



4 March 1830.

Mr. John Aken.

2094. Do the neighbouring nations?—I think not. I think they generally drink black tea.

2095. Supposing the trade between England and China were more completely free, do you imagine that the Company would, under the present state of things, be able to carry on their trade?—They might carry it on, but I believe with a loss. I mean so far as regards their present establishments. If their establishments were to be as great as they are at present, there must be a loss.

2096. Could they continue to pay the present amount of freight that they pay between England and China?—No, I do not think they could.

2097. What is the amount of freight?—I cannot say exactly what the freights are, but I know they are much greater than any free-traders can possibly get.

2098. What is the present amount of freight between England and Calcutta?—About £4 to £4. 10s. a ton, out and home, with what we call dead weight; heavy goods and light goods. The average of £4 out and £4 home, is the general rate of freight.

2099. Do you happen to know the rate of freight paid by the Company in a voyage from England to Canton?—I do not know.

2100. What would be the rate of insurance upon a ship from England to Calcutta?—I think about three to three and a half per cent.

2101. You have stated that you live at Wapping, what kind of life are you now in?—A sail-maker, ship-chandler, and provisioner.

2102. Have you ever shipped any goods to India lately?—No.

2103. From what source is your knowledge of this freight derived?—I am every day upon the Royal Exchange.

2104. You have stated that you were at the Cape from 1821 to 1828, had you a partner there?—Yes.

2105. What was his name?—Monteith.

2106. What did you deal in principally there?—In India goods principally; we had two brigs that traded between Calcutta and the Cape with India goods.

2107. You have given the Committee information as to the China trade between the years 1817 and 1819; have you had any knowledge of the China trade personally subsequently to the year 1819?—No; I knew very little about it, except from having seen persons coming past that I have asked questions of, but I had no personal knowledge since 1819.

2108. Do you know Mr. John Bagshaw, formerly of Calcutta?—Yes.

2109. Was he a consigner of goods to your house?—No, he was not.

2110. You had no goods in the hands of yourself and your partner belonging to Mr. Bagshaw at any time, had you?—No.

2111. Had



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2111. Had you any dealings with Mr. Bagshaw?—No.

2112. With respect to the tea which you saw at the Cape coming from England, what year was that in?—I think it was in 1826, but I am not certain as to that point.

2113. By what ship did it arrive?—I cannot say, but it was consigned to Messrs. Borradaile, Thompson, and Pillans, at the Cape.

2114. Do you know the quantity of tea?—I cannot say the quantity, but I should say twenty chests, or something of that kind, it was but a small quantity.

2115. Had you any means of seeing the quality?—No I had not.

2116. And you have no knowledge what it sold for?—No, I had not the least.

2117. Was not the importation from England of the tea to which you have referred, because of its being of a superior quality to that which usually came from China?—I did not know the cause: they expected they could import it from England, and sell it at the Cape cheaper than what the Company did.

2118. The quality being the same?—The quality being the same.

2119. Do not you know that the usual mode of navigating the country ships is without any Europeans on board, except the captain and the officers?—Both my voyages to China we had two Europeans among the sea-cunnies.

2120. Were they Europeans or half-caste?—They gave themselves out as Europeans, and I believe they were.

2121. Were not the crew all Lascars?—All Lascars.

2122. What sized vessel do you consider most convenient for carrying on the Canton trade?—At that time I think vessels of 600 or 700 tons were the best for that.

2123. You say at that time; has your opinion varied since that time?—No, I have not any opinion different from what I had at that time. I have been told that they do navigate now with smaller ships than they used to do; but my reason for having a larger ship was, that the duties being nearly the same in some things, we reckoned that the expenses were lessened by having them in large ships.

2124. Is there any other duty but the cumshaw which is the same?—I believe nothing but the cumshaw.

2125. To whom did that vessel belong?—The agents were Alexander and Co.; she belonged to me and a house at Liverpool.

2126. In Canton did you do your own business, or was it done by a country agent there?—The first voyage I consigned my ship to the American consul, a Mr. Wilcox; but I found the business so very easily done, that I transacted my own business afterwards.

2127. Do



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2127. Do you consider that you could do your business there to the same advantage as it was done by the resident agent?—Equally so.

2128. Did that arise from your own knowledge of the place, or do you suppose that any captain coming there for the first time would do his business there as easily?—I think equally so.

2129. How came you to select an American house; had you any reason for not taking any of the English houses of agency?—There was no English house there. There were Englishmen, but they were under the foreign flag: no Englishman is allowed to remain at Canton.

2130. Do you mean to say there were no English houses of agency established at Canton?—None; they are not permitted by the Company.

2131. Were there not English houses acting under foreign flags?—Yes.

2132. Houses of respectability?—Houses of respectability.

2133. And doing considerable business?—Doing a great deal of business.

2134. Was Mr. Davison there at that time, and doing a great deal of business?—Yes, I knew both the Davisons.

2135. Do you consider that you bought your teas as advantageously as the Company's Factory bought them?—I should think not. I think the Company could purchase their teas cheaper than we could, because they had greater facilities. The Select Committee is there the whole year, and they certainly can purchase their tea cheaper, because they take such large quantities.

2136. So that you think the Company, in consequence of their being such large dealers, can command the article at better prices than individuals?—I think they can.

2137. Does not sometimes the fact of your wanting large quantities tend to enhance the price to the buyer?—No; I cannot say that it does; there generally is a price put upon it after it comes into the Hong, which they do not deviate from. But the Company, I believe, barter a good deal; I have been informed so by the supercargoes.

2138. Do you think the teas are bought upon better terms by being contracted for the year before?—I should think so.

2139. You think that the contracting is a better system with the Chinese than buying upon the spot?—I should think it is.

2140. Do you think the Company gets a better quality of tea than the free-traders?—I think not. I have had my information upon that point from the American supercargoes; and Mr. Wilcox, who was a very well-informed man, told me that he could buy teas of as good quality as any of the Company; he has been frequently there in the Company's stores, when they have been tasting the teas, and he declared to me that he could buy as good teas, and that he had sent to America teas equally as good as the Company's :



Company's: but what terms the Company have purchased their tea upon, I am not informed.

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2141. Is that speaking of tea generally, or black tea or green tea?—Of tea generally. But the free traders would have a great advantage over the Company, which would more than compensate, I think, by coming cheaper, not having such a large establishment, and having their ships at a less freight. The Company's establishment there is immense, and is a very heavy expense, which the free trader would not have; and I think the free trader could come into the market and dispose of all his teas in Europe at a cheaper rate than the Company could.

2142. Do you consider that, as far as concerns the mere dealing with the Chinese, the Company can do it better than individual merchants can do it?—I think they can, under the present system.

2143. Do the Factory, upon the whole, rather impede the private trade, or do they protect and encourage it?—They do neither the one nor the other. They take care that you do not take any more tea from China than your license allows you. You are obliged to report to the chief supercargo the cargo that you bring to China, and also what you take away; and if we do any thing at all derogatory to their directions, or the instructions we receive, they will foreclose the bonds which we are under at Calcutta, which I think is two lacks; a lack for the captain and a lack for the merchant.

2144. Are they at all vexatious in their interference with you?—Not the least; they are very liberal; they behave exceedingly well to all the country captains.

2145. You do not consider them as going out of their way to molest you?—Not at all.

2146. From your experience of the trade of those seas, do you think that if the China trade were entirely thrown open, branches of trade would not spring up which are now kept under by the monopoly?—There is not the least doubt of it. In all the coast of Cochin China I have turned down with the Exmouth with a foul wind, and I have turned into several fine harbours all the way along the coast; we turned into six or seven different harbours along the coast, and I am sure there might be a great trade carried on if those ports were open: and not only that, but with the great islands of Japan, which we have no communication with whatever. I have often thought that if an embassy was sent to Japan, and a favourable result ensued, there would be no doubt an immense trade; for those people are now emerging to civilization, and I have often thought that a very great trade might be carried on there. If an English whaler, by accident, be cast away there, they use them very ill, and murder them generally; but the Dutch carry on a great trade there from Batavia.

2147. When you speak of the monopoly being an impediment, do you mean



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—That is what I mean.

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2148. Do not you think there might be considerable trade with the Philippine Islands?—A great trade might be carried on with the Philippine Islands and the coast of Borneo.

2149. Do not you think that the ingenuity arising from a free exertion of private interest frequently starts means of trade to merchants which were unknown before?—Yes, which had no existence before: no doubt of it; a great deal might be done if the trade were open.

2150. Is there any trade at present between Mexico and Canton.—Not from Mexico, that I know of; but there is a great trade carried on by the Americans from the north-west coast of America to Canton.

2151. Do you know any thing of that trade?—Yes; both the voyages that I was in China several small vessels came there, from 250 to 350 tons, and they had generally furs and some fine oil, which they sold at Canton, and purchased cargoes and went home to America.

2152. Do you know from what part of America they came?—From Nootka Sound and Cook's Inlet.

2153. Is that trade at present entirely confined to the Americans?—Entirely, because an English vessel cannot go to Canton at all; that was one of the greatest grievances that I saw.

2154. Do not you think that English shipping would, if that trade were open, have the same advantage with the Americans in carrying on the north-west trade with China?—Yes; no doubt about it.

2155. Did you understand that to be a very profitable trade to the Americans?—Yes, very profitable. Several gentlemen that were embarked in the business said it was a very profitable one.

2156. Do you know any thing of a trade between South America and Canton, from Valparaiso and Buenos Ayres?—No, I do not. There is a trade from Manilla to Canton; but they seldom go to Canton, they generally stop at Macao.

2157. Was the Company's factory any protection to you in carrying on the trade with the Chinese?—Not the least. If the Hong merchants had been guilty of any fraud, or any thing of that kind, I believe the supercargoes would take it up and assist me in that particular, and perhaps interfere with the Viceroy.

2158. Do you know of any instance in which the private trade derived any benefit from that sort of intervention?—No, I do not know of any.

2159. Did you ever hear that the Americans or Europeans trading to China derived any protection from the Company's factory?—Not the least.

2160. Did you ever know of any case occurring, such as you have alluded to, with regard to a Hong merchant, which required such an interference?



ference?—I believe there has been such a thing, but not in my time; perhaps one case may happen in twenty-four years, but I believe it is of very rare occurrence.

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2161. You have stated that when you were at Canton there were several Englishmen carrying on trade there as agents under foreign flags; will you state what was the firm of the house in which Mr. Davison was?—Davison & Co.

2162. Under what flag did they do business?—I cannot say whether it was Danish or Prussian.

2163. What other English houses were there there?—There was Magniac's house; I think they were under the Danish flag. I think those were the only two English houses.

2164. Do those English houses do a great deal of business?—A great deal.

2165. Was any of it with Europe, or was it principally confined to the country trade?—There was both.

2166. Do you know whether any of the partners of those houses are now in England?—I do not know.

2167. Suppose you had an opportunity of forming your own design for an adventure to China, and being supplied with means, selected such a cargo as you thought suitable for export, and obtained in return a cargo of tea, do you think you could obtain a more favourable result than the Company now does?—I think I could have a more favourable result, because I can sail my ship cheaper, and I have no incumbrance in China, therefore I could sell my cargo equally as well as they could. I could purchase my teas, perhaps, not quite so well, but I could sell it in England cheaper a great deal than what they could.

2168. Would the difference be great in degree between your result and the result the Company now obtains?—I should imagine I could make ten per cent. more than the Company now does.

2169. Do you know now what the profit is which the Company makes?—The Company make, I believe, a hundred per cent.

2170. Then do you think that you could make upon an adventure more than a hundred per cent. profit?—No; because if the free trade was open, we should have tea cheaper, and the prices would be much less.

2171. Did you not, in the answer you have given, mean to compare your adventure with an adventure by the Company, in case the trade was open?—Yes, in case the trade was open; not at present; but if the trade was open, I am certain that I could bring that commodity here, and sell it cheaper than the Company could.

2172. Supposing you obtained permission to send a ship in the present state of things from this country to China, what profit do you imagine, with
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the present prices of tea in the market here, you would realize upon that voyage?—That would be a thing that I could not estimate.

2173. How do you calculate that the Company gain a hundred per cent. profit?—From what I have seen of teas sold at the Cape of Good Hope; and I know very nearly, though not exactly, what they give for them in China, according to what I gave for them myself: they may get them a shade lower, but it is a trifle.

2174. Comparing the prices at the India sales with the prime cost at Canton, should you say that they get one hundred per cent. clear profit, after deducting the charges?—I have no doubt of it.

2175. What, in your opinion, would be the difference in the expense of freight between a Company's ship and such a one as you should think suited to the China trade?—The difference would at least be forty per cent.; I could fit my ship out at least forty per cent. cheaper than the Company do at present.

2176. Then, if the sailing of a ship in the Company's service cost £14 per ton, it would cost you but £10?—Yes.

2177. Is not your assertion, that you could sell cheaper than the Company, founded upon your belief that they make a hundred per cent.?—Yes, it is.

2178. In the sort of adventure that has been spoken of, that is of going out to China for a cargo of teas, is there any branch of that adventure in which you think you would have an advantage over the Company, excepting in the article of freight?—No, only in the article of freight, I should think; but I am not acquainted exactly with what the Company take from this country to China; they take lead, broadcloths, and different sorts of woollens; but it is quite a secret in Canton, we know very little about it.

2179. You have already stated, that you think the Company could deal with the Chinese upon better terms than you could, you think they would not also provide their money there upon better terms than you would?—No, I do not think they would, because you can draw bills upon any respectable merchant living in London; the Chinese would take them with the greatest ease. In fact the house of Baring & Co. in London was drawn upon by the Americans on as good terms; at least the supercargoes told me so.

2180. Do not you think the private trader would discover many articles that would suit the market there, if he was left at perfect liberty, which the Company never dream of?—Certainly, a great many things which the Company never think of.

2181. Do not you think the opening the trade would have the effect of extending the list of commodities in which the trade is carried on?—Yes.

2182. Do you know any reason why the supercargoes at Canton could not find out those articles?—I cannot say why they did not do it.

2183. Have



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2183. Have not they, residing there, and having persons in their employment, the very best means of finding out the articles adapted to the Chinese market?—Certainly.

2184. Although the Company's supercargoes are constantly residing there, do you think it probable that the servants of the Company would be as anxious to push their trade as individuals who are trading for their own account?—No, I do not believe it; I think individuals upon their own account would push the trade much more than it is at present.

2185. Are not you aware that the Company's captains and officers are permitted to trade as merchants to China?—Yes.

2186. Why do you suppose individual merchants would be more active than those captains and officers who are merchants?—We can only draw an inference from what has happened from opening the trade with Calcutta; there is an immense trade now carried on with Calcutta, compared with what there was before the trade was opened.

2187. Is it in the power of any Englishman to go into China without leave of the Chinese authorities?—Canton is the only port that is open to trade at all to any person.

2188. Do you consider it possible for Great Britain to permit Englishmen to go into the interior of China?—I have taken Europeans, I have taken a French bishop and his suite, who went into the interior of China; I landed them at Macao, and they were to go into the interior as missionaries.

2189. Are not the Company's servants, who deal in China on their own account, obliged to confine themselves to the precise voyage which is pointed out by their masters; that is to say, that they can only go where their masters send the vessels to?—Yes.

2190. Have not the private trade, on the other hand, the power of selecting all the different markets, both of the East, and of Europe, and of America?—Yes.

2191. Must not that unlimited range give them a great advantage over the Company's servants, whose trade is so restricted?—Certainly.

2192. Did not your answer relate to the trade in China alone?—In China alone.

2193. You speak of there being six or seven ports in Cochin China which are not now frequented; how does the Company's monopoly prevent those ports and places being traded with?—I do not know. The Company has nothing to do with that, it is an arrangement by the Chinese; they do not suffer any other port to be opened but Canton.

2194. Did you mean to say, that those ports to which you alluded are not traded with in consequence of the monopoly of the Company?—No, the Chinese prevent it themselves, and the Cochin Chinese. The whole range of the coast, as far as Siam, is under the Chinese government, but only nominally so.

2195. Upon



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2195. Upon the occasion when you sailed along those harbours in Cochin China, do you think the native authorities would have permitted you to enter if the Company had given you leave?—That I do not know; I did not like to try that.

2196. Are there not various products of the Eastern Archipelago which are fitted alone for the China market?—There are: there is trepan, which the French call *beche-le-mer*, and birds'-nests.

2197. Are you aware whether the trade carried on with the Eastern Archipelago in the articles you have alluded to is a considerable trade or not?—It would be very considerable, to small vessels particularly. They could take in those articles I have mentioned, also sandel-wood, which is taken to the Chinese market, and is a very profitable thing.

2198. Are not the country ships of India allowed to trade with Cochin China from Calcutta, so far as the English government are concerned?—At that time they were not: our license allowed us only to go to Canton, and we cannot trade with any other ports, except what our license allowed.

2199. Do not you know that a license could be obtained in Calcutta to trade to Cochin China?—I do not know.

2200. Is a license ever drawn out for a voyage without specifying a particular port?—No.

2201. Do you think you could not have obtained a license empowering you to enter any port upon the Cochin Chinese coast?—I have always been given to understand so.

2202. Did you ever get a license to touch and trade at various ports?—No, the license runs thus: to go to Canton, and to touch and trade at any intermediate port between there and Calcutta, outward and homeward; but that is only to the country vessels.

2203. Would that license include the ports on the coast of Cochin China?—Yes; but I have always understood that we could not trade with any port of Cochin China.

2204. That is, that the Chinese government will not suffer it?—Yes.

2205. Are not you aware that the country ships might clear out for any part of Cochin China, if the local government would permit it?—I am not aware of that.

2206. Do not you think there would be much more probability of overcoming the prejudices of the Chinese in regard to intercourse with Europeans at other ports than Canton, if the monopoly of the East-India Company were done away with?—No. If the monopoly of the East-India Company were done away with, it would make no difference whatever, I believe, or alter the Chinese policy at all.

2207. Do not you think that the enterprize of private traders would induce them to go to other ports, and that the Chinese would see the advantage of taking



taking their goods and trading with them?—They might in the course of time, but at present I should think not. An embassy sent into China for the purpose might, perhaps, do away that prejudice, but not any thing else done by individuals.

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2208. Do not you think the Chinese would see the interest they had in selling their goods?—No doubt they do see it, they know it very well; but the government is so very arbitrary that they cannot do it. The best informed Chinese that I ever met with, said, that if all the ports in China were thrown open, it would be a great advantage to the Chinese.

2209. Have you heard that opinion generally expressed by the intelligent Chinese?—I have.

2210. As the government seems to possess so little power to put down smuggling, is it not to be supposed that they would not be able greatly to control what is done at those ports?—I believe that is the reason for allowing Canton to be the only port that is open.

2211. What do you think would become of any vessel that went into any port but Canton?—They would imprison the crew, and take the ship away from them.

2212. Although it is a great advantage to the Chinese to trade, you think they would lay hold of the crew of any vessel that went to seek trade there?—I have no doubt of it, because it is prohibited.

2213. Has any instance come to your knowledge of any European vessel having gone to any other port than Canton?—None, except Macao.

2214. Have you been much in the way of hearing of instances of the sort, if they had occurred?—I have been in that part of the world upwards of thirty years ago, but I never knew an instance of a ship trading to any other port over which the Chinese had any control whatever.

2215. Might not such a thing have taken place without your knowing any thing about it?—I think I must have known it.

2216. Have you met with a number of Chinese junks in the course of your voyages there?—Yes.

2217. Have you ever had any dealings with any of the people in the junks?—No, I never have; but those junks now have found their way to Singapore. There are great quantities of them come there directly from Canton; and they come, as I am told, from some of the ports of Cochin China to Singapore.

2218. You stated that the port charges at Canton, excepting the cumshaw, were in proportion to the measurement of the vessel: do you then consider that, except in respect of the cumshaw, there would be no difference in the advantage between navigating a small and a large ship, as far as the payment of the port charges are concerned?—There may be some charges, as far as regards



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regards the linguist or the compradore's fees; but, generally speaking, I believe there is no difference except in the cumshaw.

2219. You said, that saltpetre was smuggled into China, because it was sold to greater advantage than if sold to the government: do you mean by that, that the Chinese law forbids the sale of saltpetre openly to any person except to the government?—Yes; they do not allow it to be sold except to the government.

2220. Do you conceive that if the Chinese trade were entirely free, it would be a beneficial measure to the natives of British India?—I do not know that it would be more beneficial to them than it is at present, but I think it would be a great benefit to the United Kingdom.



SECOND
R E P O R T

FROM THE

SELECT COMMITTEE OF THE HOUSE OF COMMONS

ON THE

A F F A I R S

OF

THE EAST-INDIA COMPANY:

1830.



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SECOND REPORT.

THE SELECT COMMITTEE appointed to inquire into the present State of the AFFAIRS of THE EAST-INDIA COMPANY, and into the TRADE between *Great Britain*, the *East-Indies*, and *China*; and to report their Observations thereupon to the House; and who were empowered to report the MINUTES OF THE EVIDENCE taken before them from time to time, to the House;—

HAVE made a further Progress in the matters to them referred, and had examined several Witnesses; and directed the MINUTES of the EVIDENCE to be reported to the House up to the 18th day of this instant March, inclusive.

18th March 1830.



MINUTES OF EVIDENCE.

Lunæ, 8^o die Martii, 1830.

WILLIAM WARD, Esq. in the Chair.

Captain RICHARD ALSAGER, called in, and examined.

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Capt. R. Alsager.

2221. WHAT is your profession?—I have been nine voyages in the Company's service as an officer, and five as a commander. The last ship I commanded was the Waterloo, and previous to that the Grenville.

2222. What was the tonnage of the ship you formerly commanded in the service of the East-India Company?—The tonnage of the Waterloo is 1300 tons and a few over.

2223. Is there any advantage in having ships of that class for the China trade?—Very great indeed.

2224. Do they pay the same port duties in China in proportion to their tonnage as smaller ships?—I think the average of the port dues on a large ship came to about 20s. a ton; I think upon ships of 500 tons they would come to about £2 a ton.

2225. Are the ships in the Company's service made available for carrying troops and other territorial purposes?—They are very convenient and healthy; and standing high out of the water, there is always room and plenty of air.

2226. Have the governments of India employed them in war?—Several times. I have been fitted out under Captain Birch: we have mounted 44 guns; we considered ourselves then equal to any frigate.

2227. How did they answer as ships of war when so employed?—Remarkably well: they have several times distinguished themselves. When Captain Bulteel went out in the *Belliqueux* to India, he fell in with three French frigates on the Brazil coast. One he attacked; he sent two Indiamen after the *Medea*, which struck to the *Exeter*; the *Bombay Castle* coming up, the third was attacked by the *Warley*, and escaped by throwing her guns overboard and cutting some of her beams through. That was in 1800.

2228. If the same quantity of tea was brought home in smaller ships during the time of war as the Company have been in the habit of importing, could they have been protected by the convoys which the government appropriated for the protection of the Company's ships?—If they were in smaller



smaller class of ships, say 500 tons, for example, it would take four ships to bring home one cargo such as is brought in one 1300 ton ship : consequently, if twenty ships is the regular number of our season, it would take eighty to bring home the same quantity of tea. I should think small ships scatter wide and far from the convoy, and the ships of the Company are able to protect themselves in some measure, and they are more obedient to the orders of the convoy, exclusively of their being able to protect themselves individually without any other protection.

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2229. Is the discipline good in the Company's ships?—I think they are in the highest state of discipline, and such as to call for the commendation of gentlemen of the navy on several occasions.

2230. Why would one vessel of 1300 or 1400 tons carry as much tea as four or five vessels of 500 tons?—There is a greater capacity of hold : they take the cargoes regularly ; they are of such immense extent that there is less breakage and less damage.

2231. What would be the rate of insurance under corresponding circumstances of a large vessel and a small one?—There is not any difference made at Lloyd's, except preference ; and sometimes the underwriter gets a policy of more risk tacked on to the supposed less risk in the Company's ships.

2232. How many ships homeward-bound with tea have been lost in your experience?—I have no recollection of any since the *Ganges*, which I think must have been in 1806 or 1807.

2233. Where was the *Ganges* lost?—She foundered off the Cape. She was a ship that was built with scantling not equal to her size, and she was repaired at Bombay after having sprung a leak.

2234. How many ships have brought tea homeward since 1806?—I think the average is from twenty-one to twenty-three or twenty-four of the class of 1200 tons.

2235. Then there have been about five hundred ships in that period?—About that number.

2236. You attribute this small proportion of casualties to the superior quality of the ships?—Yes ; and the care that is taken in their outfit.

2237. Supposing that the trade required twenty ships of the size which you have stated, and that of a smaller class eighty would be required, what, according to the least calculation of freight, would be the tonnage of the eighty ships ; would it be a larger or a less charge of freight?—As a matter of calculation, I should think the expense of the smaller ships would be less, exclusive of the advantages attending the large ships in themselves.

2238. By what calculation do you come to that conclusion?—There is a great facility in the large ships in receiving the cargo as it comes alongside. It is sent from Canton in boats containing 500 or 600 quarter-chests of tea ; in the large ships they are taken in and put into their place immediately,



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2239. Would not the freight upon the large ships come to a smaller sum of money than upon the smaller ships?—The average freight of a large ship at present to China varies from £20 to £22 a ton out and home, taking it to India and China. The tenders are by open competition, and the lowest tender is always taken.

2240. What would be the freight of a smaller ship?—I have never sailed in a smaller ship, and therefore I am not capable of judging; but with the harbour expenses in China of £2 a ton, and the various equipments, I can hardly conceive they could do it under £16 a ton, paying all charges.

2241. Then would it be cheaper to employ large ships or small ones?—In a pecuniary point of view I should think the smaller would be cheaper.

2242. What would be the insurance of a vessel of the large class?—I have paid myself £6 per cent. insurance out and home upon the double voyage.

2243. Was that in peace or in war?—During the present peace. I have only commanded ships since 1817.

2244. What would be the insurance during war?—Twelve guineas per cent.

2245. Do you know whether the Americans introduce, by smuggling, articles into consumption in China?—I have not seen it, but I have not the least doubt of it.

2246. Do you think they could supply that market with benefit, by means of smuggling, which the Company do not engage in?—Under the shadow of the Company, I think they do often.

2247. Do you mean that the Company assist in smuggling?—No, I do not; but they make use of the Company's name. They have not the Company's sanction; but goods are made up, as woollens, in the shape of Company's bales, the Company's marks are on them, and they are passed as Company's bales when they are not so.

2248. Where are the goods unshipped?—At Whampoa; all ships unload at Whampoa.

2249. Have you known any instances, within your own observation, of this practice?—I have seen a bale or two in the Chinese merchants' hong's that had been passed as Company's bales that were American.

2250. That you knew to have been American?—They were pointed out to me as American, and they were not quite correctly marked, and I have not the least doubt that they were American.

2251. Is it the general practice with the Americans to dispose of their outward investments and manufactured goods with a view of smuggling into China,



China, and by whom are they smuggled?—I am not aware that the Americans smuggle cargoes into China. They trade openly like other traders to China, except in opium: opium is a prohibited article. But I am not aware that the Americans are under any necessity of smuggling.

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2252. Do they not dispose of their cargoes to the Hong merchants, who smuggle them?—I am not aware of that.

2253. What did you mean by stating that the Americans smuggled under the shadow of the Company?—If I made use of the word smuggle, it is perhaps stronger than I am entitled to use. I do not mean that they evaded the duties in China, but that the parcels were made up in the shape of the Company's goods, and sold as such when they were not so.

2254. Are you aware that woollens sent out by other ships are not of the same quality as the woollens sent out in the Company's ships?—There is not that care and attention: they are often Company's rejected goods that are taken out by individuals.

2255. How do you know that they are not so good?—By seeing some of them opened sometimes, and knowing that goods that have been rejected have been offered to me as a merchant, and the same goods I have known to have been sent out.

2256. Can you state the year when that occurred?—It is not confined to one year.

2257. Can you give the Committee any instance of it?—In 1819, in 1821, and in 1823.

2258. Were those goods offered to you at a lower price than the Company had stipulated to give?—Being rejected by the Company, they were thrown back upon the merchants' hands, and they were willing to sell them for what they could get.

2259. Was the merchant who offered them to you in England?—Yes.

2260. Do you believe that the goods rejected by the East-India Company afterwards find their way to China, and are sold?—I have not the least doubt of it.

2261. Are you aware whether they are sold for less than the Company's goods?—Some I have known sold equal, without the bale being opened, with the Company's mark.

2262. How can they have the Company's mark if they were not exported by the Company?—To a Chinese it would appear to be the Company's mark; there is a heart and 4; instead of a V there is an I, there is a C or an L instead of an E; but to the Chinese the English characters are unknown, and the appearance of the mark is the same to them, though not really so.

2263. So



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2263. So that they have not the Company's mark in reality?—No; but it is what, at a short distance, a European would take to be the Company's mark.

2264. With this facility of imposition, is the Company's mark of any great importance in the Chinese market?—It is a guarantee to any bale that has the mark upon it.

2265. If an imitation can be so easily effected as to impose upon the Chinese, can the real mark be of any great importance in the Chinese market?—Experience may prove that they are mistaken in this mark, and they may begin to analyze it. I am speaking now of the early part of the time when they took it for granted that it was the Company's mark.

2266. Have the cases of deception to which you allude been numerous?—If one or two came under an individual's observation like myself, who had a great deal to attend to, I think they must be numerous.

2267. If they are numerous, what importance can you attach to the Company's mark?—I myself, as an individual, attach every importance to it, and those who are in the habit of dealing with the Company know it.

2268. You attach importance to it because you are able to distinguish the genuine mark from the forged mark; but with respect to the Chinese, whom you have stated as being incapable of making that distinction, what importance can they attach to the Company's mark?—They take them all to be the Company's mark, and they are taken up the country with that mark on them.

2269. If they are taken up the country with the forged marks as well as the real marks, is there any importance attached to the real marks?—I can only say that they are all taken up as real.

2270. Supposing a case occurred in which the Company's mark, either in reality or in imitation, were not upon a bale, would it pass current into the country?—I think it would be opened.

2271. How many pounds of tea do you reckon to be carried by the ton in a large vessel?—The black tea and the green are different, the green tea being more bulky and lighter; 900 cwt. I think, of black tea.

2272. What difference is made in the freight in consequence of going to India instead of proceeding direct to China?—There is generally a deduction of 30s. per ton for the circuitous route; 30s. are deducted for the double voyage between the two intermediate ports.

2273. Are the Committee to understand that the Company can send a ship loaded with troops to Madras, and thence to China, for 30s. less than sending it direct to China?—Thirty shillings more.

2274. Supposing a ship to sail direct to Calcutta, and another direct to Canton, would there, or not, be any difference in the freight?—The freight to Calcutta would be less than the freight to Canton, because there are



are so many harbour charges in Canton; but what the difference would be I could not say.

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2275. Would there be any other difference than the harbour charges?— I am not aware of any other difference; they are very heavy.

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2276. Do you know the present amount of freight to Calcutta?—I have seen such variety that I can hardly quote any criterion.

2277. You have stated that upon a large ship the harbour charges at Canton would amount to £1 a ton, and upon a smaller ship £2 a ton; will you state what the items would be?—The Chinese measure from the centre of the fore-mast to the centre of the mizen-mast, and from outside to outside; the depth is not mentioned. There is a great space in a large ship between the centre of the fore-mast and the bows; there is also a large space between the centre of the mizen-mast and the stern, which is not measured, and there is a depth of seventeen feet in the hold, whereas a small ship has only about twelve or thirteen.

2278. The difference then arises from the large ship not being sufficiently measured by the Chinese?—There is a greater space unmeasured.

2279. You have stated, that there is a great advantage in carrying on the trade in large ships; supposing that to be the case, why could not the private trader carry on his business in large ships also?—The officers of the large ships are trained up for several years; they sail in the different grades during their various voyages, till the time they arrive at the command; they are better capable of undertaking the responsibility and the care of the concern than an individual put in there at once would be.

2280. Can you state whether the officers of the Company's ships import teas from India to China?—They do in their private investments.

2281. What quantity of tea does a captain import?—He is allowed fifty-six tons upon a ship of 1200 tons.

2282. What is the chief mate allowed?—They are all stated in the book of regulations; I think 103 is the sum total of the commander and officers.

2283. From whom do the officers of the Company's ships purchase their tea?—Generally of Hong merchants, if we can get them.

2284. Do you often find difficulty in getting them from the Hong merchants?—Not a great difficulty; we like that the person who secures our ships should buy our cargo.

2285. Do they often purchase tea from the outside merchants?—I have never purchased tea from the outside merchants. I have heard that officers have done it sometimes for barter, at great risk, and at great loss in quality. When they have returned to China, the person has not been found that they bought the tea from.

2286. Are all the younger officers competent to the management of that transaction?—The duty of their office requires too much attention generally
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for them to engage much in trade; and, as such, generally the commander has paid them a certain sum for their investment.

2287. What does he pay, commonly speaking, for their tonnage?—It varies according to the amount of investment in China, and the difficulty of remitting home, from £20 to £40 a ton.

2288. Has it ever been higher than £40 a ton?—I have never paid more.

2289. What is the amount of per-centage paid by the Company's officers to the Company?—I do not know: upon the ton it is about 25 per cent.

2290. Was it not larger formerly than it is now?—It was 33 formerly.

2291. When did the reduction take place?—I am not very competent to speak to the time: I suppose ten years. It was previous to my being a commander.

2292. Can you state the amount of the tea annually exported by the officers' privilege?—It varies very much; because an officer that has a large capital cannot afford to invest his capital in tea, because tea embraces but a small sum.

2293. Did you ever know it amount to 2,000,000 of pounds in any one year?—I cannot answer that.

2294. Have you ever had any bad tea delivered to you?—I have always dealt with the Hong merchants, and I have never had any bad tea. I have been very fortunate in that respect. A number of my brother officers, that have dealt with the outside merchants, have suffered greatly from having bad tea.

2295. Will you mention an instance in which an officer has had bad tea sold to him by an outside merchant?—I think I recollect Captain Nairne is one.

2296. In what year was that?—1822 or 1824, I believe.

2297. Where is the tea so brought by the officers sold?—At the East-India Company's sales.

2298. How soon after the arrival of any ship is the privileged tea disposed of?—At the very first quarterly sale afterwards.

2299. Have you ever known any of the privileged teas refused by the buyers?—None of my own; and, speaking personally, I know of none. I have heard of others, but I cannot speak to individual cases.

2300. You cannot then speak of the extent of it?—No.

2301. Do you consider that privileged tea is of better or worse quality than what is purchased by the Company?—We are very often glad to take what the Company has rejected, and I think the tea is a grade lower.

2302. Does it sell for less in the sales at the India-House?—Sometimes we buy it in smaller boxes, and that is an advantage; but I think, generally speaking, it fetches rather less than more.

2303. Do



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2303. Do you deal entirely yourselves, or do you deal through the Company's Factory in China?—Entirely ourselves.

2304. Could you state, upon an average of your several voyages, what profit the tea so imported by privilege has given?—The last voyage I gained but little or nothing by the tea; that is, if I reckon the dollar at 5s. The dollar is considered as current at 5s. in Canton, though it is worth only 4s. 1d.; but if we make it 5s. home, we consider ourselves fortunate. We sell our outward investments by the dollar at 5s., and then if we get our money home at 5s. we consider ourselves fortunate. This last time I scarcely did that.

2305. If the dollar is worth 4s. 1d., and you get it home at 5s., is not that getting a profit of nearly 25 per cent.?—Then we reckon the same upon the outward investment upon the dollar when it is not so.

2306. Then, in reality, taking the pound sterling you disburse, and the pound sterling you realize, what is, upon an average, the profit of the privileged trade?—If it is 10 per cent. upon the money invested, I consider that a very good return indeed.

2307. Have the woollen goods you took out been profitable or not?—By no means; I have lost by them.

2308. Were the goods that you lost by the rejected goods of which you spoke?—Some were.

2309. Are the rejected goods of the Company commonly to be bought in London?—I think they may be.

2310. What is the sort of tea that the Company's officers generally bring over?—It varies according to the individual's choice.

2311. Is it commonly tea of the lower price, or of the higher price?—Lately it has been the lower price: some time ago it was rather in the highest priced teas; but people do not buy the highest priced teas now.

2312. When you say you are content with 10 per cent. profit, what allowance do you make for the freight in that?—If I purchase freight, I reckon that in as charges of merchandize; if it is my own privilege, I do not reckon it.

2313. How do you reckon it?—I reckon it in the privileges and allowances of the voyage.

2314. So that, even including your privilege of freight, still your voyage does not give you more than 10 per cent.?—I am speaking of the bringing the tea home. If I speak individually, I have been more fortunate than perhaps I deserve: there are other individuals who have suffered, and perhaps lost money by it. I should say the average does not admit that.

2315. You mean to say that, according to your judgment, and what you have heard from your brother officers in the same trade, 10 per cent. is as much as is made home, throwing in the freight for nothing?—Yes, I should



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think it was. If I brought forward unfortunate instances, there are several commanders who have gone there four or five voyages, and they are bankrupts from having been unfortunate in their trade. I should think that where one man has succeeded, five almost have failed in making that.

2316. Notwithstanding they had a great portion of the freight for nothing?—Yes.

2317. How comes it that the Company, paying a very heavy freight, make a very profitable trade with China; while their officers, who do their own business, getting the freight for nothing at all, should make it answer so ill?—We have a large accumulation of goods sometimes in China that we are glad to sell; and there is a difficulty in remitting our money home. We have more capital, generally, than we can put in our privilege, therefore we are very glad to select those articles in which we can invest the greatest sum.

2318. You have stated that the average freight of ships is from £20 to £23; are you aware that there are ships now employed by the Company receiving £27 a ton.—I am not aware of it.

2319. You have commanded one of the Company's own ships?—I have.

2320. How many ships have they?—Eight.

2321. Are you aware what is the rate of freight per ton, out and home, on the Company's own ships?—No, I am not aware.

2322. Do you suppose they sail cheaper than they could be contracted for?—I am not prepared to answer upon that point.

2323. You have stated considerable losses which have been suffered by commanders of those ships; can you state whether, upon a voyage to China, a commander of a Company's ship is not expected to make from £10,000 to £20,000?—I have heard of such things, I do not believe them; I had no experience to that extent myself.

2324. Have you never heard that £30,000 have been made?—I have heard of men speculating in a particular article, by which they were either ruined or made; but I do not consider that a criterion of the general merchant.

2325. Could you give the Committee any idea of the average of five voyages?—A double voyage is considered a great advantage, from the circumstance of getting passengers, and turning our capital three times; and, generally speaking, I should say, if a commander were on those voyages to clear £5,000, I think he is a very fortunate man indeed: but I should say there are many that do not make that.

2326. Then you mean to say, that upon the average of the Company's larger ships, as far as you know, the commanders do not make £5,000 a voyage?—I should think not. We are traders singly upon our own capital, and perhaps we are not very communicative about it; but that is the impression upon my mind.

2327. Have



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2327. Have you been from Bombay to China?—I have.

2328. What portion of the freight are you, as commander, allowed from Bombay to China?—Two-fifths of the ship.

2329. How many tons will that be in a 1300 ton ship?—About 500 tons.

2330. What is the rate of freight per ton you receive upon cotton?—There is a deduction on the part of the Company of £2 per ton from the privilege allowed to the commander. I have been very glad to get a little freight, if I could, to fill up this privilege; but, generally speaking, I have lost by the cotton from Bombay to China.

2331. What is the highest freight you ever got per candy?—Thirty-two rupees. The Bombay rupee is only worth 1s. 8d. to 2s.

2332. That is about 64 rupees a ton?—About that.

2333. That would leave, after the deduction of £2 per ton, £4 per ton profit, which on 500 tons would be £2,000?—Yes; but to get a little freight we are often obliged to buy cotton, so that I have had half freight and half purchases: the latter I have lost by.

2334. Is that every voyage, or only occasionally?—I lost two voyages out of three.

2335. How do you account for commanders being so very anxious to obtain double voyages when they lose by them?—There are more opportunities of gaining.

2336. Is not a double voyage the first object to be obtained from the court?—No doubt it is, because it gives you three opportunities instead of one.

2337. But, in your opinion, they are very often attended with loss instead of gain?—I know it.

2338. You have stated certain advantages which a large ship had in the China trade; do you consider a 1200 ton ship more convenient to go up the Canton river than a 500 or 600 ton ship?—The Company's class of 1200 ton ships are fully equal; they are handy and manageable, and I have never known any accident happen to them in going up. I have gone up sometimes without a pilot.

2339. Does not a 600 ton ship load entirely at Whampoa?—She would do it; but as they have to pass the bar, they often take in their water and provisions below. A large ship could do the same, but it is not prudent to do so. I have known them fill up at Whampoa, with the exception of the stores; but, generally speaking, they go with a light draught of water, to avoid risk.

2340. Do you consider it any disadvantage in a large ship not being able to load or unload at Whampoa?—It is very trifling; I think the difference is not to be mentioned. A ship could, if she chose, take her entire cargo in there. I have gone over that bar, having twenty-five feet water: our ships,



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when they go down, at the utmost draw twenty-one or twenty-two feet, so that there are three feet to spare; but lest there should be any stoppage, it is not considered prudent to load till after they have passed the bar.

2341. Since you have been trading to China have you not seen a class of very large country ships at Canton?—I have seen several ships that were afterwards in the Company's employ.

2342. Are you not aware that the practice now is to use smaller ships, and that they now employ 500 to 700 ton ships?—There are several of the larger ships that have disappeared from the market.

2343. Are you aware that the Americans had one or two ships of 1000 or 1200 tons to China for a few voyages?—I recollect one.

2344. Are you not aware that they have also given up that practice?—I am not aware of that.

2345. Did you never hear in India the reason why the builders and merchants in India have reduced the size of ships trading to China?—No, I have not heard it mentioned.

2346. You do not suppose, then, that it is owing to the large ships being found inconvenient?—I have never heard so. From all I have seen, they like the larger ships; I never heard any objection to them.

2347. Have you any doubt that if they found it more profitable to use larger ships than smaller ships, the use of the larger ships would have continued?—Whether the demand for produce was the occasion of their being smaller I cannot say.

2348. Would not the demand measure the profits?—I should think every individual is guided a good deal by his own speculations.

2349. If the majority of individuals have abandoned the larger ships for the smaller in this branch of trade, have you any doubt that they found it more profitable to use the smaller?—I can only judge by my own experience; I am speaking of the advantage of the large ones.

2350. Were you ever on board any of the ships that had been freighted to take teas to North America?—I have seen them, but I have not been on board of them.

2351. Of what size are they?—About 500 to 600 tons.

2352. Do you know what freight is paid?—I think that the two last ships were 600 tons, the Lord William Bentinck and the Kennaway: they were taken circuitously, and they returned by way of China. I think they were rated at ten guineas per ton home from China.

2353. Then it appears that the Company are freighting ships at £23 a ton, and the other ships are going at ten guineas?—The breakage and damage is very great in small ships; £23 are out and home; ten guineas merely from China to America.

2354. Have



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2354. Have you ever seen any return of the amount of breakage and damage in small ships of 500 or 700 tons, as compared with that of your larger ships?—No. In the *Waterloo's* cargo, that I commanded for four voyages, the average had not been ten chests a voyage out of about 14,000. In a smaller ship I once was an officer, in the old *Britannia*, and there the damage was very great; she was a 770 ton ship of the old class; the damage was from breakage, and the small space that there is to stow the tea cargo in. The less the tea cargo is removed the better; and in our larger ships the tea is placed immediately where it is intended to remain for the voyage. In a small ship the boat comes alongside with 500 or 600 chests of tea that must be taken out of the boat; it is placed upon the deck ready for stowage, and it is frequently moved five or six times before it is stowed away.

2355. Then the damage arises from their taking the boat alongside, and not keeping it there till the cargo is properly stowed?—They must not keep it alongside longer than the day, except at an extra charge.

2356. What is the ordinary size of the boats that carry them?—About 500 or 600 chests.

2357. Then one considerable advantage of the large ships is the facility of stowing rapidly the tea taken on board?—It is very great indeed.

2358. Are not the owners answerable for the damage?—I believe they are.

2359. How does it signify to the Company, if they get the quantity of tea they send home and the owners pay for the damage?—It is advantageous to the Company to have their teas home, and it would be a great loss to the owners. If it exceeds £3,000 the damage comes upon the Company.

2360. Are you aware that in the large ships the damage ever amounts to £3,000 in one cargo?—I have never heard, except by accident.

2361. Have you ever heard of any such proportion of damage in any of the small ships that have brought tea, having gone circuitously by New South Wales?—I have merely heard indiscriminately, that the damage was greater in the two small ships that I spoke of, the *Lord William Bentinck* and the *Kennaway*, but I had not the precise quantity.

2362. Why do the Company give £20 or £23 a ton for one ship, when they can get another for ten guineas, and when the damaged tea is paid for by the owners on coming home?—When the Company open tenders for ships, the lowest tender is taken, I suppose: if they could afford to sail them lower, they would tender lower.

2363. Are you not aware that that depends upon the conditions offered by the Company as to the equipment, of the number of men, the number of guns, and the quantity of stores?—Certainly, I am aware of that.

2364. Is it not the case, that the ships which you have stated to be freighted at £10 from China for the North American colonies, have the advantage



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advantage of taking what freight they are able to New South Wales, or any intermediate voyage?—I suppose that in their calculations they reckoned up what they expected to make in their intermediate voyage, when they made the tender for coming from China.

2365. What proportion of freight do you think a ship would earn on such a voyage?—I am not prepared to say; I have not made any calculation that bears upon that.

2366. Would the Company hire a ship to go direct to Canton and come back to America, at the freight which you have stated of £10 a ton, supposing that she gained upon the outward freight?—I am not aware what the tenders of the Company were. I have now been retired from their service about four years, but I believe they have been reduced nearly every year.

2367. Have not also ships bound on such voyages the advantage of freight from North America to England, or any other ports?—No doubt that enters into the calculation, because several of them have brought timber home; but I cannot speak of that, having no local knowledge of it.

2368. Do not those intermediate freights operate so as to diminish the charge of freight from China to North America?—What calculation the owners make I am not aware; but, of course, they calculate those advantages when they put in for the lowest tender.

2369. Are they not advantages which enable a ship to be hired at a small rate?—If I could get £2 per ton from America, of course that I should reckon an advantage exclusive of the tender I made to the Company.

2370. Is not any voyage which those ships may make in their return to America entirely a new voyage, and may not a ship returning to England just as well take into her calculation any new voyage she may undertake either to America or elsewhere?—I think she reckons in every advantage during her voyage, from the time she leaves England till she returns again.

2371. Having made one voyage, is a ship-owner entitled to calculate any subsequent profitable voyages which the ship may take, totally unconnected with the voyage in question?—They may enter into specific agreements to take teas from China to America at so much a ton, and the remainder of their voyage is entirely at their own command.

2372. Are you aware that the Company have three classes of equipment for their ships; the full equipment, which is called the Company's regular ships; the second equipment, which consists of ships taken up after their voyages are out; and the third equipment of smaller ships taken up for individual voyages: will you state what constitutes the difference of those classes as to equipments, first, for instance, in the number of cables and the number of sets of sails?—I will commence with the *Waterloo*, which was under my command, she carried thirty-six guns; there is room for more, but thirty-



six is the number she carries; in peace she carries 130 men as her complement, and five to cover casualties, and 10 marine boys.

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2373. Are you aware how many she carried in war?—She was built after the war was concluded. I should think she would carry about the same, unless there were some special service.

2374. Then the Company continue the same number of men and guns in their ships in time of peace as they did in time of war?—Just the same.

2375. Do the ships carry their guns in the hold?—It is against all rule and strict orders of the Company.

2376. How many men is that per ton?—One man for every ten tons.

2377. How many suits of sails did you carry?—We have always one quite new, one nearly new, what we call one-third worn, and the other that has been the previous voyage, and is what we call half-worn; there are three complete suits of the principal sails.

2378. How many cables?—We have always two new hempen cables every voyage, and we have lately been in the habit of using an iron cable; there are generally three that have been the previous voyage, and an iron cable, six cables in all.

2379. What number of guns and what number of men do the second class of ships take, those that have gone their voyages and that are taken to go one or two voyages more?—There have been various reductions, and I am not competent to speak to the extent of them; but of some that were taken up upon a reduced scale, the 1200 ton ships were reduced to eighty men, and the officers were also reduced, but I cannot say exactly to what extent.

2380. Were not the stores and other equipments reduced in proportion?—They were; and there was not that attention to the new equipment.

2381. With respect to the third class of ships, from 400 to 600 tons that they take up, are you aware what proportion of men per ton, and of stores, they bear to those you have stated?—I am not competent to answer that question.

2382. Are you not aware that they are considerably lower?—The proportion to China, I should think, on the large ships, would require very nearly ten men per 100 tons; I suppose it would be six men per 100 tons upon some of the smaller ships.

2383. What purpose do you understand is gained by carrying as many men in time of peace as in time of war?—Our voyages are long, and we are not aware what changes may take place between our sailing and our arriving, and we are at all times ready and prepared for war.

2384. Do you mean that the establishment of an Indiaman is the same now as it was in the year 1815?—The same.

2385. Do



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2385. Do you carry the same proportion of ammunition, gunpowder, balls, and so on?—The same.

2386. Have you ever seen any ships in China without any guns?—Not Company's ships, except those that have been taken for one voyage.

2387. Are you aware whether the ships to Canada carry any guns?—I am not aware what guns they carry.

2388. Have you ever known any of the Company's ships captured by pirates?—Never. I was in China as chief officer of the *Grenville*, a 900 ton ship, at the time when Lord Amherst arrived in China, and there was only an American ship there besides ourselves, and I was applied to by an American in a small boat to say that his ship was in a state of mutiny, and that they had taken the ship from them; that the commander was confined; he had jumped out of the stern window into a boat, and he had come to me for relief. I thought the best way was to take a force sufficient to quell them without more resistance, therefore I went with two quarter-boats and regained possession of the ship. I then asked the commander what I should do with the mutineers; he said he wished to have them set on shore. I would have taken them myself, for they were stout men, and only wanted a little better management; but my captain was in Canton, and I could not do it without his permission; I therefore landed them on French Island, opposite Whampoa. That ship could not get secured till those men were taken up to Canton. I should remark, that the Factory thought I had taken rather a responsibility upon myself in setting those men on shore; but I thought that in a case of mutiny I must be guided by my own feelings, and to relieve the ship and the officers from danger was the first consideration, and therefore I only required a letter from the commander, exonerating me from responsibility in what I had done.

2389. Where did you set them on shore?—At French Island.

2390. Will you have the goodness to read the letter?—The letter is addressed to myself, from Mr. Law, the supercargo of the *Lion*, and it enclosed a certificate of two American gentlemen, passengers on board the ship. The letter of the supercargo is as follows:

“Sir:—Captain Champlin will have a declaration addressed to you, and signed by the two American gentlemen who were on board the ship *Lion*, at Whampoa, when the mutiny took place on the 13th instant, and who entreated your assistance (by request of Captain Champlin) to retake our ship from the mutineers, and liberate the officers, together with myself, then confined in the cabin. The facts stated in the declaration above alluded to were all well known to me, and your very friendly compliance with the request of Captain Champlin, in putting us in possession of our ship and landing the mutineers, demands my particular thanks and acknowledgments, which I beg you will accept, and present the same to the officer of your ship who accompanied you. I remain your obliged and most obedient servant, *William Law*, Supercargo of the ship *Lion*. Canton, June 28th, 1816.”

The



The certificate which accompanied the letter was as follows :—

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“We, the undersigned, citizens of the United States of America, do hereby certify to all whom it may concern, that on the 12th day of June 1816, we took passage on board the ship *Lion*, Captain Adam Champlin, of New York, from Macao for Whampoa, where said ship arrived and anchored about two o'clock P. M. on the next day; and that at about four o'clock of the same day, while we were on board, a most serious mutiny took place, part of the crew of said ship refusing to do their duty; and when the said Captain and other officers of said ship attempted to enforce obedience, they were attacked with handspikes and other weapons in a most daring and outrageous manner, and driven from the deck into the cabin, after having received several wounds: thus the ship was in possession of said mutineers. The undersigned during the affray escaped from said ship on board some Chinese boats, and being requested by said Captain Champlin, we went on board the H. E. I. Company's ship *Greenville*, and asked for assistance to regain possession of said ship *Lion*; that accordingly Mr. R. Alsager, chief officer of said Company's ship, with two boats' crews and one other officer, returned with us on board the said ship *Lion*, finding her officers still confined to the cabin and the mutineers in possession of the decks. That said Mr. R. Alsager, by request of said Captain Champlin, and for security of said ship *Lion*, took out ten of the seamen concerned in the mutiny, and set them ashore at French Island (so called), which measure was in our opinion necessary and justifiable in said Captain Champlin, by whose request and particular desire every act of said Mr. R. Alsager was authorized and executed in the most prompt and friendly manner. In witness whereof we now address this testimony to the said Mr. R. Alsager, at the city of Cantou, this 23d day of June 1816.

“George W. Sturgis.—Philip Ammidon.”

2391. What was the name of the ship?—The *Lion*.

2392. How many tons was she?—Between 400 and 500 tons.

2393. How many men had she on board?—I think two or three and thirty; I took ten out of her, and left them on French Island.

2394. Have you ever known any other case of that kind with the Americans?—No, I have not. This occurred in my own knowledge: I have no account of any other mutiny taking place in the river.

2395. Have you ever known any mutiny or disturbance on board any English ship during the time you have been there?—I have never seen one.

2396. Have you ever heard of any American ship having been captured by pirates in the China or Indian sea?—There were one or two small ships seen about Banca or Gaspar a little previous, and not heard of afterwards, and it is supposed they were taken by pirates; and I have seen the wreck of a small ship at Banca, that was said to have been taken by pirates.

2397. Is it not frequent that country ships have been lost in that way?—Not frequently, there have been cases of it.

2398. Do you know the names of the two American ships that you think were lost in that way?—No, they were low ships.

2399. Were they ships trading with China?—I cannot exactly say. The ship



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ship I have spoken of, in which the mutiny happened, was a regular China trader, but I do not know with respect to the others.

2400. Have you any doubt whatever, that the high freight paid by the Company for their ships depends entirely on the large equipment they are required to keep up?—That equipment must be a great consideration with the owners.

2401. What is your opinion, as a seaman of many years' practice, as to the necessity of keeping such large equipments of stores of every kind, judging from your own experience of what were brought back and what were used?—Very often during the voyage I have been able to dispose of stores to meet the ship's disbursements, and I have been very fortunate in my voyage in not meeting with accidents, and therefore I have had a large accumulation of stores on that account to dispose of.

2402. From the intercourse you have had with the commanders of large ships, what is the general opinion you have formed upon that subject?—I should think there is an abundance of stores.

2403. Supposing you were carrying on trade on your own account, would you consider it proper or advantageous to carry such a large supply of stores as those ships are furnished with?—As an individual I might retrench those stores at a risk, and from a feeling that I was not to meet with accidents: prudence would not admit of any very great retrenchment.

2404. Are you not aware that traders going to different parts of India from England go with very reduced quantity of stores indeed compared with the Company's?—Yes, they do. I have seen them sometimes meet with accidents, and then they have bought stores at four times the amount at which they could have got them in the original port. I have been applied to once or twice, as commanding a Company's ship, whether I could spare spars or cordage.

2405. Do you recollect a Company's ship ever having occasion to buy stores at a ruinous price, to repair damages?—I had very great damage when I was quite a junior officer: we were struck by lightning, and the foremast was set on fire, which we cut away, and to replace that foremast we had to pay a large sum.

2406. Are you aware that typhoons occasionally occur in the China seas?—I am.

2407. Have you not known a large portion of the fleet dismasted, and stores of every kind purchased at a great expense?—Lately ships have arrived in China safe; but I was in a typhoon in the Neptune in 1809, and the True Briton went down near us.

2408. Do you consider those accidents?—Yes, accidents that no man can foresee.

2409. Notwithstanding those accidents, do not the present class of merchant



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chant ships go at a much smaller equipment than the Company's do?—I think they go with fewer stores.

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2410. Have you any doubt that they go with one-fourth the quantity of stores that the regular ships have?—I know that small ships in the merchant service take cables voyage after voyage: and if they lie in the tier, well and good; but if they meet with a gale of wind in which they have to ride out, I should rather have a new cable than an old one, and feel grateful for the Company's caution.

2411. Does the quantity of stores affect the insurance?—I think the underwriters have that confidence in the equipment of an East-Indiaman that they never look at them.

2412. Which mode of conveyance is cheapest on the whole, a Company's ship uninsured and at a higher freight, or a private one insured, throwing in the premium?—I can only answer that question as an individual. If trade is not worth an insurance it is not worth following. The Company has a very large concern, and considering the amount of capital that they invest, they are underwriters themselves on their own account.

2413. Are you yourself in the habit of insuring goods in the Company's own ships?—Yes, I always insure full.

2414. What is the premium?—Six per cent. out and home.

2415. Are you aware that the Company took up several ships from 700 to 900 tons for single voyages two or three years ago?—I am aware that they had been taken up, but upon what terms I am not acquainted.

2416. Are you aware that they have discontinued that and taken up a smaller class of ships for the India trade?—No.

2417. Do you recollect in the year 1820, when the ships *General Kyd* and the *General Harris* encountered a typhoon?—Yes, I recollect it, near the coast of China.

2418. Did not they suffer so much damage that they were obliged to obtain stores of every kind?—I know that they required some stores, but I cannot say the extent.

2419. Are you not aware that the greater part of the stores they had on board were damaged during that storm, and that they were obliged to get new stores when they came ashore?—No, I am not aware of that.

2420. Do you speak of the premium of insurance now, or at the time of your last voyage?—I spoke of the voyages during the time I was a commander; I think it is the same now.

2421. Have you ever been on board a man-of-war, and do you know the proportion of stores they take, as compared with the Company's fully equipped ships?—I do not.



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2422. Are you aware that the Company's ships have more than men-of-war?—I should have thought not.

2423. You stated your complement of men to be 135; how many of those men should you consider necessary merely for the navigation of the ship, if you had no armament whatever?—I think the management of the sails and yards, and of the navigation generally, requires that number.

2424. A China ship with thirty-six guns and with 130 men: what force should you say a ship of that description would be able to encounter in case of war; would it encounter a thirty-two gun frigate?—She ought to be equal to repel an attack.

2425. Would she be more than equal to any privateer?—Certainly, of the smaller class.

2426. What did you do with any surplus you might have beyond what you invested?—We were very glad to get bills on England.

2427. Is not the Company always ready to take your money?—Sometimes the treasury is open, at others not: at some seasons I have known it not open.

2428. What exchange do they give you?—The current exchange of the day; the Company's bills are always preferred.

2429. What was the least rate that you took the Company's bills at?—The very last rate I took them at was 4s. 7d. the dollar.

2430. What did that dollar cost you?—I reckoned it at 5s. in currency.

2431. Is that dollar worth 5s.?—No, it is not so; but it is a mode of reckoning it, in the same way as we reckon the rupee at half-a-crown when it is not so. But if I present an invoice in India of goods that I bring out, the buyer says, I will give you 8 per cent. or 10 per cent, and he turns the pound sterling into eight rupees, and he calls it a per-centage upon the eight rupees; whereas, if you want to remit that money home, instead of being 2s. 6d. it is only about 1s. 9d.

2432. What does the dollar actually cost you in London?—It is about 4s. or 4s. 1d.

2433. If the dollar being worth 4s. you get bills of the Company at 4s. 7d. is not that a very profitable return from China?—Yes, but it does not always happen; the last two voyages I had remittances at 3s. 11d. and 4s.

2434. Has that happened to you more than once?—It happened to me the last time I had remittances from China, in 1828.

2435. Have you not remitted dollars at 6s.?—No.

2436. What is the highest rate at which you ever knew it?—I think the highest I ever heard of as an officer was 5s. 10d., it was at the close of the war.

2437. What



2437. What has been the rate with rupees?—It has been 2s. 8d. and 1s. 10d. 8 March. 1830.

2438. Did you ever invest your money at so low a rate of exchange as you have stated, more than once?—I did not invest the proceeds; it was some goods remitted home by bill, and that bill was at 4s.: but sooner than remit money at that price, had I been in China, I should have preferred running the risk in merchandize. *Capt. R. Alsager.*

2439. You have stated that you consider a China ship with 180 men and 36 guns capable of repelling a small French frigate; are you aware that the Kent Indiaman, fully equipped, with 315 men on board, was taken by a French frigate?—The Kent was taken, I think, by surprise; the number of men alluded to were two-thirds military recruits.

2440. What was the size of the Kent?—800 tons.

2441. Do you recollect the circumstance of a French frigate and a sloop of war in 1810 attacking four Indiamen and taking two of them?—No.

2442. Would not a greater risk be incurred by individuals sending home their ships when it suited them, instead of a number of vessels returning home together, as is the case under the Company?—Certainly.

2443. What would be the effect of throwing open the China trade, in your estimation?—It would be attended with very great risk. I could quote one instance that would bear a little upon the question. When I returned from India the last voyage, there was one of the ships that the Company took up for one voyage was sent out to China. The commander was a friend of mine; I gave him a letter to one of the Hong merchants, Moqua, an intimate friend of mine also: he sent this letter up by his purser; it was requesting Moqua to befriend this commander and buy his investment: he said he would buy it from him for my sake; but when the commander came up to Canton he was not in uniform. Moqua said, "Ah! my friend, how is this you are not in uniform?" "No," said he, "I am not entitled to wear it." "Are not you one of the Company's captains?" "No," he said. "Then," said the Hong merchant, "I know Captain Alsager, but I no can take your cargo." He declined having any thing to do with him on that account.

2444. Do the officers commanding the American trading ships wear the Company's uniform?—They are not entitled to do it.

2445. Do the officers of country ships wear it?—No.

2446. Do you consider the Chinese desirous of foreign trade?—I should say decidedly not.

2447. What would be the effect of an increase of smuggling in the event of the trade being thrown open?—I can hardly say to what extent it might take place.

2448. Is there any limit now to the smuggling that is carried on at Canton?



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ton?—Opium is a smuggled article, but that takes place outside the port of Canton.

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2449. Do you not think that risk would be incurred with respect to the regular trade in the event of a great increase of the smuggling trade?—I think that would lead to riot and disturbance, which would put a stop to the trade altogether.

2450. Do you believe that the Chinese are aware of the nature of the East-India Company?—I think they have the highest confidence in them, and they think them superior to any other power that they have intercourse with.

2451. Are they aware that they are the governors of the adjacent territory?—I think I have heard of their reluctant acknowledgment that they are aware of their vicinity, but it is so vague that I could not speak to it.

2452. If you had capital sufficient to undertake a voyage to China in a ship of 1200 tons, the cargo being entirely your own, and the freight to be £22 a ton, should you expect, from your knowledge of the trade, to obtain a profitable return, or to lose by the adventure?—It is an enormous concern for one individual to undertake; it is far beyond my calculation.

2453. You have stated, that if the trade was thrown open, you think it would soon be entirely interrupted, in consequence of the disorders that would take place; have you ever known the trade to be interrupted between the Americans and the Chinese?—In the business of the Italian sailor it was.

2454. How long was it interrupted?—I think the Americans got tired of it in about six weeks, and gave up the man.

2455. Have you ever known the trade been interrupted by any differences between the Company and the Chinese?—Yes; in the business of the *Topaze*, a man was killed by the frigate, and they looked to the Company to give up the men from the frigate that had committed the murder.

2456. Was it interrupted at all in the year 1814?—I recollect there were circumstances which kept the ships at Lintin a long time, while the Factory had disputes with the Chinese government.

2457. Do you know how long the Americans have carried on trade with Canton?—I cannot say. I recollect the Americans as long as I have been in the habit of going to China.

2458. Is not the country trade with Canton more extensive than the trade carried on direct from England to China?—If it includes the Company's ships, I should think it was.

2459. Exclusive of the Company's?—I am not prepared to say. The trade is very extensive, no doubt.

2460. Has that trade ever been interrupted?—I do not know that it has; but the Lascar is much more under control than a European sailor.

2461. Are



2461. Are those ships manned by Lascars, commanded by Europeans?— 8 March 1830.
They are.

2462. You have stated that the Chinese are a people eminently adverse to trade?—I think they are adverse to all innovation and all alteration. *Capt. R. Alsager.*

2463. Do you know whether they trade with Sincapore?—Lately one or two junks have been down there; but whether it is with the western part of China, or whether it is Amoy, on the eastern part, I cannot say.

2464. Do you believe that the trade with Sincapore by the Chinese vessels has been confined to one or two junks in a year?—Sincapore is a very infant settlement, and I think was scarcely known to the Chinese more than four or five years back; and the junks that came in we scarcely knew where they came from, because, if you include all the coast of Cochin China, there may be numbers, but from China I scarcely know one.

2465. Did the Chinese trade to Batavia?—Yes; I think about two junks in a year.

2466. Did they trade to Siam?—I cannot say: we often met with them in the China seas.

2467. Did they trade to Malacca?—I think I have seen two junks in the Straits of Malacca sometimes; but to what extent the trade is, I cannot say.

2468. From what do you infer that they are a nation adverse to trade?—Merely from intercourse; whatever is new to them they set their faces against.

2469. Do they set their faces against those articles of European manufacture or produce which they stand in want of, and which can be furnished to them cheaper and better than the productions of their own country?—I should think the Chinese demand for European articles is on a very small scale.

2470. Do they set their faces against dollars?—It is not customary for them to do so.

2471. Are not dollars an article of trade?—I can hardly call money an article of trade.

2472. But of course, adverse as they are to trade, they do not expect to get the dollars of Europeans or Americans without giving something in return?—Certainly not.

2473. Then they are capable of understanding the benefits of trade, and of adopting them?—Yes; but they like trade in the old ways better than the new ones.

2474. Do you happen to know whether any of the junks that came to Sincapore ever brought tea?—I do not know that.

2475. You have stated that there was an interruption to the trade on the occasion



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occasion of the affray between the crew of the *Topaze* and the Chinese : are you aware whether the trade was suspended upon that occasion by the supercargoes or by the Chinese ?—By the Chinese government.

2476. Are you not aware, that upon that occasion the Chinese government addressed a communication to the commodore of the Company's ships, stating that if they would withdraw themselves from the influence or control of the Select Committee, the Chinese would trade with them, and give them goods, and carry on commercial intercourse with them ?—The Chinese did attempt to set the commanders against the Company, to divide the interest ; but we said, we are entirely under the orders of the Select Committee, and must attend to them.

2477. Was not the purport of the communication with the Chinese sent upon that occasion, that they were willing to trade with the ships if you would withdraw yourselves from the control of the Select Committee ; in fact, that they would throw open the trade, and give you cargoes and receive your goods ?—I think it was only a trial to see how far they could divide the English authorities there.

2478. In point of fact, did they not offer to trade with the ships independently of the Select Committee, if you would withdraw yourselves from the control and influence of the supercargoes ?—I do not think it extended so far as that ; it was a little inquiry to know whether we would act without the authority of the supercargoes, and finding that we could not do it, they ceased immediately.

2479. Did they not state, that if you would act without the supercargoes they would agree to trade with you ?—I think not as far as that.

2480. Did not the communication convey a disposition to deal with you upon the terms mentioned ?—I think it was merely a trial, without any sincerity, to divide us. I cannot say what was the purport of the communication.

2481. Can you state how many tons bulk the spare stores taken out in the Company's regular ships would occupy ?—Water is the most bulky article.

2482. The question refers to cordage and sails, and every thing else except water ?—The actual room that they occupy is very small ; it is in the lazaretto, from the foremast to the bows. If the object of the question is to ascertain how much cargo less is brought home in consequence of those stores, the stores are put where no cargo is permitted to be put ; they are put in the bows of the ship, in the orlop deck, where tea would be liable to damage.

2483. Then you mean to say that the cordage and sails, and all the valuable stores, are put in a place where cargo is not permitted to be put ?—It is.

2484. Are you aware that some country ships have gone from Bombay to China



China manned entirely with Europeans, and traded there without any interruption whatever?—I was not aware of that.

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2485. You have stated that large ships have a great advantage in the port of Canton, with reference to the tonnage dues, from the mode of measurement being such as to leave large spaces at each extremity unmeasured; are those spaces which are not measured larger in proportion to the spaces which are measured in a large ship than they are in a small ship?—They would be in proportion to the entire body of the vessel.

2486. Does not the space which is measured, that is, the distance between the centre of the foremast and the centre of the mizenmast and the extreme width, increase in the same proportion as the spaces which are not measured, according to the size of the ship?—No doubt; but then the depth is not reckoned at all, and therefore there is a gain upon the depth.

2487. Is not the mode of measurement such, that the tonnage upon which the Chinese calculate the duty is as much larger in proportion in a large ship as it is in a smaller ship?—Certainly it is.

2488. Then is not the result the same upon a small ship as upon a large ship?—No; because, as I said before, it is a mere superficial measurement, and the depth is not reckoned, where there is a gain of seven feet, and the two extremes are not measured also. The calculation is made only upon the part that is measured, which upon a ship of 1300 tons is about 4,000 tales, and on a 500 ton ship about 3,000 tales.

2489. What effect, in your opinion, would the opening of the trade have, supposing the Company's trade to remain as at present, upon the supply of tea, both as to regularity, as to quantity, and as to quality?—The supply of tea would be regulated in a great measure by the demand.

2490. Would the quantity of good tea be as great in that case as it is now, or greater or less?—I think a large demand would lead to the manufacture of a deteriorated article; and I think the Company would always have the preference of whatever was in the market.

2491. You think the Company would always have preferable means of purchase, whatever might arise, as long as they were purchasers?—I do.

2492. How do you account for the smuggling having increased, of late years, very much, with all this protection on the part of the Company?—I am not aware of any smuggling at all that has taken place in the Company's service; all that I know of is outside the port, where ships are sailing amongst the islands, and their general trade is opium. I am not aware that there is any smuggling whatever in any other article.

2493. From what you know of the Chinese, do you not think they would be disposed to sell to the highest bidder. Supposing the trade to be open, and that Englishmen could go there as well as the Company, would they sell to the Company cheaper than to any body else?—I think the Company would have the best article offered them at a certain price.



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2494. You think competition in the market would not affect the price?—I think a large would, as in general merchandize I think it does.

2495. If the demand for good teas increased by opening the trade, do not you think the supply would be increased in proportion?—I think it would open the door to a great deal of deteriorated article; how far the growth might be increased in the interior I cannot tell.

WALTER STEVENSON DAVIDSON, Esq. called in, and examined.

*W. S. Davidson,
Esq.*

2496. Have you resided in Canton as a merchant?—Yes, I have.

2497. Will you state to the Committee, when you went there, how long you staid, and in what business you were employed?—I first of all visited China in the year 1807, but staid merely that season; I returned to settle there in the year 1811, and I finally quitted it in 1822.

2498. Are you a British subject?—Unquestionably; I am a native of Scotland.

2499. How were you allowed to reside at Canton as a merchant, not belonging to the Company's establishment?—I resided there as a naturalized Portuguese subject, and I obtained that naturalization for a space of 100 years and upwards. I received it by favour from the King of Portugal; I paid nothing for it.

2500. Would you have been allowed to remain as an English subject, unless you had been naturalized or under some other flag?—Unquestionably not. So far from it, when I obtained the letter of naturalization I wrote to the then Court of Directors, informing them that I had got such, but that I still wished to proceed out in one of their ships to China, and they replied to me that they could not think of permitting it.

2501. Did they attempt to prevent your residence there when you appeared as a Portuguese subject?—Never; nor had I ever occasion to appear as a Portuguese subject: and for obvious reasons, I never sought to do so.

2502. Will you state in what character you did appear?—I never was, from the commencement of my residence to the termination, desired to state in what character I appeared.

2503. Was it not known that you had been naturalized as a Portuguese?—Perfectly notorious on the spot.

2504. Do you not believe that it was on that account you were allowed to remain?—Entirely.

2505. What was the firm of your business?—The firm of business, when I joined it, was Baring & Company; it afterwards became Molony, Roberts, & Company, and afterwards W. S. Davidson & Company.

2506. What Mr. Baring was it?—It was Mr. George Baring.

2507. Was he a member of the Company's Factory there?—No, he was not; he had previously resigned the service, and resided in England.

2508. Had



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2508. Had he been in the Company's service?—He had.

2509. Who were associated with you?—Two other Company's servants, Mr. Molony and Mr. Robarts.

2510. They were then belonging to the Factory?—They were.

2511. How long had they been established as agents at Canton?—The house existed for many years before. The earliest member of it with whom I am acquainted is Mr. Fitzhugh, now in London, the present Lord Strathallan: Mr. Henry and Mr. William Baring, the brothers of Mr. George Baring, also belonged to it.

2512. In what year did you join them?—In 1811 I went out.

2513. What was the business they carried on when you joined them?—Agents in all articles the produce of India, but chiefly cotton and opium; certainly opium and cotton formed nine-tenths of the business.

2514. Then it is presumed that the Factory knew perfectly that you managed the trade in opium?—That will require a little explanation. I mentioned that I was in China in 1807, during which time I became acquainted with all the members of that firm: in consequence of which, upon the East-India Directors depriving their servants of the power of carrying on the opium agency, they invited me to go out to China to manage it; and the *bonâ fide* understanding was, that every dollar that was derived from the opium agency should go into my pocket; and every dollar that was derived from the cotton agency, which was still legal and allowable, should go into theirs.

2515. How long had the Company allowed their servants to be opium agents?—As well as I can recollect, the East-India Directors had capriciously changed their regulations two or three times; I cannot say precisely.

2516. Did they change them after the time of your joining the house?—Yes. They afterwards deprived them of the power of acting as cotton agents; or rather, they desired that instead of certain parties, who then acted as cotton agents, retaining it, it should be carried on by them, or others of their servants, for the benefit of the whole Factory. Mr. Molony and Mr. Robarts declined to take it on that footing, alleging very properly, that as they were very often obliged to remain at Canton during the hot season to attend to the business, when the others were amusing themselves at Macao, it was not fair; and it was upon that occasion that the house assumed my name, and all the business fell into my hands.

2517. Did any of those Company's servants continue partners with you in any portion of the business?—In nothing whatever.

2518. During the time you remained, did any of the Company's servants afterwards act as agents for any business?—Never afterwards, till 1822, when I quitted the country, and I have every reason to believe not since.

2519. How many factories existed in Canton during the time you were there?



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there?—There was the English; the American had a consul, not a company; the Dutch had supercargoes, and they had a factory also.

2520. Had the Dutch Company a monopoly?—It had ceased to be a monopoly, because the Company ceased to operate at the time of the war of the French Revolution. The Spanish also had a factory and a factor, but he resided almost entirely at Macao, as agent for the Royal Philippine Company. There was the Swedish, they had no business, and the consul of which, Sir Andrew Ljunstedt, resided at Macao. The French, Prussian, Austrian, and Danish had been formerly known there, but there were no consuls excepting nominal ones. In one instance they were British subjects who were the consuls. Messrs. Magniacs, I think, were the Prussian consul and vice-consul.

2521. Have any partners of that house lately come home?—Yes, the chief partner is in this country now, Mr. Hollingworth Magniac. There was an Austrian factory, but it was during my time always let to captains of the Company's ships or others; and I think there was a hong called Danish. The difference between a hong and a factory is, that a hong comprises several places of residence.

2522. Were there any other Englishmen under foreign flags residing at that time in Canton, besides your own house and Magniac's?—In the course of my residence I admitted a partner, who was the Sardinian consul.

2523. Was he a partner with you?—Yes, he became so, and is now at the head of that house, Mr. Dent.

2524. Did you trade on your own account, or act as agent, during the time you staid there?—I did both.

2525. Will you state to the Committee in what manner you managed the sale of the opium consigned to you as agents?—Nothing was more simple. The ship on board which opium was lay generally at Whampoa, at that time, about twelve miles from Canton. The parties who purchased opium of my house paid the money in Canton, and so soon as it was ascertained that the silver was good, which was done by shroffs I had for the purpose, they received an order on the officer to take the opium out of the ship. The purchasing parties then went down, generally under the colour of night, and took the opium out of the ship; that is to say, broke open the chests and threw the opium into bags, leaving the chests on board, because they were not so handy for their boats.

2526. Is it within your knowledge that they obtained any orders or made any preliminary arrangements before they could go on board for the opium?—Decidedly. As far as general report and general belief, they always had an understanding with the Mandarins previously to taking opium out: that is to say, they required to know how much money they should pay them on each chest; and when this money was paid, those persons, it was always understood, gave orders that they should not be molested.

2527. Was



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2527. Was it known in Canton that those ships had opium on board, although the article was contraband?—It was quite notorious to all the parties.

2528. Was it known to all the authorities?—I cannot say that it was known to the Fooyuen or the Hoppo, but I do not doubt it.

2529. Have you ever known any attempt to seize the opium on board of a ship lying at Whampoa?—I never heard of such a thing.

2530. Have you ever known more ships than one lying at Whampoa with opium?—Many.

2531. Where did they lie at that time; was it between Danes' Island and French Island?—Near both. They generally chose the most quiet and sequestered spot; because, as their anchor was likely to be down so much longer than any other vessel, it was desirable that they should be out of the way.

2532. Are you aware that the custom-house authorities invariably appointed boats to watch those opium vessels?—Certainly.

2533. Then your opinion is, that the smuggling of opium was with the knowledge of the authorities there, and you never knew of any interruption to it?—I have known interruption to it, but I have never known any difficulty on board the ship.

2534. What difficulty have you known out of the ship?—I have known periods when the demands and extortions of the Mandarins were so high that it was not possible to sell opium.

2535. Notwithstanding that, was any attempt ever made to seize the opium on board the ships?—Never, that I knew of.

2536. When ships arrive at Canton containing opium, in what way is the cargo entered?—Opium is never entered: every ship bringing opium always brings some other cargo; that other cargo is always the cargo entered.

2537. Is there any additional charge made on ships which lie there, as the opium ships do, the year round?—I never knew an instance; that is to say, I never was obliged to pay, but I have been plagued about it.

2538. How long have you known a ship lie there?—I do not remember any instance of a ship lying above a year, excepting one to my own consignment: she lay much more, and it was about her that I had a great deal of trouble. It was a very unusual occurrence, and would be likely always to give trouble.

2539. Are you aware whether the Hong merchants have any thing to do in the opium trade?—I am afraid some of them have had: I knew one very well who was too ready to deal in it: I never dealt with him myself, because I did not approve of it, but I believe he has dealt frequently in it.

2540. Does that Hong merchant still belong to the Hong?—The Hong merchant to whom I alluded no longer belongs to the Hong.

2541. Are



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2541. Are the Hong merchants changed from time to time?—I have never known them changed, except by death, or bankruptcy, or banishment.

2542. Are you aware whether they pay any sum of money to obtain the privilege of the Hong?—I do not know it, but I have no doubt of it. I believe that nothing is to be obtained in China without paying the authorities.

2543. Have you any doubt that any thing may be obtained in China on paying for it?—There are very few things that may not, I believe.

2544. Will you state generally what the rate of commission on doing business at Canton was in your time?—Generally, in my time, commissions were reduced; and which I believe is the usual practice in all countries where trade is extending, and where it begins very high. On cotton I never knew it below three per cent.; on opium I knew it five per cent., and it became three. There were many parties in China who did business on much smaller commissions than this. My house made a rule of never doing so, by which means we lost a great deal of business.

2545. Had you, during the whole time you remained there, ever any trouble yourself on account of being an agent for opium?—I was in a constant sea of trouble.

2546. With the Chinese authorities?—I never had occasion to come into direct communication with the Chinese authorities: I avoided it, because it would have been of no avail.

2547. Will you state what you mean by saying that you were in a sea of trouble; what were the difficulties you met with?—Constant interruptions, owing to the exactions of the Mandarins, which stopped the sales altogether in some instances. On other occasions, after the parties who bought the opium of me had paid down the money and had got their orders, it could not be delivered, and I was obliged to refund, because they could not make their arrangements; and as parties in those circumstances are sometimes very unreasonable, in some instances they wanted me to indemnify them for the profits they might have got, when it was in fact their own government which impeded them.

2548. Have you any means of judging whether the trouble attending the sale of opium is less now, since the ships were removed from Whampoa and stationed themselves at Linting, outside the river?—I should say that I do not believe there is much difference in the trouble, but a vast difference in the anxiety: because, in the one case, they were liable to seizure any day: in the other case, they lie in a spot where they can defend themselves against any power that can come against them.

2549. You mean to say, that the trade, in your time, whilst the ships lay at Whampoa, was more difficult than it is now?—More full of anxiety. There was no difficulty in it; it was a very good business.

2550. Did



2550. Did you ever know of any other articles except opium being smuggled?—I have heard of a great many, but I never smuggled any other articles myself in the import trade.

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2551. With regard to the exports?—In exports I smuggled very largely of silver, because it was a prohibited article as well as opium; and so was tutenague, I believe: and the rule which guided me was, that I would smuggle the articles which were prohibited, but not those upon which a direct duty was laid.

2552. Can you state what was the number of chests of opium imported at Canton in your time?—The quantity varied: on general recollection, I think I may say 6,000 or 7,000 chests.

2553. How many pounds does a chest contain?—I think a chest contains two maunds of 82 pounds each, that is, 164 pounds, or it may be two maunds of 74 pounds each.

2554. What was the average price you sold it for?—I think I have known the price vary from 1,200 dollars to 2,400 dollars.

2555. Are you aware that the trade to China has now increased to 13,000 or 14,000 chests?—So I have heard of late years, and I have no doubt of it.

2556. What was the value of the opium you have stated?—From 8,000,000 to 12,000,000 of dollars, between 2,000,000 and 3,000,000 sterling.

2557. Was all the opium that you received Company's opium, or was there any Turkey opium?—There was Turkey opium.

2558. What proportion to the quantity of Company's?—I am not prepared to say, nor can I find amongst my papers sufficient data to give that conclusion.

2559. You have stated that you smuggled silver, did you ever apply for a chop for permission to export it?—Never.

2560. Do you know that the Company have exported silver?—Yes; I have heard so.

2561. Do you know whether they received a chop permitting them to export it?—I have no doubt of it; I am convinced they would not hazard the doing it without.

2562. What responsibility did you consider to attach to you as an agent, selling a prohibited article like opium?—In a pecuniary point of view, I never considered it was a responsibility that could be valued; nor did I ever charge, or pretend to have a right to charge any thing for it. Personally, of course, every man who resides in China runs a great risk. The government, for instance, as I have stated, knew full well that a ship was at Whampoa with a large quantity of opium; that she was to my consignment, and they might



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might have imprisoned me any day, and said till you pay 100,000 tales you shall not be released.

2563. Did that ever happen during your residence there?—Never.

2564. Did you ever hear of its happening?—Never. I do not think that in the history of the trade there has been an instance of it.

2565. What risk did you consider you ran in smuggling silver?—None whatever, beyond the seizure of the silver, with which they are always exceedingly well satisfied.

2566. Have you known many seizures made?—I have known some, but very few indeed, the parties are so exceedingly expert.

2567. Upon whom did that loss fall?—It fell upon the party for whom it was a remittance to India, either myself or my constituents, as the case might be.

2568. Could that risk become a matter of insurance?—Certainly not.

2569. Have you ever known it taken as such?—I think no European would ever be so foolish to run such a risk. I cannot pretend to say that it has never been made a risk; I never would have run the risk myself for any reasonable premium.

2570. In your time did the Chinese undertake to put the silver on board for you?—Yes.

2571. What rate did you pay them for it?—I bought the silver of them, and they undertook to put it on board. It was deliverable on board, and I paid them sometimes before and sometimes after they brought me the captain's receipt for it.

2572. Then your own risk was at an end?—Entirely; except when I chose to step out of the way and trusted them, which I have often done with all those parties, both in silver and in opium.

2573. Do you mean to say that you sold opium on credit?—Yes, I have, very foolishly.

2574. Then it is presumed your opinion of the Chinese was very good?—It must have been so, when I sold to the greatest rogues in the country an article on credit.

2575. Did you ever make any bad debts in such cases?—Yes, I have.

2576. You stated that some time after you sold the opium, the parties came to you to have the money returned, because they could not get an order for the landing of it; is it an universal practice in getting this article on shore to get an order from the Mandarins before an attempt is made to land it?—I should think by no means. The parties who had my order for the opium, if they could evade the Mandarins, avoided paying them; but generally speaking, I believe, they cannot evade them, and that they find it the surest way to pay them.

2577. Generally speaking, is permission obtained from the Mandarins before



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before an attempt is made to land the opium?—I should think the parties generally pay in order to secure the safety of the opium: but I may be permitted to add, that I should think it very likely, in the case of paying too small a sum, the Mandarins might still seize the opium afterwards; and I should think that the parties, unless they were disposed to pay the full fee, would rather run the risk altogether.

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2578. Is there then any established fee?—Yes, there is an established fee for to-day; but you cannot depend upon them beyond the day, it is constantly liable to variation.

2579. Is there always a price, in the nature of a fee paid to the Mandarins, which will ensure the landing of opium?—Except at such times when their demands are so extortionate that it is impossible to sell the opium.

2580. What is the greatest payment you have known to be made to a Mandarin?—I know nothing whatever of the fine paid to the Mandarin.

2581. You stated that the opium agents are generally watched by boats from the custom-house when the opium is taken out of the ship, with an order obtained from the Mandarins: are those boats generally present?—I believe the system has been, when they have received intelligence from their chiefs, to retire.

2582. Are you not aware that those custom-house boats are moored astern and on the quarter of every vessel?—Custom-house boats are; but I am not aware that the boats whose duty it is to seize those parties are moored there, they are far too weakly manned and armed.

2583. Are you not aware that those boats permitted the opium to be landed?—Decidedly.

2584. Could they prevent it if they pleased?—That does not follow; they may not be strong enough. I have known instances of the Chinese opium boats overpowering all force, where it was a very large quantity, and it was worth their while killing and wounding men; but generally they do not attempt it.

2585. On such an occurrence happening, have you ever known any notice taken of it by the government?—Never.

2586. Besides opium, have not you purchased tea on commission?—My export in that way has been but small. I have, however, done it often.

2587. What was the commission you were allowed on tea?—Three per cent., the same as on cotton.

2588. Generally speaking, did you not buy and sell the different commodities of Canton?—Certainly.

2589. Have you found any difficulty in your dealings, either with the Hong merchants or with the outside merchants?—I very seldom dealt with the outside merchants. I have often found difficulties with both descriptions.



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2590. Did they refuse to sell to you, or refuse to buy?—Never.

2591. What are the difficulties that you met with ; have they refused to pay?—Yes, I have met with many difficulties of that nature, having the misfortune to deal with bankrupts.

2592. What should you say of the facility of doing business in the port of Canton as compared with other ports?—I should say it is greater in that than in any other country I have ever either visited or heard of.

2593. Have you ever sent teas on your own account to New South Wales or any other place?—Not on my own account ; but I have sent them on account of other parties many times.

2594. Did you buy those teas by previous contract, or as you found them in the market?—I have bought them both ways. When I knew that the vessel was coming, then, of course, I would buy them by contract previously ; when a vessel came suddenly with an order, and had to return immediately, I was obliged to buy them at the moment.

2595. As a general rule, then, when you knew a vessel was coming, you would provide the cargo by previous arrangement?—Unquestionably.

2596. Do you not consider that the East-India Company, by having a regular demand for their trade to England, can buy their teas cheaper than a stranger, who goes into the market with only a short time to purchase his cargo in?—Certainly ; the Company buy their teas at great advantage.

2597. Do you think, if your purchases had been large, you would have had equal facilities with the Company?—I think, if my purchases were equally large, I should have equal facility, if I were equally active and intelligent.

2598. Do you consider that the principal advantage which the Company has arises from the great extent of purchases and sales which they make?—Yes, I do.

2599. Are you aware of any other advantage they have beyond their great punctuality and their great dealings?—That seems to me to embrace every advantage that can be possessed by a great trading company.

2600. Supposing the Company to continue to trade there, and supposing the trade thrown open to other Englishmen, with liberty to settle and reside at Canton, do you foresee any difficulties in carrying on the trade at Canton?—I foresee that many may arise.

2601. Will you state what difficulties you anticipate?—I believe that individuals would conduct themselves so irregularly, that they would quickly become embroiled with the Chinese.

2602. Have you ever known, during the time you resided there, any interruption, or any individuals coming in collision with the authorities there?—I think I stated before, that we knew better than to come into collision with the government ; but we have had many grievances.

2603. When



2603. When a grievance occurred, in what way did you apply for the redress of that grievance?—During the whole of my residence I never had occasion to apply for the redress of any; but I have heard the modes taken by other parties, which modes are generally understood to be by going to the Viceroy's palace, with a chop, or letter, stating the grievances; that is to say, a great collection of people, who are of the same mind, and who were generally labouring under a common grievance, forced their way through the city gate and made to the palace; and when they succeeded, as they frequently did, the parties there were very glad to take their letter, and to get rid of them.

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2604. Do you allude to the Company's servants as having ever done that?—No; the Company have the privilege, and a very great one it is, of communicating with the Canton government in Chinese; it was gained by negotiation long ago.

2605. To whom do you allude as having done that?—Persons connected with the country traders; but I remember on one of the most spirited occasions they were headed by a late Chairman of the East-India Company, the Honourable Mr. Lindsay, who got great credit for the manner in which he conducted the business.

2606. Did he head the party as a servant of the Company, or as an Englishman independently of the Company?—Decidedly as an Englishman, and not as a servant of the Company.

2607. Have you ever known any of the Company's commanders joining in these proceedings?—The Honourable Mr. Lindsay was then the Honourable Captain Lindsay, and a Company's commander.

2608. Did you ever know of any of the Select Committee, or the persons belonging to the Company's establishment there, joining in such proceedings?—No, I do not.

2609. Can you recollect the nature of the remonstrance they presented?—I cannot; I was not on the spot at the time.

2610. Was redress given to the grievances?—I think, generally speaking, those petty grievances for which they sought redress in this manner were relieved.

2611. Comparing the time when you arrived at Canton with the time when you came away, do you conceive that, on the whole, there were greater facilities for trade at the termination than at the commencement?—Unquestionably.

2612. Are you aware whether, from what has taken place since you came away, still greater facilities have been afforded?—I have heard very little of the matter since I came away.

2613. What do you consider to have been the cause of that greater facility?—Privileges obtained by the exertions of the East-India Company's Select Committee.

2614. Did that apply to the Americans?—Unquestionably. I conceive
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the Americans and all other foreigners have benefited by those privileges which have been obtained by the East-India Company, and, as I conceive, at the cost of Great Britain.

2615. Are the Committee to understand that in these remonstrances by individual Europeans residing there, that the Company's civil servants ever joined in them or not?—I believe not.

2616. You stated, that you were afraid that disturbances might take place; have you ever known any interruption of the trade of any nation, except that which has taken place with the India Company?—I know the American trade stopped on one occasion, in consequence of a life that was lost, in the case of the Italian sailor Majocci; I do not remember any other.

2617. Then what induces you to say there would be a risk of disturbance, when you know no instance of that having taken place?—Because I conceive the Chinese would very soon deprive you of all your privileges, and the trade would consequently be carried on to the greatest disadvantage; the parties interested there would be dissatisfied, and I think it is not going too far to say, that they would greatly misconduct themselves in the end from cruel irritation.

2618. Have you not said that it was your interest to conduct yourself quietly to avoid collision?—Certainly.

2619. What reason have you to think that other individuals, consulting their own interest, would not act with equal caution?—Because very few had so large a stake as myself. Smaller stakes make people less cautious.

2620. Do you not contemplate, if the trade were open, that the agency business would very much increase, so as to be worth every individual's attention?—It is very possible it might.

2621. Do you contemplate danger as likely to arise, supposing China to remain as it now is with regard to Europeans?—There are now a great many private individuals in China who have much larger stakes than they had in my time.

2622. Do you find that they come in collision with the public authorities?—I should think not.

2623. Do you know Mr. Wilcox, an American merchant, who was there?—Yes, intimately.

2624. Have you ever known him or any of his countrymen come in collision, except in the unfortunate case you have alluded to?—Never.

2625. How often have you known the trade interrupted by the English coming in collision with the public authorities there?—Two occasions I have a vivid recollection of. The first occasion was in 1814; it was the resistance on the part of the supercargoes to an attempt made by the government, in conjunction with the Hong merchants, to make the monopoly which they possess much more close and injurious to the English trade than it had ever been before.

2626. That



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2626. That is, the Chinese authorities were anxious to establish Co-hongs, so as to render the monopoly of the sale of Chinese articles greater?—The nature of it was to give authority to the senior Hong merchants, that they should have a power to control the juniors to fix the prices, and in short, to exercise a very despotic authority over their own body and over the trade.

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2627. If such had been established, do you consider that an increase of the price of teas was anticipated?—I conceive that would have followed.

2628. What steps did the Company take in resisting those demands?—They resisted those demands, by stopping not only their own trade, but all the country trade.

2629. How long did they stop that trade?—As well as I can recollect, I should say about two months.

2630. Have you ever known any interruption by any proceedings of country traders?—Never.

2631. On what other occasion do you recollect any interruption?—On the occasion of the affair of the Topaze frigate, I think in the season 1821-2, an affray took place between the crew of the frigate and the Chinese, in which some of the Chinese were killed and wounded, and on that occasion the Chinese stopped the trade.

2632. Had the Company's own servants any thing to do with causing that?—They were not the cause of it, it was a king's ship.

2633. Did any dispute arise about the price of black tea between the Company's Factory and the government?—I am not aware of that circumstance.

2634. How do you account for king's ships, which of course are better disciplined, and under better command and control than any other ships, having been the cause of disturbance in China, when the country ships have not caused any disturbance?—In the simplest way possible; one party will take blows, the other will not.

2635. Will you explain what you mean?—King's ships going to China, will, of course, submit to no insult whatever; and therefore, so long as they do go to China in the present state of things they must embroil the trade, because I hold it to be quite impossible for any ship to be in China, and in contact with the Chinese, without being insulted sooner or later.

2636. Are the Company's ships ever insulted in that way?—I have often heard of persons belonging to Company's ships receiving insults.

2637. Then they are obliged to put up with the insults as well as others?—Of course. I speak of personal insults, and not such as affect the honour and character of the Company's representatives in China.

2638. Supposing the trade were thrown open, and supposing the Company to exist as a Company without exclusive privileges, and supposing a consul, with



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with a council perhaps on the part of the Crown, with powers to regulate the conduct of every Englishman visiting Canton, can you form any opinion what would be the result as to keeping peace and good understanding with the Chinese, as compared with what now takes place with the Company's present establishment?—Supposing such a state of things to exist at some future period, I should say that, unless judicious and energetic diplomatic arrangements preceded such a change, the British trade would not exist at Canton two seasons without the most violent and serious interruption. My reasons for thinking so are these. The Company possess the twofold character of trading merchants and of a great controlling power: they can temporise, as they have done before; but if the representatives of Great Britain emanated directly from the government of this country, I conceive they would be placed precisely in the same situation as the men-of-war have always been in, that is to say, they would stickle for the honour of their government, and they would not be able to recede from their first demands, by which means the trade would be lost for two seasons at least; many individuals would be thereby entirely ruined, and the country would be unable to reinstate their commercial intercourse with China without incurring a vast cost.

2639. Have you not stated that other Europeans, when aggrieved, have united together to demand redress from the Chinese, and have obtained it?—In insignificant cases: I have stated that to have been done on petty occasions, not on great occasions, certainly. Such an attempt in the year 1814, when the Company made their great stand, would have been as futile as it would be for me to hold up my hand in this city for the purpose of extinguishing a great fire.

2640. Have you found, from your own experience, that the Chinese people are extremely desirous to carry on trade with Europeans?—Unquestionably, but in their own way.

2641. Then it is the regulations of the government that you consider to be hostile?—Entirely so.

2642. You have stated that during your recollection, and as far as you have heard, no interruption has ever taken place with the Americans, who have carried on that trade for many years, except in the case of the Italian sailor; have you ever known any thing of the kind occur with the Danish, the Spanish, the French and Dutch, during the last five years?—Certainly not.

2643. Then are the Committee to understand that you anticipate those difficulties from the supposition that irregularities would take place on the part of the traders there?—That is only a part of my reason, which is correct as far as it goes, but also from the decided disposition of the Chinese authorities to encroach.

2644. Are you able to state whether the number of individuals employed in China by the tea trade is very considerable?—I have always understood so.

2645. Would