fully persuaded. — (See *Dict.* in *loc. cit.*)

For an account of the timber imported, exported, and retained for consumption in 1833 and 1834, see *post*, p. 52.

TONNAGE OF SHIPS. — We noticed in the *Dict.*, p. 1165., the inconveniences attending the old method of measuring ships, and gave some of the clauses of a bill that had been introduced for their more correct admeasurement. The subjoined statute, 5 & 6 Will. 4. cap. 56., which has embodied similar clauses, prescribes the rules according to which the tonnage of ships is to be ascertained from and after the 1st of January 1836. These rules are not so simple or easily applied as the one that has hitherto been used; but they will give the tonnage of all ships, however built, with tolerable accuracy, and will, consequently, take away the temptation, that has till now existed, to build ships of a form unsuitable for the purposes of navigation, in order that, by measuring less than their true burden, the duties charged according to the tonnage might be evaded.

Repeal of former Regulations. — The rules laid down in the act 3 & 4 Will. 4. c. 55. (see *Dict.* p. 977.) relating to the admeasurement of ships, are hereby repealed, so far as relates to the merchant ships to be hereafter registered. — § 1.

Rule by which Tonnage of Vessels is to be ascertained. — From and after the commencement of this act the tonnage of every ship or vessel shall, previous to her being registered, be measured and ascertained while her hold is clear, and according to the following rule; viz. divide the length of the upper deck between the afterpart of the stem and the forepart of the sternpost into 6 equal parts. Depths: at the foremost, the middle, and the aftermost of those points of division, measure in feet and decimal parts of a foot the depths from the under side of the upper deck to the ceiling at the timber strake. In the case of a break in the upper deck, the depths are to be measured from a line stretched in a continuation of the deck. Breadths: divide each of those 3 depths into 5 equal parts, and measure the inside breadths at the following points; viz. at 1-5th and at 4-5ths from the upper deck of the foremost and aftermost depths, and at 2-5ths and 4-5ths from the upper deck of the midship depth. Length: at half the midship depth measure the length of the vessel from the afterpart of the stem to the forepart of the sternpost; then to twice the midship depth add the foremost and the aftermost depths for the sum of the depths; add together the upper and lower breadths at the foremost division, 3 times the upper breadth, and the lower breadth at the midship division, and the upper and twice the lower breadth at the after division, for the sum of the breadths; then multiply the sum of the depths by the sum of the breadths, and this product by the length, and divide the final product by 3500, which will give the number of tons for register. If the vessel have a poop, or half deck, or a break in the upper deck, measure the inside mean length, breadth, and height of such part thereof as may be included within the bulk-head; multiply these 3 measurements together, and, dividing the product by 92.4, the quotient will be the number of tons to be added to the result as above found. In order to ascertain the tonnage of open vessels, the depths are to be measured from the upper edge of the upper strake. — § 2.

Tonnage to be entered on Register. — The tonnage or burden of every ship belonging to the U. K. ascertained in the manner before directed, shall, in respect of any ship registered after the commence-

ment of this act (except as herein excepted), be inserted in the certificate of the registry thereof, and be taken and deemed to be the tonnage or burden thereof for all the purposes of the said act. — § 3.

Tonnage of Steam Vessels. — In each of the rules before prescribed, when applied to ascertain the tonnage of any ship or vessel propelled by steam, the tonnage due to the cubical contents of the engine room shall be deducted from the total tonnage of the vessel as determined by either of the rules aforesaid, and the remainder shall be deemed the true register tonnage of said ship or vessel. The tonnage due to the cubical contents of the engine room shall be determined in the following manner; viz.: measure the inside length of the engine room in feet and decimal parts of a foot from the foremost to the aftermost bulkhead, then multiply the said length by the depth of the ship or vessel at the midship division as aforesaid, and the product by the inside breadth at the same division at 2-5ths of the depth from the deck taken as aforesaid, and divide the last product by 92½, and the quotient shall be deemed the tonnage due to the cubical contents of the engine room. — § 4.

Length and Contents of Engine Room to be set forth in Description of Steam Vessel. — The tonnage due to the cubical contents of the engine room, and also the length of the engine room, shall be set forth in the certificate of registry as part of the description of the ship or vessel, and any alteration of such tonnage due to the cubical contents of the engine room, or of such length of the engine room, after registry, shall be deemed to be an alteration requiring registry *de novo* within the meaning of the said act for the registering of ships or vessels. — § 5.

For ascertaining Tonnage of Vessels when laden. — The tonnage of all ships, whether belonging to the U. K. or otherwise, as there shall be occasion to measure while their cargoes are on board, the following rule shall be observed; viz.: measure, first, the length on the upper deck between the afterpart of the stem and the forepart of the sternpost; secondly, the inside breadth on the underside of the upper deck at the middle point of the length; and, thirdly, the depth from the underside of the upper deck down the pumpwell to the skin; multiply these 3 dimensions together, and divide the product by 130, and the quotient will be the amount of the register tonnage of such ships. — § 6.

Amount of Register Tonnage to be carved on Main Beam. — The true amount of the register tonnage of every merchant ship or vessel belonging to the U. K., ascertained according to the rule by this act established in respect of such ships, shall be deeply carved or cut in figures of at least 3 inches in length on the main beam of every such ship or vessel, prior to her being registered. — § 7.

Not to alter Tonnage of Vessels already registered. — Nothing herein contained shall extend to alter the present measure of tonnage of any ship or vessel which registered prior to the commencement of this act, unless in cases where the owners of such ships shall require to have their tonnage established according to the rule before provided, or unless there be occasion to have such ship admeasured again on account of any alteration made in the form or burden of the same, in which cases only such ships shall be re-admeasured according to the said rule, and their tonnage registered accordingly. — § 8.

Commencement of Act. — This act shall commence and take effect upon and from the 1st day of January 1836. — § 9.

Account of the Number and Tonnage of Vessels, and the Number of their Crews, belonging to the British Empire, on the 31st of December, 1832, 1833, and 1834.

	1832.			1833.			1834.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
United Kingdom	19,143	2,225,980	134,588	19,158	2,233,855	136,259	19,447	2,274,702	138,265
Isles of Guernsey, Jersey, and Man	591	35,880	3,844	531	37,446	3,839	528	37,655	3,761
British Plantations	4,771	356,208	23,202	4,696	363,276	23,911	5,080	403,745	26,035
Totals	24,435	2,618,068	161,634	24,385	2,634,577	164,000	25,055	2,716,100	168,061

TRADE OF THE UNITED KINGDOM. — The following Tables give a very complete view of the trade of the United Kingdom in 1833 and 1834. They are all derived from official sources, and their accuracy may be depended on. We congratulate our readers on the results they exhibit. They show, that all the great branches of manufacturing industry carried on in the kingdom are in a flourishing state. The progress of the cotton manufacture continues to be quite extraordinary. The imports of the raw material, and the exports of the finished articles, have increased, during the last 3 or 4 years, with a rapidity unexampled, in almost any previous period of equal duration, in the history even of this wonderful manufacture. It is not possible to say whether our present progress is destined to be lasting; but the rapid growth of wealth and population in almost all countries, the new markets that have been recently opened in the East, and the more correct ideas that are beginning to be everywhere entertained with respect to the influence of restrictions, seem to warrant the confident anticipation of a long-continued course of prosperity, and of a very great extension of our manufactures and trade. Nothing would be so likely to nullify these expectations, and to check our advance, as the growth of political agitation. It occasions an insatiable craving after change; which, though it should not end in any overt act, seldom fails, in the long run, to excite fears and apprehensions in the minds of capitalists and others that are extremely hostile to great undertakings. It is to be hoped, that nothing may occur amongst us to exemplify these remarks. Of all countries that ever existed, this, perhaps, is the one in which sudden and violent changes ought most to be deprecated. They could not, in fact, be attempted without great injury; and, if carried into effect, might be productive of the most disastrous consequences.

I. Account of the Official and of the Real or Declared Value of the principal Articles of British Produce and Manufacture exported in 1832, 1833, and 1834. — from the *Annual Finance Book for 1835*, pp. 121—128.)

Articles.	Official Value.									Declared Value.								
	1832.			1833.			1834.			1832.			1833.			1834.		
	L.	s.	d.	L.	s.	d.	L.	s.	d.	L.	s.	d.	L.	s.	d.	L.	s.	d.
Brass and copper manufactures -	1,126,246	18	3	1,018,284	11	5	1,086,594	2	4	916,563	1	5	884,149	4	9	961,823	2	11
Cotton manufactures -	37,206,180	10	4	40,155,513	2	3	44,296,902	13	0	12,675,922	6	6	13,782,375	17	6	15,302,571	7	1
Yarn -	6,726,362	17	6	6,279,076	5	8	6,802,257	18	9	3,722,739	6	6	4,770,021	9	1	5,211,014	17	8
Hardware & cutlery Iron & steel, wrought and unwrought -	878,361	17	1	966,303	4	7	947,476	18	11	1,434,431	7	11	1,466,361	12	11	1,485,233	1	1
Linen manufactures -	2,408,183	18	3	2,690,253	14	3	2,621,672	9	8	1,190,747	12	10	1,405,034	19	3	1,406,872	2	1
Yarn -	2,785,449	13	6	3,580,539	0	8	3,850,763	14	5	1,774,726	13	9	2,167,923	7	1	2,445,344	18	7
Salt -	5,908	7	8	50,125	16	5	82,169	10	9	8,745	7	0	72,006	0	0	136,512	11	9
Silk manufactures -	353,824	19	2	392,053	7	8	371,469	19	10	19,678	1	6	184,175	10	2	152,126	14	10
Soap and candles -	475,165	19	2	695,524	0	6	535,883	9	7	529,590	10	10	737,103	17	2	657,198	5	0
Sugar, refined -	348,286	8	3	453,910	17	5	382,498	10	0	513,614	16	3	362,284	19	1	263,972	4	11
Tin, wrought and unwrought -	1,294,189	9	8	695,131	14	4	1,141,363	11	4	1,038,789	16	0	563,092	4	3	116,391	9	6
Wool, sheep's -	358,259	10	1	371,634	3	4	370,115	18	10	355,056	9	2	369,162	0	2	370,382	11	5
Woolen and worsted yarn -	149,991	12	4	175,479	12	3	81,382	17	10	219,650	1	0	332,503	17	4	199,175	14	1
Woolen manufactures -	122,124	19	8	113,191	3	9	99,933	11	9	235,307	7	6	246,204	0	0	238,543	15	9
All other articles -	6,556,294	8	8	7,788,842	6	3	6,514,703	3	10	5,214,558	11	8	6,294,432	3	9	5,736,770	11	0
Totals -	4,252,981	1	5	4,578,646	12	11	4,678,680	1	6	5,632,293	11	9	6,097,113	0	3	6,194,538	1	6
Whereof from Great Britain -	64,582,037	9	7	69,653,853	16	1	73,495,535	11	3	36,046,027	11	5	39,305,512	19	8	41,286,594	5	6
From Ireland -	441,665	1	5	359,185	17	7	336,015	4	1	398,197	7	2	361,834	8	9	362,397	4	0

II. Account of the Real or Declared Value of the various Articles of the Manufacture and Produce of the United Kingdom, exported to Foreign Countries during each of the Eight Years ending with 1834; specifying their Value, the Countries to which exported, and the Value of those annually shipped for each. — (*Papers published by Board of Trade*, vol. iv. p. 227.)

Countries to which exported.	Exports.							
	1827.	1828.	1829.	1830.	1831.	1832.	1833.	1834.
	L.	L.	L.	L.	L.	L.	L.	L.
Russia -	1,408,970	1,518,936	1,435,805	1,489,538	1,191,565	1,587,250	1,531,092	1,382,500
Sweden -	46,751	42,039	38,232	40,188	37,127	64,332	39,549	65,094
Norway -	39,129	35,382	64,231	65,028	58,590	34,328	55,038	61,988
Denmark -	101,916	111,880	95,247	118,813	92,291	93,396	99,951	94,595
Prussia -	174,338	179,145	192,011	177,923	192,816	268,556	144,179	136,125
Germany -	4,654,618	4,359,104	4,473,555	4,463,605	3,612,952	5,068,997	4,335,548	4,547,165
Holland -	2,104,561	2,142,736	2,050,014	2,022,458	2,082,536	2,789,398	2,181,835	2,470,267
Belgium -	446,952	498,938	491,388	475,884	602,688	674,791	848,333	730,059
France -	1,400,014	1,493,016	1,195,040	1,106,695	975,991	540,792	967,001	1,600,123
Portugal, Proper -	26,687	27,410	31,244	25,029	41,638	77,290	54,150	63,275
Azores -	39,916	39,902	40,285	38,414	38,960	28,638	33,411	38,455
Spain and the Balearic Islands -	225,414	301,153	861,675	607,068	597,848	442,926	442,837	325,907
Canary Islands -	48,821	38,152	50,010	42,620	35,282	21,053	30,507	30,686
Gibraltar -	1,045,266	1,036,225	504,163	292,760	367,285	461,470	385,460	460,719
Italy and the Italian Islands -	1,942,752	2,176,149	2,202,030	2,490,376	2,361,772	2,361,772	2,316,260	3,282,777
Malta -	200,919	230,438	224,010	189,135	131,519	96,994	135,138	242,696
Ionian Islands -	37,196	41,078	30,465	56,263	50,883	35,725	38,915	94,498
Turkey and Continental Greece (exclusive of the Morea) -	531,704	185,842	568,684	1,139,616	888,634	915,319	1,019,604	1,207,941
Morea and Greek Islands -	335	-	-	9,694	10,446	10,149	25,914	37,179
Egypt (Ports on the Mediterranean) -	55,624	35,302	59,305	110,227	122,832	113,109	145,647	158,877
Tripoli, Barbary, and Morocco -	8,201	13,745	426	1,138	426	751	2,350	14,825
Western Coast of Africa -	155,759	191,152	244,255	252,123	234,725	290,661	329,210	326,183
Cape of Good Hope -	216,558	218,019	257,501	330,036	257,245	292,403	316,197	304,382
Cape Verd Islands -	76	5,836	240	1,710	215	-	116	530
St. Helena -	41,430	31,362	45,531	38,015	39,431	21,256	30,041	31,615
Isle of Bourbon -	127	35,188	16,541	10,012	-	-	7,091	7,091
Mauritius -	195,713	185,972	205,558	161,029	148,475	163,191	83,424	149,319
Arabia -	-	-	-	-	-	-	250	250
East India Company's Territories & Ceylon -	3,669,012	4,256,582	3,659,218	3,895,530	3,377,412	3,514,779	3,495,501	2,578,569
China -	610,637	-	-	-	-	-	-	842,852
Sumatra and Java -	120,747	189,200	255,885	162,102	285,296	150,606	471,719	410,273
Philippine Islands -	65,926	300	4,721	71,220	39,513	102,284	185,298	76,618
New South Wales, Van Diemen's Lands, and Swan River -	339,598	443,839	310,681	314,677	398,471	466,238	558,372	716,014
New Zealand, and South Sea Islands -	172	2,487	845	1,396	4,752	1,576	936	19,742
Ports of Spain -	-	-	-	10,467	-	-	-	-
British North American Colonies -	1,397,550	1,091,014	1,581,723	1,857,133	2,089,327	2,075,725	2,092,550	1,671,069
British West Indies -	3,583,222	3,289,704	3,612,085	2,858,118	2,581,919	2,439,808	2,587,532	2,680,021
Hoyti -	245,231	248,328	297,709	321,793	376,103	545,104	381,528	357,297
Cuba & other Foreign West Indies -	649,378	569,728	672,176	618,029	663,531	633,700	577,228	913,005
United States of America -	7,018,272	5,810,315	4,823,415	6,132,346	9,053,583	5,468,272	7,579,699	6,844,989
Mexico -	692,800	307,029	303,362	978,441	728,858	199,821	421,187	459,610
Guatemala -	1,943	6,191	-	-	-	-	3,700	30,366
Columbia -	215,972	261,113	232,703	216,751	248,250	283,568	121,826	199,999
Brazil -	2,312,109	3,518,297	2,516,040	2,432,103	1,238,371	2,144,903	2,575,680	2,460,679
States of the Rio de la Plata -	154,895	312,389	758,540	632,172	339,870	660,152	515,362	831,564
Chili -	400,134	709,371	818,950	540,626	651,617	708,193	816,817	896,221
Peru -	228,466	374,615	300,171	368,469	409,003	275,610	387,324	299,253
Isles of Guernsey, Jersey, Alderney, and Man -	320,959	329,428	319,996	344,036	324,634	317,496	333,934	360,665
Totals -	37,181,335	36,812,756	35,842,623	38,271,597	37,164,372	36,450,594	39,667,347	41,649,191

III. Account of the Quantities of the Principal Articles of Foreign and Colonial Merchandise Imported into, exported from, and retained for Consumption in the United Kingdom, with the Nett Revenue accruing thereon, during the Years ended 5th January, 1834, and 1835. — (Papers published by Board of Trade, vol. iv. pp. 12-19.)

Description of Merchandise.	Quantities imported.		Quantities exported.		Quantities retained for Consumption.		Nett Revenue.	
	1833.	1834.	1833.	1834.	1833.	1834.	1833.	1834.
Ashes, pearl and pot. cwt.	169,729	94,134	11,395	6,136	166,422	89,960	L. 1,505	L. 1,226
Barilla and alkali - -	214,523	193,971	2,438	3,283	219,503	180,490	16,703	Gross rev. 17,754
							Drawbcks & repayments	4,460
Bark for tanning or dyeing - -	852,201	849,500		354	854,279	849,561	26,674	13,293
Coffee, viz. :-				1,132				28,276
British plantation - lbs.	18,833,830	22,089,123	194,980	768,946	20,941,194	22,924,073	} 591,241	} 614,454
East India & Mauritius - -	6,218,299	9,951,141	3,996,097	6,303,562	1,799,519	1,558,604		
Foreign plantation - -	9,373,980	9,824,847	11,158,501	8,177,972	1,471	2,418		
Totals	34,426,109	41,865,111	15,349,578	15,250,480	22,741,984	23,785,095		
Cocoa - lbs.	4,608,718	2,984,894	2,351,877	2,305,316	1,968,287	1,173,795	} 12,026	} 11,779
Husks and shells - -	515,688	404,039			449,168	442,786		
Cotton wool from foreign countries, viz. :-								
United States of America - -	237,506,758	969,203,075						
Brazil - -	28,463,241	19,291,396						
Turkey and Egypt - -	987,262	855,167						
Other foreign countries - -	1,696,108	2,260,852						
Cotton wool from British possessions, viz. :-								
East Indies and Mauritius - lbs.	32,755,164	32,920,865						
British W. Indies, the growth of - -	1,633,166	1,672,211						
British W. Indies, imported from - -	421,696	624,514						
Other British possessions - -	162,862	47,545						
Total quantities - -	303,656,837	326,875,425	17,363,882	24,461,963	293,682,976	302,935,637	473,011	373,812
Indigo - lbs.	6,635,436	4,155,926	3,664,814	3,928,226	2,323,300	2,447,827	29,781	32,056
Lac dye - -	326,894	768,959	52,811	88,234	435,572	395,474	1,170	1,037
Logwood - -	26,080	21,054	7,045	4,548	17,595	14,026	5,492	2,942
Madder - cwt.	61,597	72,004	756	1,527	72,186	70,351	14,730	7,207
Madder roots - -	26,864	80,297	27	-	60,549	75,271	3,721	1,892
Flax and tow, or cordilla of flax and hemp - -	1,129,633	811,272	18,202	19,569	1,112,190	794,272	4,728	3,105
Currents - -	142,539	192,786	10,554	12,967	140,445	163,223	311,063	242,180
Lemons and oranges chests - -	351,951	266,323	5,294	1,460	319,147	234,783	69,392	57,434
Raisins - cwt.	158,394	21,729	26,127	27,635	137,692	147,167	149,159	122,472
Hats of straw - No.	25,723	16,550	56,093	23,956	21,469	11,487	6,092	3,260
Plaiting of straw - lbs.	22,223	45,372	2,801	2,832	22,079	25,470	18,768	20,915
Hemp undressed - cwt.	527,459	673,211	32,170	19,672	512,623	666,096	2,110	2,844
Hides, untanned, viz. :-								
Buffalo, bull, ox, cow, or horse hides, cwt.	296,300	437,291	29,366	56,127	265,861	342,718	39,027	51,769
Hides tanned, viz. :-								
Buffalo, bull, ox, cow, or horse hides, lbs.	65,702	80,969	10,450	4,964	48,578	40,339	532	517
Leather gloves - pairs	1,436,472	1,697,944	-	22,638	1,411,215	1,603,228	-	29,352
Molasses - cwt.	717,934	678,382	1,332	2,078	643,986	607,980	289,223	228,621
Oil - Olive - - galls	1,891,918	1,188,142	297,367	234,930	1,508,217	1,225,227	45,743	46,363
Palm - -	267,194	270,669	19,738	20,412	216,225	264,806	37,045	35,606
Train, spermaceti and blubber - tons	32,876	25,234	2,083	3,727	31,242	21,462	1,761	1,559
Saltpetre and cubic nitre - -	165,746	359,488	20,737	68,276	160,235	215,963	4,184	5,992
Flax and linseed - bushels	2,179,133	2,210,237	652	7,223	2,222,967	2,211,968	13,923	13,890
Silk, raw - lbs.	2,785,109	3,642,512	66,187	207,007	4,117,027	-	15,900	13,860
Waste and knubs - -	649,451	1,012,951	-	1,341,546	267,472	-	292	450
Canes Lignes - -	1,297,710	2,006,936	-	1,680,550	77,067	-	100,182	2,196
Pepper - -	8,729,532	7,675,340	3,97,027	6,391,247	2,222,303	2,457,090	111,174	122,852
Pimento - -	4,844,973	1,396,773	2,810,384	1,799,143	330,243	322,751	6,894	6,726
Sugar, viz. :-								
West India - cwt.	3,635,621	3,844,243	366,550	598,744	-	-	-	-
East India and Mauritius - -	737,653	697,141	Refin ed.	-	3,651,804	3,741,579	4,414,302	4,559,392
Foreign - -	316,018	202,030	245,698	401,044	-	-	-	-
Tallow - -	1,115,427	1,397,407	39,245	19,068	1,090,765	1,160,180	171,605	182,998
Tea - -	32,037,832	35,643,980	234,400	1,181,005	31,829,619	34,969,651	3,444,102	3,589,516
Timber, viz. :-								
Battens and batten ends - -	10,597	13,360	60	88	12,384	15,560	116,215	129,774
Deal and deal ends - great bund.	55,798	67,103	1,028	860	57,291	62,808	521,494	601,914
Masts 6 and under 8 ins. in diameter, No.	9,169	10,223	484	269	8,756	9,595	} 10,449	} 8,108
Masts 8 and under 12 inches in diameter - -	5,116	5,853	213	210	3,909	3,909		
Masts 12 & upwards, lbs.	4,470	463	86	86	4,833	5,612		
Oak planks - -	2,381	2,739	19	1	2,249	2,616		
Staves - -	63,896	86,855	3,081	2,634	65,480	83,186	43,386	36,756
Fir, 3 inches square and upwards - loads	466,694	489,465	910	624	481,523	493,800	437,629	440,300
Oak, ditto - -	27,622	26,944	42	32	27,236	26,554	33,775	33,073
Unenumerated, ditto - -	32,484	41,769	90	34	33,111	40,352	8,308	10,170
Waincot logs, ditto - -	-	3,031	-	-	-	3,969	-	8,867
Tobacco, viz. :-								
Unmanufactured - lbs.	22,022,579	38,517,861	8,060,562	12,980,651	20,509,971	21,048,324	} 3,140,085	} 3,223,648
Manufactured or sugars - -	886,609	949,282	210,914	273,360	143,856	145,383		
Snuff - -	3,864	164	2,329	10,303	138	161		
Wool, sheep and lambs' - -	38,046,087	46,435,332	442,636	807,362	39,066,620	40,840,271		
Wine, viz. :-								
Cape - - imp. galls.	454,394	444,298	16,436	5,568	545,191	524,081	75,975	72,048
French - -	273,566	363,376	99,540	128,506	228,550	260,630	63,165	71,131
Portugal - -	2,289,733	4,117,427	245,577	296,538	2,296,530	2,780,303	} 1,491,078	} 1,569,241
Spain - -	8,228,330	5,446,363	737,306	688,021	2,246,085	2,279,853		
Madeira - -	301,057	373,698	209,194	173,910	161,042	150,369		
Other sorts - -	817,761	885,754	212,215	346,375	426,372	485,308		
All sorts - -	7,443,841	9,766,116	1,613,898	1,659,121	6,207,770	6,480,544	1,629,219	1,705,290

VAN DIEMEN'S LAND.— *Population.*— Including military, the total population of Van Diemen's Land amounted, on the 1st of January, 1835, to 35,250. The males are to the females in the proportion of about 23 to 10, and the free to the convict population nearly as 22 to 12½. The total estimated value of the articles of colonial produce exported from the colony in 1834 was 203,232*l.*; of which 117,323*l.* worth were shipped from Hobart Town, and the residue from Launceston, which is rapidly rising in point of commercial importance. The value of the wool exported was 103,680*l.*, being more than half the exports. The total imports into the island during the same year, consisting chiefly of British manufactures, were valued at 471,215*l.*; of which those imported into Hobart Town were supposed to be worth 355,273*l.*, and those into Launceston 115,942*l.* In 1834, there were 7 ships and 24 boats employed in the black whale fishery from Hobart Town, and 16 ships and 53 boats from Launceston, which produced in all oil and whalebone of the value of 25,294*l.* — (*Hobart Town Almanac for 1835*).

VENEZUELA. — An account of the trade of La Guayra, the principal port of this republic, in 1829, 1830, and 1831, is given in the "Dictionary" under *La Guayra*. The following details with respect to the foreign trade of the republic in 1833-34 are taken from the official statements contained in the Report of the *Secretario de Hacienda*, published at Caraccas in 1835.

Exports. — Account of the Quantities and Values of the principal Articles exported by Sea from Venezuela in 1833-34.

Articles.	Quantity.		Value.	
	<i>Lbs.</i>	<i>Dollars.</i>	<i>Lbs.</i>	<i>Dollars.</i>
Coffee - - - -	11,602,634	1,295,655	Dye-woods - - - -	17,667,853
Cacao - - - -	5,381,916	706,248	Tobacco, hides, balze, and	- - - -
Indigo - - - -	421,602	504,818	all other articles - - -	- - - -
			Total - - - -	3,394,483

Imports. — During the same year the total value of the imports was 3,296,411 dollars : of these the value of the cotton goods was 1,063,527 dollars; linens, 615,270 dollars; woollens, 75,437 dollars; silk, 96,912 dollars; flour, 140,770 dollars; pork, 123,477 dollars, &c.

Statement of the Import and Export Trade of Venezuela in 1833-34, exhibiting the Amount of the Trade with each Country.

Countries.	Imports and Exports.			Duties on Imports and Exports.		
	Imports.	Exports.	Totals.	Imports.	Exports.	Totals.
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
Great Britain - - -	897,742-76	520,542-08	1,418,284-84	238,682-35	26,579-16	265,261-51
United States - - -	783,061-33	1,115,490-38	1,898,551-71	27,208-38	23,622-25	306,330-63
France - - - -	61,969-21	205,750-21	267,719-42	25,732-88	5,757-49	31,490-37
Germany - - - -	326,972-36	384,527-26	711,499-62	103,246-98	10,338-60	113,585-58
Spain - - - -	82,329-41	1205,750-60	298,149-67	12,530-81	9,774-36	22,325-17
New Grenada - - -	121-90	18,764-33	18,886-23	46-87	197-49	244-36
Holland - - - -	90,597-29	155,459-46	246,056-75	27,510-55	3,861-71	31,372-26
Denmark - - - -	980,101-15	740,205-33	1,720,306-48	269,895-90	25,778-38	295,674-28
Mexico - - - -	5,030	-	5,030	-	-	-
Sardinia - - - -	-	28,658-19	28,658-19	-	965-83	965-83
Hav - - - -	-	1,018-90	1,018-90	-	2-92	2-92
Various - - - -	68,416-30	18,316-67	86,732-97	19,163-59	821-63	19,985-22
Totals - - - -	3,296,411-31	3,394,483-41	6,690,894-72	969,538-51	117,699-82	1,087,238-13

The trade under the head of Denmark is entirely carried on with the island of St. Thomas.

The total imports and exports from La Guayra in 1833-34 were 3,541,190 dollars, being more than half the trade of the republic. The imports and exports from Puerto Cabello during the same year were 1,445,724 dollars; the rest were from Maracaybo, Guiana, &c. The countries to which the shipping frequenting the ports of the republic belated is not specified; but, in all, there cleared out 242 foreign ships of the burthen of 22,532 tons.

UNITED STATES (TRADE OF). — The following statements in relation to the trade and navigation of the United States have been derived from the official returns printed by order of Congress : —

I. Statement showing the Quantity and Value of the Cotton Wool annually exported from the United States since 1821.

Years.	Sea Island.		Value.	Years.	Sea Island.		Value.
	<i>Lbs.</i>	<i>Lbs.</i>			<i>Lbs.</i>	<i>Lbs.</i>	
1821	11,344,066	115,549,339	20,157,484	1828	11,288,419	199,302,044	22,487,229
1822	11,250,635	135,424,460	24,035,058	1829	12,833,307	252,003,879	26,575,311
1823	12,156,688	161,586,582	20,445,520	1830	8,147,165	290,311,937	29,674,883
1824	9,625,722	132,843,941	21,947,401	1831	8,311,762	268,668,022	25,989,492
1825	9,665,278	166,784,629	26,346,649	1832	2,743,373	313,471,749	31,724,682
1826	5,972,852	198,562,565	25,025,214	1833	11,142,987	313,555,617	36,191,105
1827	15,140,798	279,169,317	29,359,545	1834	8,085,937	376,631,970	49,448,402

It appears from this statement, that both the quantity and the value of the exports in 1834 were greater than in previous years. The increase, since 1821, has been quite astonishing.

II. Account of the Quantity and Value of the Cotton Wool, Tobacco, Flour, and Rice, exported from the United States during the Year ended 30th of September, 1834; specifying the Quantities and Values of each Article shipped for each Country. — (From Papers laid before Congress, 3d March, 1835.)

Whither exported.	Cotton.			Tobacco.		Flour.		Rice.	
	Sea Island.	Other.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Lbs.</i>	<i>Lbs.</i>	<i>Dollars.</i>	<i>Hds.</i>	<i>Dollars.</i>	<i>Barrels.</i>	<i>Dollars.</i>	<i>Tierces.</i>	<i>Dollars.</i>
Russia	1,260,494	151,140	21	1,966	413	2,168	26,370		
Prussia	4,822	700	10	1,100					
Sweden and Norway	605,979	75,692	2,224	138,279	4	25	1,587	31,235	
Swedish West Indies			32	3,926	6,390	34,937	155	2,932	
Denmark			511	23,108			18	2,644	51,410
Danish West Indies	103,897	11,107	57	34,526		45,923	246,104	1,729	27,573
Holland	32,593	4,891,377	603,211	19,101	1,012,442	223	1,119	18,765	326,067
Dutch East Indies						2,747	16,704		
Dutch West Indies				183	15,720	13,020	70,475	275	5,058
Dutch Guiana				21	1,750	1,025	5,557	60	1,063
Belgium	1,205,085	173,279	1,910	96,575				1,190	24,197
England	5,689,759	261,006,407	33,762,334	30,658	2,937,020	19,487	95,534	13,601	247,173
Scotland	494,475	17,015,052	2,279,719			200	1,300	3,174	40,426
Ireland		590,110	65,611						
Gibraltar		62,532	9,089	2,312	172,711	22,339	125,155	170	2,928
British East Indies		39,684	5,159			2,185	11,689	19	318
St. Helena						372	2,110		
British Guiana				51	3,848	584	3,021	335	6,260
British West Indies				571	51,117	95,816	500,399	6,531	103,326
British American colonies		8,742	971	345	31,460	134,975	675,757	1,882	34,171
Hanse Towns, &c.		6,612,895	757,184	20,611	1,126,228	297	1,583	18,103	314,966
France on the Atlantic	1,868,610	71,060,190	10,086,585	4,641	613,952	2,050	9,821	12,100	217,901
France on the Mediterranean		7,019,857	882,048	134	9,126	800	4,224	547	9,066
Bourbon, &c.				18	2,116	512	2,789	5	85
French West Indies				665	53,866	5,045	23,910	2,105	36,766
French Guiana						204	1,000		
Hartl				417	34,239	47,146	249,990	2,427	41,644
Spain on the Atlantic		254,671	33,646	857	66,328	230	1,395	51	980
Spain on the Mediterranean		638,296	75,270			560	2,540	72	2,100
Peserif, &c.								16	239
Cuba		35,042	5,081	378	39,094	102,837	530,616	20,736	336,765
Other Spanish W. Indies				22	1,343	13,455	71,053	748	14,231
Portugal								64	857
Madaira				24	2,388	5,096	27,011	112	1,767
Fayal, &c.								21	24
Capo de Verd Islands				57	5,673	2,267	13,201	50	602
Italy		190,842	21,879	301	26,106	80	400	46	815
Malta				30	3,006	170	648	299	602
Tyeste, &c.		3,805,312	437,959	6	275			748	12,542
Turkey, Levant, &c.				4	275	65	362		
China						726	4,147	25	433
Mexico				225	14,095	14,976	74,856	133	2,727
Honduras				18	1,328	2,369	12,284	61	1,196
Central Republic of America				480	8,561	3,103	17,720	75	997
Colombia				17	1,240	19,563	105,226	261	4,730
Brazil				21	1,171	152,605	876,600	452	7,821
Argentine Republic				1	44	36,716	210,349	486	8,668
Chili				245	5,673	15,683	95,905	150	2,960
Peru						2,000	13,500		
South America, generally						48,333	306,045		
West Indies, generally				133	12,653	10,039	53,228	7,049	119,691
Europe, generally		293,868	31,573					2,481	45,365
Asia, generally						514	3,809	19	280
Africa, generally		1,016	125	516	49,906	1,827	10,477	61	1,080
South Seas						10	60	14	266
N. W. coast of America				2	234	393	2,660	49	1,244
Totals	8,065,937	376,631,970	49,448,402	87,979	6,595,305	835,352	4,520,781	121,886	2,122,272

The total value of the different articles of domestic growth and manufacture exported from the United States during the year ended 30th of September, 1834, was 81,024,162 dollars. The value of the articles of foreign growth and manufacture exported from the United States during the same year was 23,312,811 dollars; making together a grand total of 104,336,973 dollars.

III. Account of the Imports and Exports of Tea, Coffee, and Sugar into and from the United States during the 3 Years ending the 30th of September, 1833, with the Quantities left for Consumption.

Articles.	Imports.			Exports.			Left for Consumption.		
	1831.	1832.	1833.	1831.	1832.	1833.	1831.	1832.	1833.
Tea	<i>Lbs.</i> 5,182,367	<i>Lbs.</i> 9,906,606	<i>Lbs.</i> 14,639,823	<i>Lbs.</i> 526,186	<i>Lbs.</i> 1,379,462	<i>Lbs.</i> 1,712,779	<i>Lbs.</i> 4,656,691	<i>Lbs.</i> 8,627,144	<i>Lbs.</i> 12,927,043
Coffee	11,757,386	91,792,289	99,385,020	6,036,629	55,251,158	21,807,114	75,700,757	35,471,171	75,057,906
Sugar, brown	96,576,928	60,117,717	85,689,044	17,297,837	14,230,070	2,001,424	81,279,091	55,887,647	85,687,620
white	10,437,726	6,334,571	11,999,088	5,274,579	3,258,875	4,475,869	5,163,147	3,075,696	7,523,219

IV. Navigation of the United States during the 4 Years ending the 30th of September, 1834.

	1831.	1832.	1833.	1834.
	American tonnage entered	<i>Tons.</i> 922,352	<i>Tons.</i> 949,622	<i>Tons.</i> 1,111,441
Foreign tonnage entered	972,504	974,865	1,148,160	1,134,020
Foreign tonnage sailed	281,948	293,038	496,705	568,022
—	271,994	387,505	497,039	577,700

V. Amount of the registered, enrolled, and licensed Tonnage of the United States, on the 31st of December, 1830, 1831, 1832, and 1833.

	1830.	1831.	1832.	1833.
	Registered	<i>Tons.</i> 576,475	<i>Tons.</i> 620,451	<i>Tons.</i> 686,989
Enrolled and licensed	615,301	647,394	752,460	856,125
Totals	1,191,776	1,267,846	1,439,450	1,606,150

WAREHOUSING SYSTEM. — WEIGHTS AND MEASURES. 55

VI. Statement of the Commerce of each State and Territory, commencing on the 1st day of October, 1833, and ending on the 30th day of September, 1834. — (*Papers laid before Congress, 3d March, 1835.*)

States and Territories.	Value of Imports.			Value of Exports.						
	In American Vessels.	In Foreign Vessels.	Total.	Domestic Produce.			Foreign Produce.			Total of Domestic and Foreign Produce.
				In American Vessels.	In Foreign Vessels.	Total.	In American Vessels.	In Foreign Vessels.	Total.	
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Maine	896,411	190,560	1,096,121	729,585	88,892	818,477	18,234	656	18,890	831,197
New Hampshire	118,235	460	118,695	79,656	-	79,656	1,214	-	1,214	80,870
Vermont	322,806	-	322,806	351,572	-	351,572	-	-	-	354,529
Massachusetts	17,229,033	373,076	17,672,129	4,353,800	316,916	4,670,716	5,218,293	257,781	5,476,074	10,148,820
Rhode Island	426,569	435	427,004	405,967	14,918	420,885	80,741	-	80,741	501,626
Connecticut	381,285	4,155	385,720	421,119	-	421,119	997	-	997	422,116
New York	68,292,736	4,895,858	73,188,594	11,596,306	2,255,163	13,849,169	7,406,536	4,256,009	11,662,545	25,512,014
New Jersey	27	4,165	4,192	6,172	1,659	8,131	-	-	-	8,131
Pennsylvania	9,913,792	565,476	10,479,268	1,639,415	401,158	2,040,573	1,568,094	389,849	1,957,943	3,998,746
Delaware	175,755	10,208	185,913	51,945	-	51,945	-	-	-	51,945
Maryland	4,218,917	428,566	4,647,483	2,143,999	868,809	3,012,708	705,100	450,437	1,155,537	4,168,245
District of Columbia	17,4753	21,501	196,254	664,145	142,757	806,902	15,492	-	15,492	820,394
Virginia	731,223	103,102	834,325	4,759,093	719,237	5,469,210	10,372	5,486	15,858	5,483,068
North Carolina	195,955	28,517	224,172	560,012	111,391	471,106	-	-	-	471,106
South Carolina	879,675	967,592	1,787,267	7,235,251	3,864,281	11,119,655	35,974	52,239	88,213	11,207,778
Georgia	202,432	311,570	514,002	5,166,241	2,100,185	7,266,427	-	-	-	7,266,427
Alabama	225,638	101,725	397,364	4,111,786	1,522,261	5,634,047	6,750	-	6,750	5,640,797
Louisiana	8,969,244	4,811,865	13,781,809	16,838,562	6,924,045	23,759,607	1,341,385	1,456,532	3,797,917	26,557,524
Ohio	11,799	4,968	19,797	145,381	96,070	241,151	-	-	-	241,151
Florida Territory	111,957	23,811	135,768	175,218	14,267	190,185	160	38,480	38,640	228,825
Michigan Territory	106,202	-	106,202	36,021	-	36,021	-	-	-	36,021
Totals	113,700,174	12,821,158	126,521,332	61,286,119	19,738,013	81,024,162	16,407,312	6,905,469	23,312,811	104,336,973

WAREHOUSING SYSTEM. — The act 4 & 5 Will. 4. c. 89. § 20. has the following proviso: —

The commissioners of customs shall remit or return the duties payable or paid, on the whole or any portion of wine, spirits, or other fluid, which shall be lost by any unavoidable accident in the warehouse in which it was deposited according to the provisions in the act 3 & 4 Will. 4. c. 57., or any other act to be passed for the warehousing of goods; and the duties upon the following articles, deposited in warehouses of special security, viz. wine, currants, raisins, figs, hams, cheese, and mahogany, when taken out of warehouse for home use, shall be charged upon the quantities actually delivered.

Loss by Fire in Warehouses. — The 3 & 6 Will. 4. c. 66. enacts, that the clause in the general warehousing act, 3 & 4 Will. 4. c. 56 § 41. (*Dict. p. 1223.*) providing for the indemnification of the merchants for damage occasioned to merchandise in warehouses by embezzlement, waste, or spoil, or by the willful misconduct of the officers, shall not extend, or be taken to extend, to any damage or loss occasioned by fire. — § 4.

WEIGHTS AND MEASURES. — The act 4 and 5 Will. 4. c. 49., passed in 1834, repealed some of the clauses in the acts 5 Geo. 4. c. 74. and 6 Geo. 4. c. 12., establishing the new system of weights and measures, and enacted others in their stead. But the act referred to has been itself repealed by the 5 and 6 Will. 4. c. 63. This new act contains several important provisions. It abolishes all local or customary measures, under a penalty of 40s. for every sale made by them; it prohibits the mischievous practice of selling by heaped measure; it enacts that coals shall in all cases be sold by weight; that with the exception of gold, silver, platinum, diamonds, and other precious stones (which may be sold by troy weight), and drugs (which may be sold in retail by apothecaries' weight), all other articles sold by weight shall be sold by avoirdupois weight only; and that a stone shall, in all cases, consist of 14lbs. avoirdupois; a hundred weight of 8 such stones, &c. Lead and pewter weights are not to be stamped.

The act sets out with repealing the 4 and 5 of Will. 4. c. 49. and the provisions in the acts 5 Geo. 4. c. 74. and 6 Geo. 4. c. 12., which require that all weights and measures shall be exact models or copies in shape or form of the standards deposited in the exchequer; and those allowing the use of weights and measures, not in conformity with the Imperial standard, established by said acts; or that allow goods or merchandise to be bought or sold by weights or measures established by local custom, or founded on special agreement. It then goes on to enact as follows: —

Weights and Measures stamped at the Exchequer declared legal. — Weights and measures verified and stamped at the exchequer as copies of standard weights and measures shall be taken to be legal weights and measures, to be used for comparison as copies of the Imperial standard weights and measures, although not similar in shape to those required under the provisions of the said acts; and the comptroller-general, or other duly authorised officer of the exchequer, may compare and verify, and stamp as correct standard measures of a yard, standard weights, and standard measures of capacity, any weights and measures which correspond in length, weight, and capacity with the standards, or parts or multiples thereof, deposited in the exchequer, under the 5 Geo. 4. c. 74., although such weights and measures may not be models or copies in shape or form of the standards so deposited. — § 4.

Copies of the standard Weights and Measures worn to be re-verified. — All copies of the Imperial standard weights and measures which have become defective, or have been mended, in consequence of wear or accident, shall forthwith be sent to the exchequer, for the purpose of being again compared and verified, and shall be stamped as re-verified copies of such standard weights and measures, provided the comptroller-general or other officer appointed for such verification, deem them fit for the purposes of standards; and every new comparison and verification shall be indorsed upon the original indenture of verification; and such weights and measures shall be stamped upon payment of fees of verification only; and the comptroller-general, or other officer, shall keep an account of all copies of the Imperial standard weights and measures verified at the exchequer. — § 5.

Local and customary Measures abolished. — From and after the passing of this act, the Winchester bushel, the Scotch ell, and all local or customary measures, shall be abolished; and every person who shall sell by any measure other than one of the Imperial measures, or some multiple or aliquot part thereof, shall be liable to a penalty not exceeding 40s. for every such sale; but nothing herein shall prevent the sale of any articles in any vessel, where such vessel is not represented as containing any amount of Imperial measure, or of any fixed, local, or customary measure heretofore in use. — § 6.

Heaped Measure abolished.— From and after the passing of this act, so much of the said acts as relates to heaped measure is hereby repealed, and the use of heaped measure shall be abolished, and all bargains, sales, and contracts made after the passing of this act, by heaped measure, shall be null and void; and every person who shall sell any articles by heaped measure shall be liable to a penalty not exceeding 40s. for every such sale. — § 7.

Articles sold by heaped Measure, how to be sold.— Whereas some articles heretofore sold by heaped measure are incapable of being stricken, and may not be conveniently sold by weight; it is enacted, that all such articles may henceforth be sold by a bushel measure, corresponding in shape with the bushel prescribed by the 5 Geo. 4. c. 74. for the sale of heaped measure, or by any multiple or aliquot part thereof, filled in all parts as nearly to the level of the brim as the size and shape of the articles will admit; but nothing herein shall prevent the sale by weight of any article heretofore sold by heaped measure. — § 8.

Coals to be sold by Weight.— From and after the 1st of January 1836, all coals, slack, culm, and cannel of every description shall be sold by weight, and not by measure, under a penalty of 40s. for every sale. — § 9.

All Articles to be sold by Avoirdupois, except, &c.— From and after the passing of this act, all articles sold by weight shall be sold by avoirdupois weight, except gold, silver, platina, diamonds, or other precious stones, which may be sold by troy weight; and drugs, which, when sold by retail, may be sold by apothecaries' weight. — § 10.

The Stone, Hundred Weight, &c.— From and after the passing of this act, the weight denominated a stone shall, in all cases, consist of 14 standard pounds avoirdupois, the hundred weight of 8 such stones, and the ton of 20 such hundred weights; but nothing herein shall prevent any bargain, sale, or contract being made by any multiple or aliquot part of the pound weight. — § 11.

Contents of Weights and Measures to be stamped on them.— All weights made after the passing of this act of the weight of one pound avoirdupois, or more, shall have the number of pounds contained in them stamped or cast on the top or side thereof in legible figures and letters; and all measures of capacity made after the passing of this act, shall have their contents stamped or marked on the outside thereof in legible figures and letters. — § 12.

Weights of Lead or Pewter not to be stamped.— The stamping of weights of lead or pewter, or of any mixture thereof, is prohibited after the 1st of January, 1836; but nothing herein shall prevent the use of lead or pewter, or any mixture thereof, in the manufacture of weights wholly and substantially cased with brass, copper, or iron, and legibly stamped or marked "cased," or prevent the insertion of such a plug of lead or pewter into weights as shall be *bona fide* necessary for adjusting them and affixing the stamp thereon. — § 13.

Conversion of Rents, Tolls, &c.— Clauses 14. and 15. regulate the proceedings that are to take place in England, Ireland, and Scotland, for the conversion of rents, tolls, &c. payable in weights or measures now abolished, into Imperial standard weights and measures.

Fiar Prices.— In Scotland, from and after the passing of this act, the fiar prices of all grain in every county shall be struck by the Imperial quarter, and all other returns of the prices of grain shall be set forth by the same, without any reference to any other measure whatsoever; and any sheriff clerk, clerk of a market, or other person offending against this provision shall forfeit not exceeding 5*l.* — § 16.

Copies of Standards, Inspectors, &c.— Clauses 17, 18, 19, and 20. prescribe the mode in which copies of the standard weights and measures shall be provided in counties, cities, boroughs, &c., the appointment of inspectors of weights and measures, &c. Clause 22. orders, that the expense of providing copies of standard weights, with the remuneration to inspectors, be defrayed out of the county rate. Clause 23. prohibits any maker or seller of weights or measures from being appointed inspector, and orders all inspectors to enter into a bond for 200*l.* for the due performance of the duties of their office, and the safe custody of the stamps and standard weights and measures committed to their care. Clause 24. orders inspectors to attend at market towns when ordered by justices. The following clauses are of general importance.

Magistrates to procure Stamps for Inspectors, for stamping all Weights, &c.— In England, the justices in general or quarter sessions assembled, and in Scotland the justices and magistrates at a meeting called by the sheriff, and in Ireland the grand juries, shall provide the inspectors with good and sufficient stamps for stamping or sealing weights and measures; and all weights and measures whatsoever, except as herein excepted, used for buying and selling, or for the collecting of any tolls or duties, or for the making of any charges on the conveyance of any goods or merchandise, shall be examined and compared with one or more copies of the Imperial standard weights and measures provided under authority of this act for such inspectors, who shall stamp, so as best to prevent fraud, such weights and measures, if they be found to correspond with the said copies; and the fees for such examination, comparison, and stamping shall be those in the schedule at the end of this act; and every person using any weight or measure other than those authorised by this act, or some aliquot part thereof, or which has not been stamped as aforesaid, except as herein excepted, or which shall be found light or otherwise unjust, shall forfeit not exceeding 5*l.*; and any contract, bargain, or sale made by such weights or measures shall be wholly null and void, and every light or unjust weight and measure shall, on being discovered by any inspector, be seized, and, on conviction, forfeited; but nothing herein shall require any single weight above 56 lb. to be inspected and stamped; nor any wooden or wicker measure used in the sale of lime, or other articles of the like nature, or any glass or earthenware jug or drinking cup, though represented as containing the amount of any Imperial measure, or of any multiple thereof; but any person buying by any vessel represented as containing the amount of an Imperial measure, or of any multiple thereof, is authorised to require the contents of such vessel to be ascertained by comparison with a stamped measure, such measure to be provided by the person using such wooden or wicker measure, glass jug, or drinking cup; and in case the person using such last-mentioned measure or vessel refuse to make such comparison, or if, upon comparison being made, it be found to be deficient in quantity, the person using the same shall be subject to the forfeitures and penalties imposed on those using light or unjust weights or measures. — § 21.

Weights and Measures once stamped need not be re-stamped.— No weight or measure duly stamped by any inspector appointed under the 4 & 5 Will. 4. c. 49, or this act, or by any person or persons authorised to examine and stamp weights or measures, shall be liable to be re-stamped, although the same be used in any other place than that at which it was originally stamped, but shall be considered as a legal weight or measure throughout the U. K., unless found to be defective or unjust. — § 27.

Power to Justices, &c. to enter Shops and inspect Weights and Measures.— Justices, sheriffs, magistrates, and inspectors are authorised to examine weights and measures, and to order such as are light or otherwise unjust to be seized and forfeited; those using such weights and measures are subjected to a penalty of not more than 5*l.*; and a like penalty is imposed on those refusing to produce such weights and measures, or obstructing the magistrates. — § 28.

Penalties on Inspectors counterfeiting Stamps, &c.— Inspectors or other persons authorised to inspect weights or measures, who shall stamp any weight or measure without verifying the same, or who shall otherwise misconduct themselves in their office, shall for every such offence forfeit not more than 5*l.* Persons forging or counterfeiting any stamp or mark used for stamping or marking weights or measures, forfeit for every offence not more than 50*l.* and not less than 10*l.*; and persons knowingly using weights or measures marked with such counterfeit stamps, forfeit for every offence not more than 10*l.* nor less than 2*l.* — §§ 29, 30.

Penalty on Price Lists, &c.— From and after the 1st of January, 1836, any person printing, or clerk of any market or other person making any return, price list, price current, or any journal or other paper

containing price list or price current, in which the weights and measures quoted or referred to denote or imply a greater or less weight or measure than is denoted or implied by the same denomination of Imperial weights and measures under the provisions of this act, shall forfeit and pay not exceeding 10s. for every copy of every such return, price list, price current, journal, or other paper which they publish.

31. The remaining clauses relate to the recovery of penalties; and save the rights of the Founders' Company, and of the Universities of Oxford and Cambridge.

Schedule of fees to be taken by all inspectors of weights and measures appointed under the authority of this act:—

For examining, comparing, and stamping all brass weights, within their respective jurisdictions, —

Each half hundred weight	0	9
Each quarter of a hundred weight	0	6
Each stone	0	4
Each weight under a stone to a pound inclusive	0	1
Each weight under a pound	0	0 ½
Each set of weights of a pound and under	0	2

For examining, comparing, and stamping all iron weights, or weights of other descriptions not made of brass, within their respective jurisdictions, —

Each half hundred weight	0	3
Each quarter of a hundred weight	0	2
Each stone	0	1
Each weight under a stone	0	0 ½
Each set of weights of a pound and under	0	2

For examining, comparing, and stamping all wooden measures, within their respective jurisdictions, —

Each bushel	0	0
Each half bushel	0	2
Each peck, and all under	0	1
Each yard	0	0 ½

For examining, comparing, and stamping all measures of capacity of liquids, made of copper or other metal, within their respective jurisdictions, —

Each five gallon	0	0
Each four gallon	0	9
Each three gallon	0	6
Each two gallon	0	4
Each gallon	0	2
Each half gallon	0	1
Each quart and under	0	0 ½

WHALE FISHERY (SOUTHERN). — This consists of three distinct branches; viz., 1st, the catch of the spermaceti whale; 2d, that of the common black whale of the southern seas; and, 3d, that of the sea elephant, or southern walrus.

The spermaceti whale (*Physeter macrocephalus*) is found in all tropical climates, and, on the coasts of New Zealand and Japan. The ordinary duration of the voyage of a ship from England, employed in this department of the fishery, is about 3 years.

The common black whale of the southern seas (*Physeter microps*) is met with in various places, but principally on the coast of Brazil; in the bays on the west coast of Africa; and in some of the bays in New South Wales, Van Diemen's Land, &c.

Sea elephants (intermediate between the walrus of the northern seas and the seal) are principally met with in the seas round the Islands of Desolation, South Georgia and South Shetland, the coast of California, &c. Vast numbers of these animals are annually captured; vessels frequently load entirely with them; and they are believed to furnish more oil than the common South Sea whale. The oil of the black whale and that of the sea elephant, are both known in the market by the name of southern oil; and they are so very similar, that those most versed in the trade can with difficulty distinguish the one from the other. Hence ships commonly engage indifferently in either fishing as opportunity offers. The usual duration of the voyage of a ship from England in either of the last two departments, or in the two combined, varies from 12 to 18 months. We subjoin a

Statement of the Southern Whale Fishery carried on from Great Britain since 1800; exhibiting the total Number of Ships annually absent from Great Britain on whaling Expeditions; the total Number of Ships that annually returned to Great Britain; the annual Imports of Sperm and of common Oil, with the Prices of each; the Average Tonnage of the Ships at Sea; and the Average Number of Men to each Ship.

Years.	Ships at Sea.		Ships returned.		Sperm Oil imported.		Common Oil imported.		Price of Sperm Oil per Tun.		Price of Common Oil per Tun.		Total Value of Imports.	Average Tonnage of Ships.	Average No. of Men to a Ship.
	Ships	Tons	Ships	Tons	British.	Colonial.	British.	Colonial.	£.	s.	£.	s.			
1800	64	26			1,351		2,836		70	30	179,650				
1801	78	25			555		3,538		84	40	188,140				
1802	90	36			1,106		5,948		80	29	260,972				
1803	92	32			1,770		4,496		80	35	259,960				
1804	99	37			1,952		4,210		78	32	286,976				
1805	86	32			2,413		3,099		75	30	275,945			242	28
1806	66	38			2,538		3,739		70	26	260,874				
1807	45	30			1,351		1,475		78	24	140,730				
1808	55	20			1,681		2,140		80	34	229,093				
1809	53	15			1,824		805		100	40	214,600				
1810	45	16			1,410		765		105	42	180,180				
1811	59	27			3,404		966		100	37	376,142				
1812	62	12			1,899		635		90	42	206,436				
1813	41	23			2,508		2,131		82	50	319,886				
1814	48	29			2,695		1,977		66	40	256,950				
1815	56	15			1,181		1,897		66	36	146,238			300	30
1816	54	31			5,505		2,928		53	28	267,749				
1817	76	24			1,969		5,009		65	30	218,255				
1818	91	40			3,308		4,267		75	36	408,492				
1819	112	40			3,678		4,885		85	33	475,835				
1820	137	39			2,717		5,061		71	25	319,432				
1821	123	58			5,606		4,570		60	19	305,190				
1822	118	41			6,011		1,970		54	22	356,931				
					British.	Colonial.	British.	Colonial.							
1823*	114	57			6,891	296	1,723	668	45	21	383,626			340	32
1824	96	42			5,928	150	742	618	40	22	275,010				
1825	83	32			4,531	65	1,104	412	48	20	356,488				
1826†	78	38			5,695	368	454	289	55	34	359,227				
1827	80	29			4,476	334	665	474	70	27	767,455				
1828	83	20			3,216	116	156	358	79	25	275,078				
1829	92	26			4,485	818	102	478	74	27	405,082				
1830	104	25			4,157	498	419	501	72	43	592,019			390	36
1831	108	27			5,939	1,576	192	1,462	75	43	634,747				
1832	106	30			5,576	1,589	402	1,785	61	28	498,301				
1833	110	19			5,451	2,608	220	2,215	62	23	437,283				
1834	99	27			4,021	2,710	149	2,394	65	25	496,004				

* The ships for this and the succeeding years, as for the previous ones, do not include colonial ships but those from Britain only. † From this year commenced the Imperial Measure.

We are indebted for the above valuable table, the only one of its kind that has ever been published, to a gentleman connected with a house that has been largely engaged in the trade since its commencement. The details may, therefore, be safely depended upon.

The spermaceti and southern colonial oils are principally imported from New South Wales and Van Diemen's Land. There used also to be a very considerable importation from the Cape of Good Hope; but that is now much fallen off. The imports of whale and seal oil from our North American possessions have been greatly augmented of late years. That, however, is mostly the product of the northern seas.

WHALE FISHERY (AMERICAN SOUTHERN). — The Americans were among the first to begin, and have long outstripped every other people, in the extent and success with which they have prosecuted the southern whale-fishery. It is principally carried on from New Bedford and other ports in the state of Massachusetts, and from Nantucket, a small island dependent on this state, celebrated for the bold adventurous character of its sailors, and for being the earliest seat of the fishery. We borrow from a Nantucket journal the following details with respect to this fishery in 1834: —

Spermaceti Whale Fishery. — The whole number of ships engaged in this valuable branch of the fisheries, is 273; of which 257 are now absent; viz. from —

New Bedford	-	94	Falmouth	-	6
Nantucket	-	14	Newport	-	6
Fairhaven	-	14	Sagharbor	-	6
Bristol	-	13	Salem	-	3
New London	-	10	Newburyport	-	3
Hudson	-	9	Poughkeepsie	-	2
Warren	-	7	Portsmouth	-	2
Edgarton	-	6	Dartmouth	-	2

and one from each of the following ports; viz. — Boston, Plymouth, Wareham, Rochester, Portland, Wiscasset, Fall River, Providence, Stonington, Newbury, New York, and Wilmington Delaware. Sixteen ships only are in port, belonging as follows: to New Bedford, 7; Nantucket, 5; Fairhaven, Plymouth, Sagharbor, and Edgarton, each 1.

The aggregate tonnage of the 257 absent ships is nearly 100,000 tons. Of these, only 61 had each at last dates obtained 1,000 brls. of oil upwards; and about the same number are not yet reported with any oil. The number of seamen and navigators employed on board these vessels is not far from 9,000. The cost of the entire fleet, as fitted for these voyages of 3 years' duration, probably exceeds 6,000,000 dollars.

A document before us furnishes a very careful estimate of

the spermaceti oil imported into the United States during the year 1834. Since Jan. 1., there have arrived from the Pacific Ocean 55 ships; viz. into this port, 11; New Bedford, 25; Falmouth, 3; Fairhaven, 6; New London, 2; Edgarton, 2; Sagharbor, 2; Warren, 3; Falmouth, Bristol, and Hudson, 1 each. The cargoes of these ships, including that of the Levant and Spartan (just arrived, and presumed to amount to 5,000 brls.), average little more than 2,000 brls. each; being in the whole, 111,981 brls. Add to this quantity 16,000 brls. estimated to have been brought from the South Atlantic Ocean, making about 128,000 brls., and we have the entire quantity of spermaceti oil imported in the course of the last year. Of this quantity 70,577 brls. were received at New Bedford, and the residue at Nantucket and other ports.

Among the ships now abroad, there are 31 which sailed in 1831; 73 in 1832; 88 in 1833; and 65 in 1834. Should no unforeseen calamity take place, whereby this important branch of national industry may be injured or interrupted, the number of spermaceti whale ships expected to arrive within the year 1835, may be set down at 70, and their cargoes at 135,000 brls., value at upwards of 5,000,000 dollars.

We deduce from this valuable document one fact which we repeat with some feeling of pride. It is, that more than half of the ships now engaged in the sperm whale fishery are commanded by Nantucket men; though less than one fourth of the whole fleet is owned in this place.

There are various circumstances that conspire to give the Americans advantages for the prosecution of the southern whale fishery that are not enjoyed by any European nation. It is difficult, however, to see why it should not be prosecuted with still greater advantage from the ports of New South Wales, Van Diemen's Land, &c. It is supposed by many that Rio de Janeiro would be a good station for the fishing.

We believe, however, that the southern, as well as the northern, whale fishery has passed its zenith, and from the same cause—the decreasing supply of fish. The whales are gradually becoming scarcer and more difficult to catch. They have been entirely, or almost entirely, driven from some of their old haunts; and the fishery is now very frequently prosecuted in very high latitudes.

WINE. — The Oporto Wine Company, described in the *Dict. art. WINE*, p. 1247., has been abolished by a decree dated Lisbon, 30th of May, 1834, of which the following are the principal clauses: —

Art. 1. All the privileges, authorities, prerogatives, and immunities of whatever nature or denomination granted to the Wine Company of the Alto Douro, and to the junta of its administration, from the time of its establishment to this day, are abolished.

Art. 2. The free disposal of their vineyards and wines is accordingly restored to the cultivators of the Upper and Lower Douro, as to those of all other parts of these kingdoms.

Art. 3. All imposts hitherto laid on the wines of Oporto, with the exception of the subsidio litterario, and of the duties on consumption in the city of Oporto and its district, as well as that of 12,500 reis on each pipe exported from the Fox of the Douro, are abolished.

Art. 4. The subsidio litterario shall be received, as in every other place, by the receiver-general or his deputies.

Art. 5. The duties on exportation shall be received in the same manner; but those on exportation will be paid at the Custom-house of the city of Oporto, on the manifests which are to be presented by the sellers and exporters, under the penalties ordered in such cases.

Art. 7. All ordinances and regulations whatever contrary to the present decree are abolished, as if they were expressly mentioned. The ministers of the interior and finance are charged with the execution of the present decree.

Wine, Survey of Permits. &c. — The 5 & 6 Will. 4. c. 39. exempts the dealers in and retailers of wine, not being dealers in or retailers of spirits, from the obligation to allow their premises to be entered, and their stocks and premises to be surveyed by the officers. It also enacts that a permit shall no longer be necessary for the removal of wine. Licences may be granted by the commissioners of excise to sell wine in theatres, &c.

WOOLLEN MANUFACTURE. — The exemption from the export duty of 10s. per cent. enjoyed by woollen goods, or goods of wool and cotton or wool and linen, exported to places within the limits of the East India Company's charter, has been repealed by the 4 & 5 Will. 4. c. 89. § 18.