



the statement I have seen, the population of the Chinese empire is computed somewhere between 140,000,000 and 150,000,000.

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3554. Do you consider that there are other articles besides those which are at present imported into China, which might, under the operation of a free trade, find a profitable sale there?—Judging from what has taken place in Java, where the Chinese do not differ from those in their native country, I should conceive there are many articles of sale which might be extended.

3555. Can you state to the Committee any instance of the discovery of a new article, or the extension of production of an old one, that has added to the value of the imports into China?—I can state one, perhaps not of great importance, but it would show that there are many others with respect to which the same thing might be done. The large glasses or rummers, which are used in their houses for burning a light before their gods, opposite their front door. I noticed them on one occasion as being made of imperfect China-glass: I asked the Chinese if they would have any objection to British manufacture, if the same patterns were preserved, and they gave me patterns of them, which I brought home and had manufactured at Birmingham. I took them out, and had them sold for a considerable price, and they have since continued to be supplied from different places to a great extent.

3556. You have stated the increased consumption of tripang, has that been an article of late introduction as an import from the Archipelago into China?—Not from the Archipelago; but it has been recently discovered to abound on the coasts of Ceylon and the Mauritius, and is likely to become an article of considerable trade.

3557. Have you yourself dealt in the article?—I have, in the article prepared in the Archipelago; but a year or two before I came home I had a consignment from Ceylon, from a house there, for the purpose of ascertaining its value in the China market, to sell it in short for the China market. It was damaged on the voyage; but some of it had escaped, and I had an opportunity of ascertaining its quality and value, and I found that, in consequence of the imperfect way in which it was prepared at Ceylon, that it was inferior generally to the tripang of the Archipelago, and classed with the lower qualities.

3558. Is there a considerable demand for it in China?—Very extensive demand; the supply has never yet equalled the demand.

3559. Are you aware what the total quantity imported into China in value has been in any one year?—I have already stated it at about 14,000 peculs. I do not know the amount now, because I do not know the extent to which it is sent from Ceylon and the Mauritius; the value of that is about £120,000.

3560. Is the article called tripang the same as beche-de-mer?—It is.

3561. Supposing that any political or commercial transactions should lead



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lead to a prohibition of the direct intercourse between the European powers and the empire of China itself, do you conceive that the Chinese trade, both in exports and imports, might be carried on through the Eastern Archipelago?—I cannot conceive that the Chinese can stop their trade, for the reasons already stated; but that if they did, I certainly think that it might be carried on in that way, perhaps with some difficulty at first, but it would at last, I am of opinion, be carried on as regularly as it is now, in spite of all prohibition by that government.

3562. Have the Chinese at Batavia evinced any jealousy or indisposition to the consumption of our manufactures, or to trading with us?—Not the least.

3563. You have stated that some of the Chinese settlers in the island of Java are agriculturists?—They are.

3564. Do they acquire property in land there?—They do not; they rent land. In the towns they acquire, of course, property in their houses; but in the country they are generally farmers of the land. In the district of Batavia they do acquire land where Europeans are allowed to hold land, but not in the native provinces.

3565. From your acquaintance with the Chinese, and other parts of the East, is your opinion with respect to the Chinese population generally the same as that which you have now stated with reference to the Chinese inhabitants of Batavia?—I was settled in Penang for three years, and I had charge of the pepper plantations of the late Mr. Scott there, which were entirely cultivated by Chinese, and I found no difference in their habits and manners in Penang from what I did in Java or in Singapore, or in any other countries through which I travelled.

3566. You have stated that you had doubts whether they would furnish good tea to the extent of the tea required for the European consumption, and the only satisfaction you had was from what the Chinese told you?—Of course, I could have no other means of obtaining information upon the subject.

3567. With respect to our manufactures being used, as you say, in great quantities in the Archipelago, do not you know that that was owing to the great fall that took place in the price of cotton goods?—Of course I am sensible of that: if our goods were not cheaper and better than their own fabrics, they would never have given them the preference.

3568. Has not that had the same effect in India to supersede the native fabrics very much?—I believe the effect is similar every where. In India, of course, it has had the same effect.

3569. Have you examined the cloths of the two countries, the Chinese and the English, with respect to durability?—I have: I have dealt in them both.

3570. Do you think that the British are preferable in that respect?—

The



The Chinese are more durable, because they can afford to put a greater quantity of the raw material into the cloths; but the British cloths are generally a finer looking fabric, and please them much better. The natives, I believe, if they can get them cheap, are not very particular with regard to the durability.

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3571. If tea was supplied to Europe through the Archipelago, must it not be supplied at a higher price than it could be supplied direct from Canton?—No; the Chinese tell me, that in consequence of lower duties by their vessels, they thought they could supply it cheaper.

3572. Must not there be a trans-shipment?—If they brought the black teas from the province in which they are grown to Batavia, I think they would not be much dearer than they are at Canton.

3573. Do not you know that they cannot bring them from the province in which they are grown?—I know that they cannot legally bring them, but I know that they do bring them.

3574. From what parts of China?—From both parts, but particularly from Fokien, from Amoy.

3575. Did you ever examine the qualities of teas sold in Canton, and those which were purchased in the Archipelago?—Yes, I have.

3576. Do not you know that the black tea which is purchased by the Company at Canton is of the best quality of black tea, and better than any other that can be procured?—I am not aware of that. I know that the Company do purchase the best teas, but I am not aware that they are better than any other purchased in the market.

3577. Have you not heard that they have a right of pre-emption, at least that they have the offer of all the black tea at Canton?—I am aware that they have a preference; but I think there are many chops of good teas that the Company do not get at last, so I have understood. The only pre-emption that the Company have is the making contracts the season before, as far as I understand, which gives them the choice of a great quantity of tea.

3578. Is not that preference given solely by the Hong merchants; are you aware whether the outside merchants give the Company preference?—No; the Company have a selection from a certain quantity of teas, as far as I have understood, but not from the whole of the black teas.

3579. Have you been at Canton yourself?—I have. I was twice there, but it is a long while ago; and except in so far as my observation has enabled me to compare the manners and habits of the people in China with those of the settlers in the Archipelago, of course I would wish to speak with diffidence upon that subject.

3580. So far as your observations have gone, have your observations upon your own visits at Canton been confirmed by what you have seen and heard of



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of the Chinese in the Archipelago?—I was young at the time I was at Canton; but so far as my observations went, I have seen very little difference between the manners and habits of the people in their native country and those settled in the Archipelago.

3581. How long were you each time at Canton?—I cannot state exactly the time, but I think it was between two and three months each time.

3582. In what year?—In 1806-7 and 1807-8.

3583. Can you state what are the duties upon tea and upon other goods in China, exported in native vessels, as compared with the duties on the same goods exported in foreign vessels?—I believe the proportion is about one-third.

3584. Do you believe that tea could be supplied for consumption in this country at two-thirds the price it now bears, if the Company's monopoly no longer existed?—Judging from the price in other countries, I should think certainly it might for less, and particularly if we pay for it in our manufactures by a free trade.

3585. In what degree would the expense of transmitting merchandize to and from Canton become increased, if trans-shipment at Singapore were had recourse to?—I have no means of stating the expense accurately, because the freights will depend entirely upon the quantity of shipping that is to be had at the time. If the port of Canton was free to British shipping, I think the expense would be considerably less than the freight that the Company pay direct to Great Britain upon it.

3586. Is there any other intermediate port more direct for trans-shipment than Singapore, and at what difference of charge?—Singapore is as well suited as any other port; but there are ports in Java, *viz.* Batavia and Angier, where there are entrepôts established, and where the same trade might be conducted, and I do not think the charge would differ very materially.

3587. If the Chinese government interdicts the transit of teas to Singapore, what would be the expense of breaking through that interdiction?—There would be no additional expense or obstruction to what there is now, because it is illicit now.

3588. Does it go clear of charge, notwithstanding the interdiction, now?—It goes with the usual charges which Chinese vessels pay.

3589. Could not the tea only be brought from China to Java by smuggling?—Yes.

3590. You have said that you think tea could be furnished to this country at less than two-thirds of the present price, and you said you formed that opinion from the price of tea elsewhere; where did you mean?—I mean on the Continent of Europe and in America.

3591. Is the tea on the Continent of Europe of the same quality as the tea



tea that is sold by the Company here?—I have always understood so. I have drunk tea on the Continent, and I have drunk tea in this country. I am no great judge; but I could not perceive there was any difference in the quality.

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3592. If any witness has said that it is of inferior quality, would you say that he is mistaken?—No. Inferior tea is sometimes carried to the Continent, because there the trade is free; but here, the trade being all in the hands of the Company, the quality is more equal. But there have been old teas bought in the Archipelago, taken there; and old teas are always inferior to new.

3593. Is the tea taken to the Continent old tea?—Some of it; but I believe not a great proportion, indeed very little.

3594. It has been stated, that the tea with which the Continent is supplied is generally an inferior description as compared with the tea used here, is that consistent with your knowledge?—I have understood to the contrary; not that it is better, but that it is not generally inferior.

3595. If you, as a merchant, with a freedom of trade, were exporting teas to two countries, the one a rich country and the other a poor country, would you or would you not adapt the quality of the teas to the market with which you were dealing?—Most unquestionably.

3596. You stated that there were at one time four English ships that touched at Batavia on their way to China, what were those English ships?—Country ships from India.

3597. Was the tea which was brought to Batavia from China brought from the provinces where the tea is grown, or from Canton?—From Fokien, where the black tea is grown.

3598. Did you ever purchase good tea in the junks at Batavia?—The description of tea brought by the Chinese junks is what we consider an inferior quality, suited to the taste of the Chinese settlers and the natives; but I have purchased very excellent green tea and pekoe; but they import a very small quantity of that description.

3599. Was the green tea which you so purchased brought from the province where the green tea is grown?—That was brought from Canton.

3600. Is there any intercourse between Batavia and the province of Kiang-nan?—I am not aware of that.

3601. Are you aware that green tea is grown in the province of Kiang-nan?—Yes, it is grown in the southern province.

3602. And that that province is a maritime province?—I am not perfectly aware of the situation of it.

3603. You have stated that the English manufactures have superseded the manufactures of Java and of China, in a great measure; can you state whether there is any Chinese manufacture which at all resembles the English



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English woollens?—I have seen a kind of flannel that they make, but I have not seen much of it, nor am I aware of its exact quality.

3604. Is it made of sheep's wool?—It appears to be wool, or a mixture of wool and cotton.

3605. What is the latitude of Batavia?—Six south.

3606. Is it a fact that woollens are at a certain time of the year in request in that latitude?—Woollens are in general request in that latitude, and very generally worn by all the classes that can afford them, both natives and Chinese.

3607. At what time of the year do they use them?—Throughout the year they require them, but more particularly in the rainy season, when there is a general moisture.

3608. Do you know whether there is a considerable import of furs into China?—I have understood so, but I am not acquainted with that trade.

3609. Can you give the Committee any information with respect to the trade with Japan?—The Dutch are allowed to trade with Japan, and they are only allowed to send two ships. The trade was conducted until two years ago by the Dutch government of Java. I have here a list of the cargoes in the year 1825, both the imports and exports. Since that it has got into the hands of the Dutch East-India Company, and they have very considerably extended it, I believe.

3610. Will you state the principal items of the trade?—In the Japan trade in 1825 there were two ships, amounting in all to about 1,300 tons; one was 600 and the other was 700 tons. The export cargoes consisted of 100 ps. sandal-wood; 1,167 ps. Japan-wood; 500 buffalo hides: 1,638 lbs. ivory, valued at 3,247 f.; 61 lbs. camphor Baros, or Malay camphor, valued at 3,234 f.; 225 Java mats; 24 ps. cocoa-nut oil; 113 ps. cloves, value 18,936 f.; 6,991 ps. sugar, value 104,968 f., 338 ps. tin, 18,936 f.; Bengal piece-goods to the value of 20,896 f.; hardware and porcelain, 2,250 f.; jewellery, 1,100 f.; glass-ware, 3,748 f.; Netherlands broad-cloths, 75,209 f.; lead, 147 ps. 2,793 f.; Netherlands cotton goods, 61,332 f.; medicine and sundries; making the total value of the export cargoes 373,853 f., or at 12s. ps. £31,154. 8s. 4d. The import cargoes consisted of, viz. 720 ps. camphor, 69,120 f.; 10,745 ps. copper, 617,862 f.; 426 ps. crape, 17,748 f.; cotton cloth, 13,978 f.; medicine, 2,270 f.; provisions, 3,327 f.; sackie and soy, 14,332 f.; wheat 207 bags, 2,156 f.; silks, 31,600 f.; sundries, 96,089 f.; making in all, Dutch florins, 868,482= £72,373. 10s.

3611. Are the Dutch the only European nation now allowed to trade with Japan?—They are.

3612. Do any other European nation trade at all with them?—I am not aware that any European nation trades with them. I saw a captain of a ship from Bengal who got upon that coast, and the boats came off to him in great numbers and purchased every kind of article they had of British manufactures;



factures; they had very little, unfortunately, but they sold all that they had in barter for provisions, which they were out of. The officers of the government also came on board and ordered him off, but at the same time asked him if he had cloth such as his coat was made of, and any articles of that kind; that they were anxious to purchase them. He said he had not: and when he came back they told him to be sure to bring articles of that kind, but on no account was he to come back.

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3613. To what port is it that the Dutch are confined in Japan?—Nanga Sakkie; they have a factory there.

3614. Do they remain constantly at the factory at that port?—They do.

3615. Do you happen to know the population of the town?—I do not.

3616. Do you know how the Dutch Factory conduct their business there?—The Japanese dismantle the ships when they arrive: they receive the cargo into a store, where it is valued, and they give them a return-cargo, valuing it in the same way.

3617. Are there any Japanese junks that trade at all with the Eastern Archipelago?—I am not aware of any.

3618. Have they no foreign trade of that description?—I believe not. The Chinese trade with Japan, but I am not aware that Japan junks go to China.

3619. Do you know the number of the Chinese junks that go to Japan?—I cannot be sure of the extent, but I believe it is considerable.

3620. Is it the general impression in the Eastern Archipelago, that provided a change were to take place in the mode of transacting business with Japan, a very considerable trade might be carried on with that empire?—It would be an illicit trade; but our enterprising countrymen generally manage to conduct a trade with every part of the world which they can get to.

3621. Should not you expect that if the free trader were admitted to China, he would find the means of carrying on trade with the empire of Japan?—I have no doubt they would; but if they did not, the Chinese would find the means of conveying to Japan such articles as they found would suit them, whether Chinese or European manufactures.

3622. Was not that trade carried on by the British government of Java when that island was in our possession?—It was.

3623. Under what flag?—Under the Dutch flag.

3624. Do you conceive that the trade between Java and Japan is an increasing trade?—In the hands of the government it was as little as it well could be. The Dutch Company have improved upon it considerably, being rather better traders than the government, but it is nothing to what it would be if a free trade was permitted there.

3625. Do you understand that the Japanese would have any objection to



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extend the trade with the Dutch government, provided the Dutch government wished?—No, I understand that the Japanese government positively restrict the trade to two ships. They do not limit the size of those ships, but they will allow no more than two.

3626. How was the trade carried on during that period when we were at war with Holland?—We sent vessels there, and they were received as Dutch ships. The Japanese were aware that they were English, but they could not acknowledge them under any other flag than the Dutch.

3627. You are aware that the trade between China and Europe is confined to Canton; do you consider that as a proof of an anti-commercial spirit in the Chinese government, or to what cause do you ascribe that restriction?—I should rather suppose it to be political. It would be as unfair to the Chinese to conclude that that was a proof of an anti-commercial spirit, as it would be to conclude that we had an anti-commercial spirit in Great Britain, because before 1814 the whole trade of India and China was confined to the port of London.

3628. Are there any discriminating duties upon British goods imported into Java as compared with those imports from the Netherlands?—Yes; Netherland goods imported with a certificate of origin are duty-free, while British goods direct from Great Britain, that is to say, woollens and cotton manufactures, pay 25 per cent. *ad valorem*; coming by way of British India they pay 35 per cent. *ad valorem*.

3629. What price per cent. upon the prime cost of tea at Canton would you consider sufficient to remunerate the importer?—It would depend upon whether the trade was free. I should think, if they paid in British manufactures, it is probable they would sell at a profit; and, like the trade in all other parts, be glad to realize that profit upon the returns in tea.

3630. Is it then your opinion, that if the merchants had a profit on the outward cargo, they would bring home tea for nothing?—That if they could make a remittance at par of the profits made in the cargo out they would be contented.

3631. As the trade now is, do you consider the loss of not having a remittance to Europe to be almost equal to the profit on the outward investment?—There would be great difficulty in obtaining a remittance at present, unless the returns were allowed to be made in teas or other Chinese products.

3632. Supposing the trade in tea to be perfectly free, in that case do you suppose there would be a difficulty in obtaining a remittance in return for whatever British manufactures might be exported?—If the trade were free, I conceive there would be returns for more than the manufactures that could be sold in China for some years, because, of course, the introduction must be gradual.

3633. Have you heard any thing of the American trade from America to Canton?—I have.

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3634. Is not the most favourable mode of trading with China by sending bullion, without any goods?—They have sent bullion in general until latterly; when, I believe, they have come to this country, and exported both cotton and woollen manufactures, which they have found profitable.

3635. Have you not heard that the trade is considered to be most beneficially carried on between America and Canton, in sending bullion and bringing home tea?—I believe they had no option; they had nothing but bullion to take to China.

3636. How many ships have the Dutch sent to Japan lately?—Two: they have never been allowed to send more, and they do not send less.

3637. Are they not subject to great indignities there, when they get to Japan?—I have understood so; so far as being confined to one port, having their ships dismantled and their cargoes valued, and an export-cargo given them, such as the Japanese choose to set apart for them; but I understand it is generally done upon pretty fair principles.

3638. Are not the Europeans in China confined to one port at Canton?—They are.

3639. Do you understand that any greater indignity is offered to the Dutch ships in Japan?—Except the dismantling of their ships, I do not know of any other.

3640. Was not that the practice with respect to the China trade, by taking away the rudders, up to a period comparatively recent?—I have heard so; but I cannot say up to what period it was continued.

3641. Does not the advantage of exporting bullion into China depend upon the value of the bullion in the country from whence it is exported?—Of course it must.

3642. Were there any ships sent to Japan during your residence in Java?—There were two ships every year during the whole time of my residence there.

3643. Have not the Americans, since they carried out British manufactures to Canton, carried out fewer dollars?—They certainly have; they carry out no more, including both, than is sufficient to purchase their cargoes home.

3644. Do you apprehend that the trade, if free, could be carried on by British manufactures alone to Canton?—In time I have no doubt it would, because we should intimate the manufacture of their favourite fabrics, and greatly extend the consumption of our manufactures; but it would take time.

3645. Then you do not consider that in a short time the trade would be any drain of bullion from this country?—It would be no more a drain of bullion than it is at present, I conceive. It is the different British merchants at present trading from India to China who afford to the Company the means of purchasing tea, in place of the bullion they formerly carried out; and those



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those same funds would be at the disposal of respectable British merchants for the same purpose.

3646. Have you been much in British India?—I have been there, but never resided there for any time.

3647. In what parts of India have you been?—I was at Bombay a long while ago; but I have been two or three times to Bengal, and I have been once at Madras.

648. You are aware that, at present, it is not permitted to any foreign vessels to go into any port of China excepting Canton; but supposing there was an entrepôt for European manufactures, including British, in any port of the Indian Archipelago, might not they be imported from that entrepôt into any other port of China in Chinese junks?—Although the trade to China, even with foreign vessels, is confined to the port of Canton, I have understood that within the last two or three years country ships have been in the habit of proceeding to the northern ports, and have sold considerable quantities of opium along the coast, and have brought back dollars; and I have no doubt, if there was an entrepôt in the Archipelago for British manufactures, that not only British ships but native junks would carry considerable quantities to the ports of China.

3649. Have you seen many of the Chinese junks in the Eastern Archipelago?—I have.

3650. What is your opinion as to their safety at sea?—During the whole time of my residence in the Archipelago, I do not recollect to have heard of the loss of any but one. They generally leave China in the favourable monsoon before the wind, and go back in the same way: they are scarcely ever lost, and it is seldom that any accidents happen.

3651. To how many years do you apply the observation you made, that there was only one lost?—My experience extends to twenty years.

3652. Were you in such a situation in Batavia and other parts, that if more than one junk had been lost coming to Batavia you would have known it?—I think it is likely that I should have known it; we generally get pretty correct reports of the losses.

3653. Have you ever been on board the junks at Batavia?—Frequently.

3654. Have you ever done any business with them in buying or selling?—I have.

3655. Supposing a trade in European manufactures, including British manufactures, to be carried on between the Indian Archipelago and the northern ports of China, would not tea be imported from the provinces of Fokien and Kiang-nan into the Indian Archipelago?—They are at present imported into the Indian Archipelago. If they became in demand in the European market, I have no doubt that they would be extended as I have already stated.

3656. Without



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3656. Without their being obliged to go to Canton?—Yes.

3657. So that, in that case, the teas would be exported from those provinces of China in which they are produced without the expense of the transport from those provinces to Canton?—Yes.

3658. Are you aware whether tea finds its way for consumption from China to Cochin China and Siam, or the Philippines and other parts of the Indian Archipelago?—Yes, it does. I understand that the tea from China finds its way to Siam, Cochin China, and the Philippine islands, and even to Japan. Some of that brought by Cochin China came to Singapore, and from Singapore found its way to Batavia.

3659. How was it brought?—In junks to Singapore.

Mr. JOHN ARGYLE MAXWELL called in, and examined.

3660. Have you ever visited China, Java, and Singapore?—I have.

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3661. Have you resided at the latter?—I have.

3662. In what capacity?—As a commission-agent and merchant.

3663. How long did you reside at Singapore?—Better than six years.

3664. Have you been in Canton?—I have.

3665. In what year did you go to Singapore?—I went to Singapore first in 1822, and I remained there till 1828.

3666. In what year were you in Canton?—I was first in Canton in 1826, and again in the end of 1828.

3667. How long did you remain each time?—The first time for about six weeks, and the last time about three months.

3668. Did the nature of your commercial transactions in Singapore bring you into much intercourse with the Chinese or with China?—It did.

3669. What was the nature of your intercourse?—I generally had a discretionary power from my constituents to send any of their property to a neighbouring market that might promise better than Singapore, and in exercising that discretion I have often had transactions with Canton.

3670. Were your constituents resident in England?—I had constituents in Germany also.

3671. Were your consignments from Germany to any considerable amount?—In 1826 I had one consignment, to the value I think of about £12,000, from Hamburgh; and in 1827 I had another consignment, to the value of about £30,000, from Hamburgh also.

3672. Can you state what the cargoes of those ships consisted of?—They were general cargoes, but the greater proportion of them woollens.

3673. What description of woollens?—The larger proportion of the description termed ladies' cloths. I had one lot, of the value of about £5,000, shipped by the Royal Prussian Society of Stettin, and stated to me to be of the



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the same description of cloth which was taken by the Russians for the Kiachta market.

3674. Did you send those woollens to China?—I made some sales of them at Singapore, and sent the rest on to China according to my instructions.

3675. In Singapore did you sell them to the Chinese junks?—I sold a part of them, to the value of about £1,000, at Singapore.

3676. Are the ladies' cloths of a finer description?—They are of a finer description; what is usually termed light woollens.

3677. What was that sent by the Royal Society of Stettin?—An intermediate kind of cloth, rather heavy.

3678. Can you state the proportion of the value in those cloths as compared with the English cloths sent to the China market, as to the quality of cloths of the same price?—I should think the English cloths at the same price were better in quality, and certainly better in colour.

3679. How did the portion of the consignments sent to China answer in that market?—Not very well; the cloths were suitable enough, but the breadths were deficient, and the colours were badly selected.

3680. Had you any English woollens under your charge?—Frequently.

3681. Do you conceive them better adapted to the market than the German woollens?—I think that the English cloth generally is a superior article at the same price.

3682. Did you ever send any English woollens from Singapore to Canton?—I once sent some English woollens of the description termed long-ells.

3683. How did you send them?—I sent them under the American flag.

3684. How did that consignment turn out?—Sales were made of them at better prices than I could have got at Singapore.

3685. Did it realize a fair profit or not?—Judging from the invoice I had with them, there was no profit at all; the manufacturers usually send invoices at very advanced prices.

3686. In what year was it you sent the English woollens?—In 1824.

3687. Have you any means of knowing whether that consignment returned a profit to the original exporter, or not?—The original exporter seemed satisfied with the sale I had made.

3688. Did you invest any portion of the proceeds in teas on account of your German constituents?—I did in 1826; I think I invested to the amount of nearly £2,000 in teas.

3689. Was this a barter transaction?—I found it necessary to barter them for teas, otherwise I should have felt a difficulty in effecting a sale at all at that time.

3690. At that particular time was the market glutted with goods?—It was very much glutted at that particular time.

3691. Is



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3691. Is it, however, the usual state of the Chinese market to be very much glutted with goods?—I cannot give any information upon that subject.

3692. With whom was this transaction conducted?—With one of the Hong merchants, Poonequa.

3693. How was it managed; was there a supercargo there, or an agent at Canton?—I was at Canton myself, and employed an agent besides.

3694. Have you ever consigned goods to an agent at Canton while you were resident at Singapore?—The English woollens that I allude to were consigned to an agent at Canton, and these sent in 1828.

3695. To whom were they consigned?—They were consigned in 1826 to a Spanish house, Messrs. Gusani and Co.; one of the partners was an Englishman residing at Canton under the protection of the Spanish flag. They held the Spanish consulate.

3696. What is his name?—Mr. Matheson.

3697. Is he there now?—He is.

3698. Can you state the particulars of the assortment of tea you made in 1826 for the Hamburgh market?—200 $\frac{1}{4}$ chests of bohea, at 14 tales per pecul; 500 $\frac{1}{4}$ chests congou, at 25 tales per pecul; campoy, 50 $\frac{1}{4}$ chests, at 24 tales; 50 $\frac{1}{4}$ chests souchong, at 24 tales; 50 $\frac{1}{8}$ chests souchong at 24 tales; 50 $\frac{1}{16}$ chests souchong, at 25 tales; 50 $\frac{1}{4}$ chests of pecco, at 90 tales; 50 $\frac{1}{8}$ chests of pecco, at 90 tales; 500 $\frac{1}{4}$ chests of hyson-skin, at 24 tales; 100 $\frac{1}{8}$ chests of hyson-skin, at 25 tales; young hyson, 50 $\frac{1}{4}$ chests, at 40 tales; 25 $\frac{1}{8}$ chests of young hyson, at 40 tales; hyson, 100 $\frac{1}{4}$ chests, at 60 tales; 25 $\frac{1}{8}$ chests, at 60 tales; 50 $\frac{1}{16}$ chests, at 60 tales; 10 $\frac{1}{4}$ chests imperial, at 54 tales; 10 $\frac{1}{8}$ chests, at 54 tales; 20 $\frac{1}{16}$ chests, at 54 tales; 10 $\frac{1}{4}$ chests of gunpowder, at 60 tales; 10 $\frac{1}{8}$ chests, at 60 tales; 10 $\frac{1}{16}$ chests, at 60 tales. I wish to explain, with reference to the prices I have mentioned, that I have no means of referring to the invoice of the teas; and in stating these prices, I have stated the highest limit that I authorized to be given for the teas. I presume they were got under those limits; and I rather think the quantity of each kind might have been different from what I have mentioned.

3699. How many pounds of black tea are contained in a quarter-chest?—About sixty-seven pounds.

3700. Do you happen to know whether there is the same contained in those quarter-chests as would be contained in the quarter-chests imported by the East-India Company?—I have no access to know what the chests imported by the East-India Company contained.

3701. Can you tell whether the quality of the teas afforded satisfaction to your employers?—I have every reason to think that the quality did afford satisfaction. The prices were considered very high by a respectable house, to whom the better portion was sent; but the quality was not complained of in any way.



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3702. Have you reason to think that the price was higher than the market price in China at the time?—Having taken them on barter for an article so unsaleable as the cloths were, at the time the prices were a shade higher, but probably not much.

3703. Had there not been a fall in the price of teas in Europe at the time they arrived?—There was a fall of 20 to 30 per cent. intermediately.

3704. At what time did the fall take place?—My letter from Hamburg, of the 30th of October 1826, advises a fall from 20 to 30 per cent.

3705. When did the ship arrive in Hamburg?—The ship left Singapore the May following; the teas came down in January 1827, and the ship arrived for them in May 1827. It arrived in the course of the season at Hamburg.

3706. Supposing that fall not to have taken place in the European market, do you conceive that the result of the investment would have been profitable, or otherwise?—My attention was strongly called to teas by the house alluded to, from which I suppose they considered it a more advantageous remittance than any other. The assortment was according to what they advised as suitable.

3707. What was the name of the house?—The house of Merk and Company, of Hamburg.

3708. Was the transaction, in point of fact, advantageous or otherwise?—I am not aware whether there was any communication made to me by that house as to the actual result.

3709. What commission were you in the habit of charging?—Five per cent. on sales, two and a half per cent. on remittances in produce, one per cent. for remittances in bills, and one per cent. on trans-shipping merely.

3710. Does the commission vary much?—The rates I have stated were those fixed by a meeting of the merchants in Singapore, and I believe them to be the rates in general use.

3711. From your observation at Canton, should you say that the English, and especially the English Factory, are held in higher estimation than other foreigners by the Chinese government?—I think the Chinese government seem to throw the same discredit very much upon all foreigners. On this point I can, however, refer to what I consider an authentic translation of two communications from the authorities at Canton, addressed to the court at Peking, about the time of the Topaze's affair.

3712. In what year was that?—It was about the year 1821. With regard to the Christian merchants, "I reasoned with them," said the governor, "and pointed out to them the great principles of justice and equity, and showed that it was right for them to do what I required of them; but all in vain; good principles and solemn truths had no effect upon them, and I was compelled to interdict their trade to touch their gains. And no sooner was that done than they submitted. They are a mercenary gain-scheming set of adventurers,



adventurers, whom reason cannot rule; the dread of not making money is that which alone influences them." And again, "The English might at any time be brought to stoop if tea were refused; but if they could get the tea in any other way, they would be careless about pleasing China, would indeed despise her, and do as their humours dictated. By *Tea-Reins*, said the governor to the great Emperor, alluding to the management of a vicious horse, your majesty can control the English, therefore let us take care that they get no tea but what we choose to give them."

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3713. How do you know that to be an authentic document?—It was published at the Anglo-Chinese College of Malacca, in 1823; and from the connection of Dr. Morrison with that establishment, I think that every thing connected with China, coming from the Anglo-Chinese College, has the weight of his authority.

3714. Do you conceive that the English Factory at Canton possess any other weight than that which results from the extensive nature of their dealings?—From any thing that has ever come under my knowledge I have no reason to think that they have.

3715. Do you not conceive that private merchants, carrying on the same extent of business, would probably possess a similar degree of influence?—I conceive that if the English trade to China had been carried on through private merchants, in the way that it has been done by the Americans, the same consequences would probably follow; that the advantages of the trade would become more generally diffused among the Chinese, and that a numerous body of Hong merchants could present more formidable obstacles to the encroachments of the government than one or two or three individuals, as at present.

3716. Do you think that the American influence in China has increased or declined within the last few years?—I think it has declined since the departure of Mr. Cushing from China.

3717. Can you state any advantages which were gained to the American trade under Mr. Cushing's management?—The American trade escaped under Mr. Cushing's management, or rather measurement, to a great degree, the port-charges at China. American ships coming in ballast were enabled to take cargoes of rice to Canton, and thereby gain exemption from the charges alluded to.

3718. Was Mr. Cushing held in great estimation in Canton?—He was considered to have more influence with Howqua, the chief Hong merchant, than any other individual whatever.

3719. Not excepting the members of the Select Committee?—Not excepting any one.

3720. Do the Chinese admit cargoes of provisions without payment of duty?—An edict was issued about the year 1824, a scarcity of rice being apprehended, authorizing ships bringing, I think, 4,200 peculs of rice to be



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3721. Do you know any other ships, except Americans, that have in this way escaped these charges in China?—There was one case that came within my own personal knowledge, of a ship under the Dutch colonial flag: but many cases may exist in Java that have not been within my observation.

3722. What was the name of that ship?—The Sourabaya.

3723. Do they escape the charges on departure, as well as those on entering?—There are no port-charges on departure: they escape entirely what is usually called the measurement charges.

3724. Do they escape the cumshaw?—I do not think they do altogether; they escape perhaps only that portion which goes to the government, merely, of every charge.

3725. Are there frequent instances of bankruptcies among the Hong merchants in China?—Two have occurred within the time that I have been in India.

3726. Do you know the names of them?—The last was Manhop, in 1828, for about a million and a half of dollars; the name of the other was Konsequa.

3727. Do you know what was the result of that failure?—The Co-hong, that is the body of the Hong merchants, are on those occasions considered responsible for the debts of the person failing; and in the case of Manhop they came, with great difficulty, into an arrangement to pay his debts, without interest, in five years; but in Konsequa's case it was, I believe, eight or nine years, without interest.

3728. Were the debts paid in those cases?—They were in the course of liquidation. Manhop's only took place in 1828.

3729. Is it the general expectation that his debts will be paid?—I believe it is.

3730. Do you know whether Manhop or Konsequa were either of them indebted to the Company?—I could not understand that Manhop was; he was indebted to some of the supercargoes, I believe, but not to the Company.

3731. Was Konsequa indebted to the Company?—I have no knowledge of the particulars of Konsequa's affairs.

3732. Do you know any thing of the mode in which petitions are presented to the Chinese authorities at Canton?—It is a great object to assemble as great a force as possible on these occasions, and to proceed with as much secrecy and despatch, as to escape the observation, if possible, of the persons stationed at the gate; and when they gain possession of the gate, they



they endeavour to maintain themselves there till a Mandarin appears, for the purpose of receiving the petition. It is generally a scuffle at the gate.

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3733. Do you know any instance of such a petition being presented while you were residing at Canton?—There was a petition presented at the gate in October 1828, by the supercargoes of the East-India Company.

3734. Do you happen to know whom they were headed by?—I think the deputation was headed by Mr. Davis of the Company's Factory, accompanied by the commodore, and some of the commanders and officers and seamen of the fleet.

3735. What was the object of that petition?—The inferior Madarins, I believe, at Macao, had interfered with the conveyance of letters, and with the landing of passengers' luggage at Macao; the object was to obtain redress for those grievances.

3736. Did they obtain redress?—Immediately.

3737. Do you know any thing of the duties levied at Canton on exports and imports?—A table of duties was published by the Anglo-Chinese college at Malacca in the year 1823, the only table that I have ever seen.

3738. Do they include the Consoo charges?—They do.

3739. Do you know whether there is much smuggling in China?—The opium trade is altogether a smuggling trade.

3740. How many ships have you ever seen conducting the opium trade together?—When I passed Lintin there were fourteen ships lying there, and I should think ten of them were opium ships.

3741. Of what country were they?—One American and one Portuguese, and I think the rest were country ships.

3742. Is the opium taken to China chiefly Indian opium?—Almost altogether Indian opium.

3743. Does it come from the Company's territories?—It is grown altogether on the Company's territories, excepting what comes from the Portuguese territories.

3744. Do you know whether it is packed in chests bearing their mark?—Always, as far as my recollection goes: I have often opened chests, and I never found their mark wanting.

3745. Have not the Chinese government found it impossible to put this trade down?—Quite impossible; they have issued repeated edicts against it, but to no effect.

3746. To what circumstance do you attribute the rapid increase in the consumption of opium in China?—To the greater facility that is afforded at Lintin by the ships lying there, to what there was formerly, when the ships lay at Macao or at Whampoa.

3747. Do you know whether there is much smuggling in China in the articles



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articles of export?—As far as my own experience went, I found the parties who were not Hong merchants ready to make a bargain either way; that is, to deliver the article as a smuggled article at Lintin, or in the usual way at Whampoa.

3748. Have not they some term by which they distinguish the illicit trade?—They usually call it the *Smug-pigeon*.

3749. Were you at Canton when the Hong merchants interdicted the shopmen from conducting the business?—It occurred some time previous to my last visit to Canton in 1828.

3750. Was it generally considered that the Company's Factory had instigated the Hong merchants to do that?—That was the general impression.

3751. What was the effect upon the trade?—At first the effect was to interdict all dealings with the shopmen.

3752. Did that state of things last long?—When I arrived there its effects were visible; but before I left China they had almost entirely disappeared.

3753. What interval elapsed between your arrival and your departure?—Three months.

3754. Who were the principal sufferers by this?—The Americans: they conducted the greater part of their business with the Hong merchants.

3755. Did they make their remonstrances to the Viceroy?—They made two remonstrances, and had a reply to one of them; but I believe it was addressed to the Hoppo.

3756. Have you any copy of them?—I have.

3757. Will you state the date of the first remonstrance, and by whom it was made?—The date of the first is omitted; it professes to be signed by N. Talbot, consul or agent for the United States of America, T. W. Oliphant, N. Dunn, J. R. Latimer, J. H. Blight, &c. &c.

3758. How many Hong merchants are there who transact business?—There are only three, or, at the utmost, four in established credit.

3759. Do you consider them possessed of sufficient capital for carrying on the whole foreign commerce at Canton?—Certainly not.

3760. Have you heard any estimate of the value of the whole export and import trade at Canton?—I have heard the European and American trade estimated at 60,000,000 of dollars.

3761. What proportion of this trade is considered to be carried on by the East-India Company?—About one-fourth.

3762. Is the invoice value of the trade of the East-India Company in Great Britain and China larger than that of the Americans?—Those circumstances have never come within my knowledge, except upon reference to
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Parliamentary documents, and according to those I made up a statement from the year 1821 to 1827 inclusive. The result of that statement is, that the American trade for these six years exceeds that of the Company by £382,812 sterling.

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3763. Do you speak of the imports or the exports?—The imports and exports together.

3764. Will you have the goodness to deliver in the statement you have made out?—

[The witness delivered in the same, which was read, as follows :]

ACCOUNT of the Trade (Total Import and Export) of the Americans and of the East India Company with China for the six years ending 1826-7.*

American Trade.		East India Company's Trade.	
1821-2	£ 3,306,004	1821-2	£ 2,678,422
1822-3	3,436,960	1822-3	2,630,002
1823-4	2,597,893	1823-4	2,805,428
1824-5	3,783,686	1824-5	2,500,898
1825-6	3,576,862	1825-6	2,538,932
1826-7	1,778,293	1826-7	3,029,144
	<hr/> £ 18,479,698		<hr/> £ 16,182,826
Average.....	£ 3,079,949	Average.....	2,697,137
		Difference.....	382,812
			<hr/> £ 3,079,949

* *Note.*—Papers relating to the trade with India and China, printed 4th June 1829; Nos. 20 and 25.

3765. Have you found any difficulty in carrying on your commercial intercourse with the Chinese at Canton?—I have never been any where where business is so easily done as at Canton, on the same scale.

3766. What is the language generally employed there in conducting business?—A broken kind of English, a mixture of English and Portuguese, is in general use, and is now so well established that there are schools for teaching it.

3767. Where are the schools?—In the neighbourhood, I should suppose, of the shopmen. I have heard boys of twelve years of age speak it.

3768. Did you ever know an English private ship with an entire European crew go to Canton?—I have known several private traders with European



16 March 1830. pean crews. I went myself up to Canton in 1826 in one of them, the Exmouth; and I knew another, the Sarah; she loaded at Macao in 1828, before I left, with a cargo on account of the Company's commanders at Macao.

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3769. What were those crews?—Europeans, in both instances; and I heard of many others.

3770. Were they a mixed crew of Europeans or entirely English?—I should think the greater proportion of the crew that I went up with was English: I believe the whole were English.

3771. Did you ever hear of any difficulty at Canton on account of the vessels that traded there with English crews?—Never.

3772. Under what permission did those ships go to Canton?—In the case of the Exmouth, she went by permission from the Bombay government. In the case of the Sarah, I think it was by permission of the Bombay government also. The Exmouth carried a cargo of cotton from Bombay to Canton.

3773. Have you ever known of any country ships proceeding to Chinese ports, north of Canton, and trading with the natives?—I have heard of several of those adventures.

3774. Can you state what the cargoes were that they took?—The cargoes generally consisted of opium, almost altogether; in some cases they took a little saltpetre, I believe.

3775. Did they find any difficulty in effecting sales with the natives?—I understood that they always effected sales; I did not hear that there were any extraordinary difficulties.

3776. What were the ports they went to?—Many of the ports have escaped my recollection, but I recollect the port of Chingchoo and Chusen, and the island of Formosa.

3777. Do you know where those ports are situated?—Chingchoo is in the province of Fokien.

3778. What reception did you understand the natives gave to those adventures?—I believe they gave a good reception. A Spanish gentleman, who was a supercargo in one of the expeditions, told me that he landed on Formosa and walked several miles. I recollect his mentioning particularly that he observed the remains of European houses there, which he considered to have been the remains of those that were occupied by the former Dutch factory at Formosa.

3779. Do you know how long it is since that factory was removed?—I should think more than one hundred years.

3780. Did you understand that the sales which were effected at the northern ports were at a considerable advance above the Canton prices?—I could not understand that there was any great advance. I heard the parties



parties mention that they found the Chinese dealers there in possession of regular price-currents from Canton, stating the stock on hand of opium, and other circumstances connected with the market.

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3781. Do you remember an instance of the Merope making an adventure of that nature?—The Merope returned from one of those adventures a few days before my arrival in China: I boarded her at Lintin as I was passing.

3782. Had she disposed of all her cargo?—I understood of the whole of it.

3783. Do you know what was received in exchange for her commodities?—I believe silver.

3784. No tea?—I never heard of any tea.

3785. You have mentioned price-currents being found in the northern ports of China, do you mean that the Chinese themselves had price-currents, or only European price-currents?—The Chinese themselves had price-currents; regular statements of the markets.

3786. Does that consist, with your knowledge, respecting the Chinese in other countries?—I have found the Chinese in the Straits of Malacca always well-informed of the state of the markets in Canton.

3787. Would there be any serious injury sustained by the government officers at Canton by the interruption of the trade at that port?—The government appointments at Canton are understood to be more valuable than any other appointments under the Chinese government, in consequence of the foreign trade.

3788. How many British subjects are there residing in China, independent of the Company's factory?—Natives of Britain, about thirty.

3789. What are the usual rates of commission charged by British houses of agency at Canton?—Three per cent. on sales, two and a half on returns in produce, one per cent. on returns in bills; but these points are usually matter of arrangement between parties.

3790. Were there any Chinese residing at Singapore when you were there?—A great many; the largest proportion of the population are Chinese.

3791. What impression has the Chinese character made on you?—That they are a very shrewd, intelligent, and enterprising people, more alive to the value of character than any other Asiatics that I have ever met with.

3792. Do you consider them to be a commercial people?—Highly commercial; their commercial propensities are stronger than those of any other people.

3793. Is there much intercourse between Singapore and China in Chinese junks?—A very considerable intercourse; about eight junks annually.

3794. Do you know the size of the largest of the junks?—It is very difficult to estimate them by European tonnage; they are very unwieldy



16 March 1830. looking vessels. I should think the largest of them is about 800 tons that I have seen at Singapore, and the smallest about 500.

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3795. From what ports of China do they come?—The largest, but the least valuable, come from Canton; the smaller ones (the green-headed junks, as they are termed, from the green paint on their bows) are from Fokien.

3796. Do you know the nature of the cargoes they generally bring?—The cargoes are generally intended for the Chinese colonists in the Archipelago. The Canton junks generally bring a large quantity of coarse earthenware, some raw silk, nankeens, tobacco, sacrificial paper, and various articles for the use of the Chinese colonists. The Fokien junks bring almost the same articles, with the addition of camphor, sugar-candy, and a larger quantity of silk and nankeens.

3797. Do they import any tea to Singapore?—They every year bring teas for the use of the Chinese colonists.

3798. Is not that a tea of an inferior description?—It is not perhaps a superior tea, but it is not inferior to what the general class of Chinese colonists use.

3799. How do you designate it?—It is black tea; but I do not know the particular denomination.

3800. Have you known any quantity of tea brought down to Singapore for other use beside that of the Chinese?—One season there were about 5,000 boxes brought down.

3801. Supposing the trade in tea to be thrown open, do you conceive that tea might be imported into Singapore of a quality fit for the European market, and in sufficient quantity?—I have no ground for speaking positively on that subject; but several of the Chinese there have frequently offered to contract with me for the supply of black teas from Fokien.

3802. Can you state with respect to green teas?—They would come direct from Canton, and it would be more difficult to get them, I should think.

3803. Are you aware whether the green teas are also grown in the maritime province?—I rather think they are not grown in a maritime province.

3804. On what terms did they offer to supply them?—The thing never got to that length, for I could not have made use of the teas if I had got them.

3805. Do you consider that they will deliver them at Singapore upon somewhat the same terms on which they are now sent to Canton?—They stated with great confidence that they could deliver them at Singapore on such terms as would make it an object for Europeans to purchase them.

3806. How did they suggest that this object could be accomplished?—They suggested to me to obtain at Canton chops of the different descriptions of teas that were supplied (by chops, I mean the Chinese name in Chinese charac-



characters); they proposed to send those chops up to Fokien, and to secure a supply of tea by the return of the junks. 16 March 1830.

3807. Have you ever heard that there is an imperial edict against the exportation of teas sea-wise?—I am aware that such an edict exists. *Mr. J. A. Maxwell.*

3808. Do you think that would prevent such an intercourse taking place?—No; I think they would disregard it, as they do other edicts.

3809. Are they in the habit of disregarding all edicts, the object of which is to stop foreign trade?—I never heard a Chinese quote an edict as an obstacle to the purposes he had in view.

3810. Have you ever heard of tea imported direct from China into Cochin China, or Siam?—I believe part of the lot I have alluded to of 5,000 boxes was imported into Singapore from Sygoon in Cochin China.

3811. Is there much intercourse between Singapore and the kingdoms of Siam and Cochin China?—There is a great deal of intercourse, particularly with Siam.

3812. What quantity of vacant European tonnage do you think returns annually from China to Singapore?—About 12,000 tons; ships from the Presidencies that carry cotton or other cargoes to China, and coming back in ballast.

3813. Do many vessels resort to Singapore and Batavia from New South Wales?—A great many. The last five years I was in India there was about an average of at least 3,000 tons to India from New South Wales.

3814. What information have you lately received from Singapore as to the rates of freight?—The latest quotations from Singapore were for tin, as dead weight, 25s. a ton; sugar, £3 a ton; coffee, £3. 10s.; measurement goods, £4 per ton.

3815. In what degree would the expense of transmitting merchandize to and from Canton become increased if trans-shipment at Singapore were had recourse to?—As compared with the present freights, I should think the expense would be diminished greatly.

3816. Do you consider Singapore a convenient entrepôt for European and Chinese merchandize?—Highly convenient; the most convenient station in the Archipelago.

3817. Should you anticipate great commercial benefit to this country, upon the whole, from the removal of the Company's monopoly in China?—Certainly.

3818. Have the Chinese any manufactories at Singapore at the present time?—They have manufactories of pearl, sago, and of gambier.

3819. Does it consist with your knowledge that they have sent for steam-engines and machinery from England to carry on those manufactories at Singapore?—It consists with my knowledge, that one Chinese wished to have a steam-engine of three or four-horse power, and that he authorized a



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3820. Has it arrived?—Not when I left Singapore.

3821. Are you aware that Prussian blue was an article of very considerable import into China?—I understood it was.

3822. Is it so now?—I believe not, in consequence of a Chinese that had acquired a knowledge of the process in Europe having settled himself at Canton, where he manufactures it now. It did not come within my own personal observation, but I heard the thing generally talked of at Canton.

3823. Do you consider the East-India Company's Factory in China indispensably necessary to the maintenance of the British commercial intercourse with that country?—I have never heard it considered so, and I do not consider it so.

3824. Do you consider it conducive to the facility of trade generally?—There being only a particular trade carried on through the Factory, I cannot state that it is conducive to the general trade of the country: the general trade has had no access to China.

3825. Are the Committee to understand that, in your opinion, the Company's Factory at Canton is of no advantage to any other trading community but the East-India Company?—I think that the Company's Factory, from the magnitude of their operations, have great influence with the Hong merchants; and that, whenever they may choose to exercise that influence in favour of any particular interest or other, to that extent it will be beneficial to that particular interest.

3826. Are you aware that there was no factory at Canton before 1758?—I have understood so.

Jovis, 18^o die Martii, 1830.

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Captain WILLIAM LANGLEY POPE called in, and examined.

Capt. W. L. Pope.

3827. ARE you engaged in the sea-service?—I am.

3828. Did you make any voyage in the year 1826, and in what ship?—I left England in 1826 in the *Boyne*; I went to New South Wales, and from thence to China.

3829. What was the tonnage of your vessel?—She was 620 tons register, or thereabouts.

3830. By whom were you chartered on these two voyages?—I was chartered out by the Government, and home by the East-India Company.

3831. Did you make that voyage and reach Canton?—I left England, to the



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the best of my recollection, in May, and went to Cork. I left Cork in June 1826, and I returned in September 1827 to London.

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3832. Did you take any cargo from New South Wales to Canton?—None, except the cargo that I took from England, which was some iron and flints. That I took on with me.

3833. Did you dispose of the iron and flints at Canton, and at what rate of profit?—I sold the iron at 125 per cent. profit. The flints were bought here for £30 for fifty tons, and sold there for upwards of 900 Spanish dollars, or nearly £225 sterling.

3834. Will you state the amount of that in sterling money?—According to the exchange the dollar was then 5s., therefore it would be a quarter.

3835. What would have been the freight of the iron and flints?—I am not aware what it would be to Canton, but it would be to any part of India from two to three pounds per ton.

3836. How many tons of iron had you?—I think about twenty.

3837. What cargo did you take on board at Canton for Europe?—I loaded with teas for Europe.

3838. How long did you remain at Canton?—The ship was three weeks at Whampoa, that is the place where they usually load, but I was altogether in China five weeks.

3839. What length of time were you in completing your commercial arrangements at Canton, in selling what you had to sell, and purchasing what you wished to buy?—Three weeks.

3840. Could you have completed those transactions in a shorter time?—I think it could have been done in a fortnight.

3841. Were the port-charges upon the ship Boyne paid by you?—The port-charges were paid by the East-India Company.

3842. Can you state what those port-charges were, or had you any means of ascertaining what they were upon ships of a similar tonnage?—Yes; on the ship *Lady East*, of 651 tons. I have an extract from her accounts, and the whole, including pilotage, is 5,202 Spanish dollars.

3843. Can you state the details of that account?—I can. The cumshaw and measurement, 4,436 dollars 80 cents; linguist and compradore, 477 dollars; commission on the above sums, 122 dollars 4 cents. Paid by ship—Pilotage, bar-boats, and outside pilot, 167 dollars; making together 5,202 dollars and 84 cents. But the 167 dollars were paid by the owners of the ship; the Company do not pay the pilotage.

3844. You have stated that you took tea on board at Canton, was that tea entirely on the Company's account, or any part of your own?—There were twelve tons of my own teas.

3845. How much of the Company's?—According to their regulation there



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there were 596 tons ; that is, according to their way of calculating tonnage, from 800 to 1,000 pounds weight, which, when put into cases, will measure 72 cubical feet. According to that the Boyne had on board, with my tonnage, altogether 875 tons of 50 cubical feet to the ton, which is the customary measurement.

3846. How did you buy the tea which you purchased on your own account?—I bought it through an agent.

3847. Are you aware whether it was purchased by that agent from the Hong merchants, or from the outside merchants?—From a Hong merchant, I believe.

3848. Was the quality of your tea good?—I believe it to be as good as any on board the ship.

3849. Had you ever been before in China?—I never had.

3850. Did you find any difficulty in carrying on your commercial transactions there?—Not the slightest whatever.

3851. Had any of your officers or crew been there before?—None of the officers had, perhaps some of the men may have been there before, but it is unknown to me.

3852. As to the comparison with a voyage to Bengal or Bombay, did you find more or less difficulty in Canton in making your arrangements than you would in other places?—I found greater facility in transacting business at Canton than I had in any part of India, and I have been to all the Presidencies in India.

3853. Had you any intercourse with the merchants at Canton that would give you information with respect to the result of opening the trade?—I had not much communication with the merchants, any more than merely in selling the little I had on the ship's account ; but they were excessively anxious to know if I had any goods on board for sale.

3854. Were you able to ascertain whether you could have disposed of them at a profit, if you had had such goods on board?—I was told that I could dispose of British manufactured goods, at that time, at a great profit.

3855. Had you any guns on board ; and what was the number of your crew?—I had four guns ; and the crew were forty-nine, including myself and officers.

3856. Had you any difficulty in maintaining discipline amongst those persons, or any complaints made against them, whilst you were in the river at Canton?—I had no difficulty whatever. Part of the crew landed twice on Dean's Island, which they are allowed to do, according to the Company's regulations ; they returned very orderly, and were very obedient.

3857. What was the reason you had so large a crew as forty-nine persons?—According to the regulations of the charter-party.

3858. Were



3858. Were those regulations in consequence of the *Boyne* having been used as a convict ship?—To the best of my recollection, forty-seven men were the number required by the Transport Board; but forty-nine were required by the Company.

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3859. What number would you have considered necessary for the purposes of the management of your ship for ordinary commercial purposes, if you had not been bound by the charter-party?—I have since been to India in the same ship as a free trader, and the whole of the crew, I think, were in number forty-five; but then there were four servants to attend on passengers, and an extra cook, and a butcher and poulterer, which we had not on the former voyage, which being deducted reduced the number of effective men to about thirty-five; and I found them quite sufficient.

3860. If you had been sailing in the *Boyne* for purposes purely of a commercial character from England to Canton, without passengers, what crew would you have felt sufficient for the due security and navigation of the vessel?—I should say forty would be quite a sufficient number for that vessel.

3861. In loading your vessel at Canton, did you make use of Chinese or of your own hands?—My own people received and stowed the cargo; I had not a Chinese on board.

3862. Are you aware what is the usage with respect to the Company's ships?—I believe it to be usual with them to employ Chinese for the purpose of stowing their cargoes; but my men were so orderly that I had no occasion to employ any.

3863. What did your crew consist of?—Europeans.

3864. Of what nations?—Probably I might have had some of all nations.

3865. Was the bulk of the crew Englishmen?—Yes. There might have been four or five foreigners, but they had been many years in English vessels.

3866. Can you state what was the damage the owners had to pay to the Company for tea spoiled?—There was some slight damage, to the amount of about £200; but that was in consequence of improper ballast, and I had to come round the Cape of Good Hope in the dead of winter: I was a month off the Cape in hard gales.

3867. Are you aware what the proportion of damage in the Company's large ships is?—I have not any idea; but I have heard that some of them damage a great deal.

3868. Do you think the class of ship you commanded calculated to bring the tea in as good order as the large ships employed by the Company?—I do.

3869. Do you say that from your own knowledge, as a seaman?—I do.

3870. Are you aware what proportion of tea-cargo you carried, comparing



- 18 March 1830. ing the registered tonnage of your ship with the registered tonnage of the large ships?—Yes, the large ships; some of them take a few tons less than their tonnage, some take a few more. My ship took a few tons less than her tonnage; but there were several other small ships that were chartered in the same year that took a considerable quantity more than their tonnage
- Capt. W. L. Pope. 3871. Do you mean to say, that a 1200-ton ship of the Company does not carry more in proportion to her tonnage than your ship of 600 tons?—She does not. I am satisfied that we carry in proportion equal to any 1200-ton ship.
3872. Do you think that two 600-ton ships would bring home as much tea as one of the Company's 1200-ton ships?—Yes.
3873. Would they bring more?—About the same quantity.
3874. Would they bring it in as good condition as the larger ships?—They would, leaving Canton at the season at which they do, which is a favourable time to come round the Cape of Good Hope.
3875. What freight were you chartered for?—£10. 18s. for the cargo home.
3876. Do you know what was the rate of freight paid on the Company's regular ships from Canton to England for tea the season you were there?—I believe from £18 to £24.
3877. Do you mean that the officers' tonnage was sold at that rate?—Perhaps more; but the owners of those ships at that time were receiving the lowest, I believe, £18, and the highest £24.
3878. The question refers solely to the freight home from China in the officers' privilege?—The officers got £35 to £40 a ton from private individuals.
3879. Do you know of any getting that rate at that season?—I heard of several; and I believe some got as much as £38.
3880. You have stated that the freight of the tonnage paid for your ship from Canton to England was £10. 18s.; what was paid to the shipper by the Transport Board for a voyage from London to New South Wales?—£5. 9s. 6d.
3881. And you stated that you took on from New South Wales to Canton twenty tons of iron and fifty tons of flints?—Yes.
3882. Was any cargo put on board at New South Wales and carried on to Canton?—None.
3883. At what rate of freight did you estimate those seventy tons?—I never made a calculation, as we were permitted by the Transport Board to put it in as dead weight, and it was also permitted by the East-India Company.
3884. You admit that that was an advantage to the ship?—It was; the Chinese



Chinese will not allow a ship to enter their port unless she brings something in the shape of cargo. 18 March 1830.

3885. When you stated that the freight paid by the Company is from £18 to £24, are you not aware that this is for a voyage out and home circuitous? *Capt. W. L. Pope.*
—Quite aware.

3886. From the experience you have had in stowing cargoes in different parts of the world, will you state whether there is any particular art, or any greater difficulty in stowing a tea-cargo than any other cargo from any other port where you have been?—I believe a tea-cargo to be the easiest cargo there is to stow, because the chests are square.

3887. Have you ever been on board the Company's ships while stowing tea?—I have.

3888. Do you not use the same mode of setting up the chests, by screws, as they do on board the Company's ships?—When it is necessary.

3889. Then you do not consider any peculiar art required in the stowage of tea, more than that of a general cargo?—I do not; for my teas were stowed by an officer who never stowed a tea-cargo before, and it was approved of here by the Company's surveyors after my arrival in England.

3890. Would you not consider that a tea-cargo could be stowed more easily than a general cargo of different kinds of goods, which required placing according to the nature and quality of the article?—I believe it to be much easier than a general cargo.

3891. Do you know what profit you made upon the tea?—I think it paid about £35 a ton profit.

3892. Are you aware of the quality of the Company's tea which was imported on board your ship?—I believe it to be good; but I am not aware. There were different sorts of tea; there were boheas, twankays, hyson, and souchong.

3893. Are you aware of the quality of the tea laden on board your ship, belonging to the Company?—I am not, as I before stated.

3894. How then can you assert that your own is as good as that belonging to the Company?—Because I do not believe there can be better tea got in China than what I had.

3895. You stated that the Company's officers are employed to lay the cargo on board the ships; are you sure of that fact?—I am quite sure of it.

3896. You stated that you met with great facilities in the lading and un-lading of your ship in China; are you not aware that that was in consequence of yours being a Company's ship, under the orders of the super-cargoes?—I am; but I saw several ships there that were country ships, and ships that were not employed by the Company, that were despatched, and met with the same facility that I did.

3897. Are you of opinion that no advantage attached to the circumstance
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of your having been in the employment of the Company at that time?—I do not think there was, so far as regards the despatching of the ship. If there had been an agent there to procure the cargo and have it ready, she would have been despatched as soon as she was by the East-India Company's supercargoes.

3898. Are the Committee to understand that the Company's regulations induced you to navigate the Boyne with one-fourth of the crew that you would have had if you had consulted your own interest?—I should have said forty was quite enough for that ship, and I was obliged to have forty-nine.

3899. If you had had double the quantity of iron, and double the quantity of flint, do you think you could have sold them readily at equal profit?—I could; they were anxious to have more, and would have bought more if I had had it.

3900. Is it your opinion that the trade in flint and in iron could be materially extended?—There was a demand at that time for those articles.

3901. Are you able to state whether the port-charges at Canton fall more severely upon a small ship than upon a large one?—The smaller the ship is the less they are. The ship that I know the charges of was 651 tons, and she was considered a first-class ship. I do not know what a second-class ship would have had to pay, but there would have been a considerable difference.

3902. Do you know how many classes of ships the Chinese make in charging the measurement?—I believe there are three classes.

3903. Can you state the number of tons forming a first class?—I cannot.

3904. Supposing a ship was to leave England at the proper season of the year, what time do you think would be required to make an average voyage from England to Canton and back?—It could be done very well in nine months.

3905. What time do the Company's ships require to make the same voyage?—They generally go to India first. The direct ships, I believe, make their voyage in about twelve months out and home; those that go by India, I think, about fourteen months.

3906. Do not the Company's ships lie very long in the port of Canton?—Some of them, I believe, lie there a considerable time, perhaps three or four months.

3907. Do you consider that they lie, generally speaking, longer than private ships would lie, carrying on the same trade?—Private ships would leave at all seasons, but the Company's ships are obliged to wait for the change of the monsoon.

3908. Can you give the Committee any account of the average duration of the voyage of a Company's ship and of a private ship, taking that circumstance



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stance into consideration?—I cannot; there are few private ships that go direct. 18 March 1830.

3909. You have stated that the voyage you made was a circuitous voyage? *Capt. W. L. Pope.*
—It was.

3910. Was it as circuitous a voyage as the Company's ships make when they go from England to India, and from thence to China?—It was more so. I went the eastern passage to China, through the Pacific: I was as far as 177 degrees of east longitude.

3911. What would have been your freight direct to Canton for a cargo and back, if you had been chartered out?—I think there were ships which went that same year out and back for £13.

3912. What length of time were you in making this voyage?—I was about sixteen months on the voyage.

3913. If you had made a voyage direct to Canton might you have completed it in nine or ten months?—It could be made in that time.

3914. You have stated that the freight of the Company's ships was from £18 to £24 per ton on the circuitous voyage, do you know what was the freight of the Company's direct ships to Canton?—They are built expressly for the Company, and taken up at so much per ton. It is optional with the Company either to send them a double voyage or a direct voyage, therefore they get the same for going a direct voyage as they would for going a double voyage.

3915. Were you on board of your ship when the tea came alongside in the Canton river?—I was.

3916. What quantity did the boats bring down at a time?—About 700 or 800 chests at one time.

3917. Were you able to take them all in on one day?—I was able to take in three chops in one day.

3918. Were you able, in a ship of that size, to stow all that was sent down to you in each day within the twenty-four hours?—Yes; I stowed three chops one day, but two on an average.

3919. That being 1,400 or 1,500 chests?—About that.

3920. Were you able to stow them finally as you took them in?—We were.

3921. And you found no inconvenience in having that quantity brought alongside in one day?—Not the slightest.

3922. Do you consider that the Company's large ships have any advantage over a 500 or 600-ton ship, in being able to stow them faster than you can?—They would certainly be able to stow more in a day than we could do.

3923. If the quantity was limited to 600 or 800 chests per day, do you think they then would have any advantage over you?—No, I do not.



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3924. Are you now commanding a vessel?—I am in the command of the *Lady Macnaghten*.

3925. For how much would you tender your ship to go to Canton direct, choosing your own time of sailing, to bring home a cargo of tea, and reckoning a ton of tea at fifty cubical feet?—The *Lady Macnaghten* does not belong to myself; but I am building a ship, which will be ready next year, and I should be very glad to get the ship engaged by the East-India Company to go to China annually, at £9 per ton, out and home, calculating the tonnage at fifty cubical feet.

3926. What sized ship will your ship be?—About 600 tons.

3927. Do you contemplate making the payment of the cumshaw and the measurement, and those other duties which you stated to have been paid on the *Lady East*?—Not in the £9.

3928. Do you contemplate to pay the pilotage, and port-charges of that nature?—I do in the £9.

3929. Then you would leave the cumshaw and the measurement-duty as an additional charge to the freighter, and not to the owner?—No.

3930. By whom would the commission be paid?—By the person who pays the cumshaw and measurement: that would be a charge on the ship.

3931. What is your idea of the comparative advantages of a large and a small ship entering Canton river, as to the facilities of going up and down?—A small ship is the handiest, certainly, and easier to get up than larger ships.

3932. Were any of the Company's larger ships at Whampoa when you were there?—There were two or three.

3933. Did they take in all their cargo at Whampoa, or did they go below the second bar?—To complete their cargo they were obliged to go down below the second bar.

3934. Did you complete your cargo at Whampoa?—We did.

3935. Do you not consider it some advantage to be able to complete your cargo at one place?—I do, because there is not the risk of the chops, which are not very fine boats; and I consider that by their going down below the second bar there is great risk.

3936. With whom would the loss lie if a chop containing tea for a ship was lost on the way to the ship?—That is a point on which I am not prepared to speak.

3937. Did any instance of loss take place while you were there?—Not any, to my knowledge.

3938. What is the distance from Canton to Whampoa?—About ten miles.

3939. What is the distance from Whampoa to the place below the second bar,



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bar, where the large ships take in their cargo?—I do not know exactly the number of miles, but I think it is about seventeen or eighteen. 18 March 1830.

3940. You have stated that you would be glad to engage your ship to the Company, to go to Canton and back, at the rate of £9 per ton of fifty cubic feet; what is the size of the ton for which you say the Company were paying £18 to £24?—The Company pay for a ton of seventy-two cubical feet; but I should be happy to engage at £9 a ton of fifty cubic feet. The Company pay at so many cwt. to the ton; from eight to ten is the weight; and the tea, when packed in chests, is seventy-two cubic feet to the ton.

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3941. What would be the tonnage at which you would engage your new ship, if the terms were exactly the same as the East-India Company's?—I could fit a ship of 600 tons the same as the Company's ships are fitted, and sail that ship direct to Canton and back, for £13 a ton; and for £2 a ton more I could pay the port-dues.

3942. What were the Company paying?—The Company were paying from £18 to £24 per ton.

3943. Do you consider it necessary to have the same quantity of stores and crew on board your own ship as the Company have by their regulations?—I do not. I think they are over-manned; that is, that many of the men may be dispensed with.

3944. If instead of fitting the ship as the Company prescribe, you were only to give the ship that description of fitting which you consider necessary for her safe voyage from England to Canton and back, at what rate per ton could you do it?—For £13 a ton on the register tonnage.

3945. Supposing your ship to be 600 tons register measurement, you would be able to bring home 600 tons of tea, each ton being seventy-two cubical feet?—About that quantity.

3946. Did you not state that, in the season in which you performed your voyage, there were other ships freighted by the Company out and home, for £13 a ton?—There were.

3947. How do you account for the difference between the freight at which you could afford to send your ship to Canton and back, and the freight which the Company pay?—The only difference is, that the owners of the Company's ships derive a greater profit from their voyages than we should be content with.

3948. Do not the Company freight their ships by tender?—They do.

3949. How do you account for the circumstance, that in taking the lowest tender they still freight their ships at a much higher freight than you say you could afford to freight a ship to Canton and back, with the same fitting up?—It is only of late years that the Company have chartered small ships; they have always imported their teas in large ships, and those ships were contracted for before they were built, and built expressly to perform six voyages, at a certain rate per ton.

3950. Then



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3950. Then you mean, that it is a more expensive process to contract by tender in that way for a ship for six years, than it would be to engage a ship upon tender for a specific voyage?—It is more expensive to the Company.

3951. You have said that you would tender a ship to go to China, and bring home a cargo of tea, complying with the usual terms and conditions required by the India Company, at £13 per ton?—Upon the registered tonnage.

3952. Upon those terms, do you understand that you are to have all the stores, the number of men, and every other condition required by the Company complied with?—I do; but the Company paying the cumshaw and measurement, which I estimate at about £2 a ton.

3953. Supposing you were at perfect liberty to proceed to Canton, freighted by a private individual, the only condition being to have the ship sea-worthy, with all necessary stores, but to make the best of your voyage there and back, and carrying no more stores, nor coming under any other condition, further than you thought necessary for the safety of the ship; at what rate per ton would you charter a vessel on the registered tonnage?—At £13 a ton. If the ship was chartered by a private individual at £13 a ton, I could pay the cumshaw and measurement, which would be about £11 on the registered ton.

3954. Is that the only difference between freighting for the Company and freighting for an individual, and being at liberty to make the voyage as you pleased?—The Company's regulations are more expensive as to fitting, but I am not prepared to say quite exactly to what amount.

3955. If you could supply shipping to the Company at £13 a ton, how do you account for so much higher freight being paid, competition being already had recourse to?—I cannot account for it in any other way, than that the ships were taken up at that rate of freight when materials for fitting ships were more expensive than they are now.

3956. Then you would attribute the shipping at the present rate of freight to the term not having yet expired for which they were originally engaged?—Yes.

3957. If that term had expired, do you assume that the Company could supply themselves with shipping much cheaper in the time to come?—Much cheaper; but the larger ships would still be more expensive to the Company than the smaller ones.

3958. You were engaged in this voyage in the year 1826-7; are you aware what difference there was in the outfit of a ship and the provisions of a ship between 1826-7 and 1829-30?—I am not; every thing is certainly much cheaper than it was at that time, but I cannot say in what proportion.

3959. You have stated that the Company, while you were in China, were paying at the rate of from £13 to £24 a ton; are you aware of the nature of the voyages those ships are liable to?—I am not, any further than that they proceed



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proceed to India; some to Saint Helena, some to Bombay and China, others to Bengal and China, others to Madras and China. 18 March 1830.

3960. Are you aware that they are liable to be employed at the call of the Court of Directors for any purpose, political as well as commercial? *Capt. W. L. Pope.*
—I am.

3961. Are you not aware that there must be a great difference between those ships which are liable to be used for political purposes, as transports and men-of-war, and ships going direct to China?—There must be a great difference certainly; but not equal to the difference between £13 and £18.

3962. Have you not stated, that ships engaged at the rate of from £18 to £24 were ships upon old contracts, seven, eight, and ten years old?
—Yes.

3963. Do you apprehend there is any difference between the prices of this day and the prices of ten years back?—Things certainly are cheaper now than they were at that time.

3964. Do you apprehend that if all the ships required to bring home the annual supply of tea for this country were to be advertised for in this market, that would not have a great effect in raising the price of freight, which you now say you could supply at £13 a ton?—I think it would be a means of employing a great number of ships that now cannot find employment. Perhaps it would affect the freight a little, but not much; there are so many ships that the competition would be very great.

3965. Are you aware that the owners, for the freight of £18 and £24, are obliged to carry twenty guns, and six thirty-two pound carronades?
—Yes.

3966. Do you consider that necessary in fitting out a ship to go to Canton for a China cargo?—I do not.

3967. Then you would save all the expenses connected with that supply?
—I would. I should consider six guns quite sufficient for a ship of 600 tons.

3968. How many cables would you consider it necessary to take in a ship going out direct to Canton?—I should have three cables, two bowers and a stream.

3969. If the Company require seven cables, would not that be also an additional expense to be deducted in any tender you would make?—It would be attended with additional expense of course.

3970. How long have you commanded a ship?—I have commanded a ship since 1823.

3971. Do you know what the freight was in 1820?—I do not.

3972. In estimating the freight you have spoken of, how many days' delay in the port would you calculate upon as occurring at Canton?—I should calculate on thirty days.

3973. Would



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3973. Would thirty lay-days commonly be sufficient for the purpose?—Quite sufficient.

3974. And do you not conceive that, under those circumstances, demurrage would commonly be charged?—I think not.

3975. Do you know that, at the present moment, demurrage is charged upon the Company's ships?—I am aware that there is a demurrage at times.

3976. Do you conceive that demurrage would be charged, provided the ship were freighted by private individuals, commonly speaking?—A great deal depends upon the nature of the engagement.

3977. Do you know how many lay-days the Company calculate upon at Canton?—I do not recollect the number of lay-days, I only know that I had no demurrage.

Mr. JOHN SIMPSON called in, and examined.

Mr. John Simpson.

3978. You are an insurance broker in London?—I am.

3979. Have you any partner?—The firm is Stuart and Simpson.

3980. Are you in the habit of doing insurances to the East-Indies and China?—Occasionally to the East-Indies, not often to China.

3981. Are you aware of the rate of premium both to the East-Indies and China?—I am.

3982. Can you state the rate of premium on a first-class British ship from hence to Canton?—50s. out upon the ship.

3983. What would be the rate upon goods, upon manufactures, for instance?—About the same. Something might depend upon the nature of the goods; if they were liable to damage, it would be something more.

3984. What would it be from Canton back to England?—The same.

3985. What would it be from London to Canton, and back to England?—Five pounds.

3986. Would it be the same from other parts of the United Kingdom?—Yes, about the same, or rather less.

3987. Are those the current rates at which you have known insurance done?—There is not a great deal done to China in Lloyd's; but those are the rates upon what is done, when it is done through insurance brokers, and it is the rate upon other vessels that go to Singapore, Batavia, and the neighbouring ports there; and I am aware that the underwriters would as lief go to Canton at once and back again, as to those ports I have mentioned.

3988. Have you ever effected any insurances on goods by the Company's ships?—It is some time since I have done any thing of that sort; it is done by respondentia frequently upon the voyage out and home, which I have done.

3989. Which



3989. Which do you consider has the advantage in insurance generally ; on which is the premium lowest, on a Company's ship or a private trader?— I do not think there would be any difference whatever. 18 March 1830.
Mr. John Simpson.

3990. Have you ever done any insurances on goods by American ships to East-India or to China?—I never have.

3991. Have you any means of knowing what would be the rate of insurance demanded at Lloyd's upon American ships?—It would depend upon the nature of the goods, and the description given of the ship. The American ships are not generally comprised in our registers, but if the description were good, the premium would be the same.

3992. Is there any difference made at Lloyd's between the insurance of a ship of a large tonnage of 1,200 tons, and the insurance of a ship of 400 tons?—I do not think there is any difference ; some would prefer the large one, and some the small. I have heard the large ones objected to, on account of the great number of men on board, and the accidents happening in consequence.

3993. You conceive it would be as well, or perhaps better done upon a ship of 400 or 500 tons as upon a ship of 1200 tons?—I think it would be quite as well.

3994. Would the underwriters make any difference?—I do not think they would.

3995. Is there any objection made to the Company's ships on account of the particular regulations to which they are subjected, that they are obliged to be at the disposal of the Company, whatever may be their voyage, in case of their requiring it?—Insurances done by them are done subject to the regulations of the Company, but I am not aware that the premium is any higher in consequence.

3996. Is not the insurance upon a Company's ship out and home to China, £4. 10s.?—I never heard of such a premium ; I have seen £6.

3997. Do you insure against fire-risk as well as sea-risk?—Certainly ; what I have mentioned includes all risks.

3998. How long has your firm been established in London?—I have been thirty years in it ; twenty-four a partner.

3999. And you have been the greater part of that time engaged in the insurance of ships to India and China?—Yes.

3400a. Have you been in the habit of insuring ships from Liverpool to India?—Yes.

3401a. Has the premium been the same as upon the English ships?—The premium to India and back has varied in comparison to the goodness of the vessel. Upon class No. 1, I have done them from Liverpool to Calcutta and back at £4.



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Mr. John Simpson.

3402a. Are there not a greater number of ships of class No. 1. insured at four per cent. than at five, from Liverpool?—There are.

3403a. What are the crews of those ships?—It depends on the tonnage.

3404a. Are not the Company's ships to China held to be one of the best risks that the underwriters have an opportunity of insuring?—Yes, they are.



CSL

THIRD
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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THIRD 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 examined several other Witnesses; the MINUTES of whose EVIDENCE they have agreed to report to the House up to the 1st day of this instant April, inclusive.

1st April 1830.



MINUTES OF EVIDENCE.

Lunæ, 22^o die Martii, 1830.

WILLIAM WARD, Esq. in the Chair.

THOMAS THORNELY, Esq. called in, and examined.

22 March 1830.

3405a. You are a merchant at Liverpool?—I am.

T. Thornely, Esq.

3406a. Have you made it your business to inquire into the means of drawing bills from China upon houses of good credit in England?—I have the authority of a gentleman of great respectability, a merchant, who has lived in Canton for many years, to say, that bills upon London on confirmed credits may be negotiated there with great facility, and to almost any extent.

3407a. At what rate of exchange?—Equal to 5s. 6d. and two-thirds of a penny the tale, and payable at six months' sight.

3408a. Who is the merchant from whom you received that information?—The gentleman who gave me this information is an American; he gave it to me as a matter of personal kindness, and I would rather not mention his name.

3409a. Is he a person that has resided long at Canton?—He has resided at Canton twenty-five years.

3410a. Did he carry on extensive business?—Very extensive business.

3411a. Do you happen to know whether the American merchant, to whom you refer, drew bills upon London?—I do not think it was so stated to me.

3412a. Have you any communication in writing from this gentleman, stating this fact, and the course of exchange?—I have such a communication.

3413a. Have you any objection to give in that communication to the Committee, with the understanding that the name of the writer shall not be made public?—I have no objection.

[The



SELECT COMMITTEE OF THE HOUSE OF COMMONS. 405

[*The witness delivered in the same, which was read, as follows :*]

22 March 1830.

“THE Chinese have no coin except *carx* or *cash*, which are a brass coin, 1,000 of which make a tale. Their accounts are kept in tales, mace, candareens, and cash.

10 cash 1 candareen.

10 candareens 1 mace.

10 mace 1 tale.

72 candareens make a Spanish dollar, and the exchange between China and England is, and will probably continue to be, 4s. per dollar.

“£100 sterling would consequently be 360 tales, or 500 Spanish dollars. A tale 5s. 6 $\frac{3}{4}$ d.

“My dear Sir :

“Above, you have a memorandum of the imaginary coin of the Chinese ; they have no real coin except the cash as above-mentioned. You will perceive that the value of the tale is 5s. 6 $\frac{3}{4}$ d. as near as may be, at the usual rate of exchange between China and England.

“I am, my dear Sir, your very obedient,

“To T. Thornely, Esq.

“March 16, 1830.”

3414a. Do you know at what course of exchange the tale is estimated by the East-India Company ?—At 6s. 8d. I understand.

3415a. Supposing the exchange to be really 5s. 6d. and two-thirds, comparing that with the course at which it is estimated by the Company in prime cost for their teas, what would be the difference upon the purchases of the last ten years ?—The difference would be precisely one-sixth. You must deduct from the public accounts of the Company, to bring it to the current exchange, one-sixth of the amount of purchases of tea I have mentioned.

3416a. Have you made any calculation of what the amount of that deduction would be ?—That deduction would be £3,039,351.

3417a. From what document do you take the quantity of tea sold by the Company for the last ten years ?—From the Parliamentary returns.

3418a. From what document did you take the prime cost of the tea ?—From the Parliamentary returns, the whole of it.

3419a. Have you prepared a statement, founded upon the information procured from the Parliamentary returns, and the estimated rate of exchange by the Company ?—I have ; and I believe it to be as nearly correct as it can be.

3420a. Have the goodness to deliver in that document.

[*The witness delivered in the same, which was read as follows :*]



22 March 1830. A STATEMENT, intended to show the Loss to the Country in the Price of Tea arising out of the East-India Company's Monopoly.
T. Thornely, Esq.

“The quantities imported and sold for consumption, together with the prime cost and sale amount, are extracted from documents presented by the Company to Parliament.

Tea exported from Canton from 1818-19 to 1827-8, 285,095,127 lbs.	
cost.....	£18,236,106
Deduct one-sixth, because the tale of China is estimated at 6s. 8d. by the Company, whereas it is only 5s. 6½d.....	3,039,351
Total.....	<u>£15,196,755</u>

Average cost price, 12d. 80 per lb.

Sales of tea in England from 1819-20 to 1828-9, 265,456,040 lbs., amount £35,462,245. Average sale price, 32d. 06 per lb.

Freight from Canton to England, taken at £11 per register ton. A ship of 500 tons will carry 550 tons of tea of the Company's tonnage of 10 cwt. each, say 616,000 lbs.; 500 tons register, at £11 per ton freight, makes £5,500.

If 616,000 lbs. cost £5,500, then 1 lb costs 2d. 14.

Prime cost of 1 lb. tea per statement.....	d.	12 80
Insurance from Canton.....	3 per cent.	
Agency at Canton.....	3 —	
Charges of landing in England.....	3 —	
Supposed profit.....	10 —	
In all.....	19 —	2 43
Freight, per statement,.....		<u>2 14</u>
Cost price per lb. landed in England.....		<u>17 37</u>
The Company's actual average sale price of tea in the last ten years has been, per lb.....	d.	32 06
The price, with ample allowance of profit, as shown above, need not have exceeded.....		<u>17 37</u>
Leaving a loss to the country per lb. of.....		<u>14 69</u>

Which on the quantity of tea consumed in 1828-9, viz. on 28,230,383 lbs., at 14d. 69, makes an annual tax upon the country of £1,727,934.”

ROBERT RICKARDS, Esq. called in, and examined.

Robert Rickards,
Esq.

3421a. WILL you state to the Committee how long you have resided in India, at what time, and when you returned from that country?—I have resided in India about twenty-three or twenty-four years : I returned in the year 1811. I was on the Bombay establishment.

3422. Have



3422a. Have you, since your return from Bombay, been employed as an Indian agent in London?—I have. 22 March 1830.

—3423a. Have you had opportunities, whilst in India and in England, of making yourself acquainted with the trade between England and India and China?—Generally speaking, I have. I never was engaged in trade whilst in India, being in the Company's civil service; but I had opportunities of seeing a good deal of what passed in the trade between India and China, and I have had correspondence with China since I have been in this country.

Robert Richards,
Esq.

3424a. Have you had any commercial transactions with China since you have been in England?—The house that I belong to corresponds with a house in China, and we have received, as agents, consignments from that house, and carried on a regular correspondence with them.

3425. What is the name of the house?—The name of our house is Richards, Mackintosh, & Company. The house we correspond with in China is Thomas Dent & Company.

3426. Have you not, since 1812, paid particular attention to the financial details of the commerce with India, as published by Parliament?—I have always felt a great interest in respect to the financial concerns of India; and when I was in Parliament in the year 1812-13, I had an opportunity, then, for the first time, of analyzing the East-India Company's accounts which were laid before Parliament; and from those accounts I derived a knowledge of the state of their finances, which I could not obtain from the limited view I had of their accounts all the time I was in India.

3427a. Do you include the trade with India in that attention which you paid to their financial details?—I do, with India and China.

3428a. What opinion generally have you formed of the result of the tea trade carried on by the Company with China?—I formed a decided opinion in the year 1813, that the received notion at that time, of the profits of the Company's China trade being their only means of paying their dividends and interest upon their home bond debt, was altogether erroneous. I was then firmly convinced, and I gave my reasons for the conviction, that on a fair mercantile statement of their commercial operations, the profits, if any, would be found altogether insufficient to pay their dividends in this country; and from the papers which have been printed and laid before the public since that period, I am still further confirmed in that belief.

3429a. Do you include the trade to China, as well as the trade to India, in that opinion?—I include in this opinion the trade to China more particularly, because it is now pretty generally asserted and believed to be the only source of commercial profit.

3430a. Are the Committee to understand that in the number of years which



22 March 1830.

*Robert Richards,
Esq.*

which have elapsed since 1812, all the documents that have come to your knowledge have confirmed your opinion, that the trade to China has not been the means of paying the dividends, as is generally supposed?—Certainly.

3431a. Are you able to state to the Committee the grounds on which your opinion was then formed, and on which you now continue to hold it?—For the opinion I then formed, I must beg leave to refer to a publication of mine in the year 1813, in which I have stated that opinion at full length, together with the grounds of it. Having subsequently had an opportunity of inspecting the printed accounts which have been laid before Parliament for the years 1820 and 1821, I framed from that collection a statement, which I intended for the continuation of a publication I am now engaged in about India, and which statement I have now before me. It is at the service of the Committee, and will show the grounds of my present belief.

3432a. Is that calculation taken from the documents presented by His Majesty's command, dated February 1830?—The whole of it, and every thing I have asserted with regard to India, is taken from official documents; I look upon no other source of information to be worth a farthing. The statement I hold in my hand is taken from the official documents laid before Parliament on the 4th of June 1829, and the 14th of May 1824, as well as from the collection of documents presented by His Majesty's command in February 1830.

3433a. Will you state to the Committee the result arising from that statement, and the items which enable you to come to that result?—This statement is for the year 1820-21. I have taken that year, because it is the latest for which all the charges on the China trade are printed or published; at least, I have seen no other document containing all these charges subsequent to that year. I believe, however, from an examination of the official tables here referred to, that the result would be pretty nearly the same for either of the preceding or succeeding years; but I have been obliged to confine myself to 1820-21, because I could find no other official document except that delivered in on the 14th May 1824: that contains a complete view of all the Company's charges on the China trade.

3434a. Where does that document appear which was published in 1824?—It is before the House of Commons, and is an official document. It is styled, "Accounts relating to the Tea Trade, &c. of the East-India Company," dated the 14th of May 1824; and bears the signature of T. G. Lloyd, the Accountant-General at the India-House.

3435a. Will you state what appears to be the result in the year 1820-1?—*[Witness delivers in the following statement, which is accordingly read to the Committee.]*



SELECT COMMITTEE OF THE HOUSE OF COMMONS. 409

STATEMENT, to show the apparent Deficiency of Means to pay Interest on Bond Debt and Dividends out of the Profits of the China Trade; prepared from Official Documents for the year 1820-21.

22 March 1830.

Robert Richards,
Esq.

£.	£.
Prime cost of teas, as per No. 32 of "Papers relative to the Trade with India and China." 4th June 1829	Sale amount in 1821-2, as per No. 33, of "Papers, &c." 4th June 1829
1,874,840	3,566,642
Freight and Demurrage, as per No. 31 of ditto ditto	Balance or deficiency, after paying interest on bond-debts and dividends, both which are, by the Act 53 Geo. 3, sect. 57, chargeable on "Commercial Profits"
796,540	518,776
Charges in China and England, as per No. 6 of "Accounts relating to the Tea Trade, &c. of the East-India Company," 14th May 1824	
618,849*	
Interest on home bond-debt, as per No. 21, of "Papers relating to the Finances of India, and Trade of India and China," Feb. 1830	
162,938	
Dividends on stock, as per ditto of ditto ditto	
632,251	
<u>£ 4,085,418</u>	<u>£ 4,085,418</u>

* The charges included in this sum are stated in the official account referred to under the following heads, viz.

Salaries, emoluments, &c. in 1820-21.....	£95,653
Expenses in China.....	54,735
Ditto in England.....	173,520
Interest.....	236,287
Insurance.....	58,654
	<u>£618,849</u>

N.B.—The deficiency above stated is exclusive of avowed loss on the outward trade to Canton, which the Court of Directors and their advocates have alleged to have been carried on to their own detriment for the benefit of British manufacturers. This loss is stated, in the Lords' Report on Trade, 1820-21, page 118, at £1,668,103 for twenty-six years, averaging therefore £64,157 per annum.

It is also exclusive of the loss by fire in Canton, in Nov. 1822, which is officially stated to be £380,133; and in which it is probable that goods undisposed of, from the season 1820-21, may have been sacrificed.

There are other items in the accounts referred to which would be brought into a general statement of the whole period of the existing charter, and which render it probable that the annual loss or deficiency for the whole period would not be less than that above stated.

3436a. Will



22 March 1830.

Robert Richards,
Esq.

3436a. Will you explain for what part of the Company's debt this interest entered by you is charged?—It is the whole interest upon the bond debt in England in the year 1820-21.

3437a. No part of the bond debt in India?—No.

3438a. Why do you include the charge for interest of the bond debt in that account of tea?—By the Act of the 53d of the King, it is, as well as the dividends, expressly chargeable on the commercial profits of the East-India Company; and as the China trade is avowedly the only source of profit to them, as their other branches of trade, including the export trade to India and China, are avowedly attended with loss, I have put both into this statement, according to the provision of the Act of Parliament. Being chargeable on commercial profit, I know not where else to find it. Neither the dividends nor the interest, it is obvious, can be paid out of losses.

3439a. In the charge for freight and demurrage in that account, do you include the charge for the freight and demurrage of that portion of the Company's shipping that went to India direct?—From the official accounts that are published, I cannot tell what is chargeable to the Indian freight and what to the China freight, because they are not so distinguished. I have taken this sum from an official document, entitled, "A statement of the amounts paid in England for freight and demurrage, including cost and outfit of the Company's own ships, from 1st May 1814 to the 30th April 1829." I found this account amongst a collection of others, such as 30, 32, and 33, exclusively relating to the China trade. I thought therefore the safest way was to take the sum as I found it in the official account. If this sum does include the Indian freight, I have no means of separating the one from the other with accuracy. I know that the tonnage of the year 1820-21 was only about 6,000 tons to India; and that tonnage, taken at the rate of £10, or £11, or £12 a ton, which is the rate the Company paid in that year, would only diminish this sum, even if it should include Indian freight, about £60,000 or £70,000; but having no means of stating that on official authority, I thought the best way was to give in this sum, and to explain it. The result, in either case, will still leave a large deficiency.

3440a. Are the Committee to understand, that if, in that sum, the freight properly chargeable for ships to India Proper is included, that will require a deduction to the amount of that tonnage from the amount you debit the tea trade with?—It may be so; but I only state that upon estimate. I have no official document to proceed upon with reference to this fact.

3441a. Will you state what amounts appear to have been received by the Company as the produce of their tea sales for that year?—The sale amount in 1821-2, as per No. 32 of the papers which I have before referred to, is £3,566,642. The balance or deficiency then on this account, after paying interest on bond debts and dividends, both of which are by the Act 53 Geo. III., s. 57, chargeable on commercial profits, amounts to £518,776, as particularized in the statement.

3442a. Are



SELECT COMMITTEE OF THE HOUSE OF COMMONS. 411

3442a. Are the Committee to understand that the result of that account shows a deficiency to the amount of £518,776 on the proceeds of the trade, to pay the charges on trade, the interest of their bond debt, and dividends in this country?—Certainly in that year, so far as official documents go.

22 March 1830.

R. Richards, Esq.

3443a. Are those several items entered as you would enter any other commercial accounts?—This account was drawn out, as I stated at the commencement, to support the opinion which I have long entertained, that there was not a sufficiency of profit on the Company's commercial concerns to pay those two items, the interest on bond debt and dividends on stock. The account may be drawn out in a different form, and I was preparing a different view of the account when I was called in to this Committee. According to that view of the account, if it be balanced after the items of freight and demurrage, it will leave a profit on the China trade of £276,413, to meet the interest on bond debts and the dividends on stock £795,189, whilst the actual deficiency is, as before, £518,776. The result is in either case the same.

3444a. Then that account which you have now given in is only a division of the former account, leaving the interest on the bond debts and the dividends on stock separately?—Yes; and showing, according to either statement, what I have always contended for, that the profits are inadequate to the payment of those two items.

3445a. In comparing the prime cost in the year 1821 with the sale amount in 1821-2, do not you observe that the prime cost is estimated upon a quantity of 28,545,000 lbs. of tea, and that in the sale amount there are only 25,493,000 lbs., leaving a difference of about 3,000,000 lbs. of tea?—I do; and I adverted to that at the time. With a view of ascertaining what could be the cause of that difference, I cast up the columns of Nos. 32 and 33, and I find that the sum total of difference amounts to nothing more than what a private merchant would consider as a fair allowance for wastage and loss of weight upon consignments of this description, *viz.* five per cent. It is probable, therefore, the difference may be occasioned by wastage, for the sums-total of these columns will, with this allowance, be found nearly to correspond; or it may be one year's consumption of tea, which the Court of Directors are always required to have on hand by Act of Parliament, the total difference of the two columns being only 29,329,859 lbs.

3446a. In stating the profit of any one particular year, ought not you to take that deduction into account?—Certainly not; because the differences I have adverted to will go on from year to year throughout the whole period of the two statements; and in as far as these quantities (exclusive of wastage) may be found to consist of stock on hand, they are carried to a separate account.

3447a. Do you consider the allowance you have made more than the
3 G average



22 March 1830. average wastage which would be allowed by merchants trading in the article?
—I consider it a fair allowance.

R. Rickards, Esq.

3448a. Do you think that 3,000,000 is a fair proportion of wastage?—
No; I have taken five per cent. as the proportion of wastage for the *whole* period. Either that, or the amount of one year's consumption, which the Company are obliged to have always in hand in their warehouses, will make the two columns nearly to correspond.

3449a. In stating the profit and loss of particular years, ought not you to take that into the account?—I should close my account as a merchant with the monies received and expended, that is, with the transactions of the year; I believe every merchant would do the same. I would beg it to be understood, that I do not give in this statement as a perfectly accurate one, because the official documents do not admit of it; I only give it in as a confirmation of that opinion which I have uniformly held, that there is not a sufficiency of commercial profit in the Company's concerns to pay those two heads of charge, and I think that this statement, whatever adjustments may be required with regard to certain items in it, clearly proves the fact.

3450a. As you have added up the columns for a number of years, have you also taken an average of the amount of profit or loss in those years?—
No, there are no means of doing it from official documents; and, as I have said before, I would not trust to any thing but official documents.

3451a. Then that account is made up by you in the best manner you can, from such public documents as are before the House of Commons?—It is.

3452a. Have you made any inquiry as to the prices of tea at Canton, and the prices at which the tea has been sold here?—I have. I am in the habit of receiving information on that head in our correspondence with China, and from the regular price-currents which are transmitted to us.

3453a. Have you prepared any estimate or comparative table of those prices for any one or two years?—I have prepared a statement, for the same purpose for which, as before-mentioned, I had prepared the other statement, namely, for publication, to show what the same quantity of teas purchased in China at the Chinese prices would amount to, and the prices for which they can be imported into this country by an individual merchant, who would charge himself with all the ordinary charges upon consignments of this description; and this is compared with the prices which have been charged on the Company's teas for the same period.

3454a. Will you have the goodness to read that statement, and show what result you come to by that mode of calculation?—

[*The witness delivered in the following Statement, which was read as follows :*]



SELECT COMMITTEE OF THE HOUSE OF COMMONS. 413

STATEMENT of the probable Cost at Canton of the different qualities of Tea necessary to be imported for the supply of the United Kingdom for one year, in the proportion, both as to qualities and quantities, of the Teas imported in the year 1828-9, as particularized in the printed official papers presented by His Majesty's command, February 1830; showing also the average price at which they could be disposed of in bond, so as to remunerate with a fair mercantile profit the merchant and ship-owner, giving to the latter £10 per ton freight, and to the former 18 per cent. profit, after paying freight, insurance, commission, brokerage, and charges of warehousing, with allowance for loss of weight, &c. 22 March 1830.
R. Richards, Esq.

	<i>lbs.</i>	<i>Tales.</i>	<i>£ sterling.</i>	<i>d.</i>
Bohea	3,778,012	at 14 per pecul	110,191	at 7 per lb.
Congo	20,142,783	22 —	923,215	11 —
Campoi	284,197	22 —	13,025	11 —
Souchong	601,739	28 —	35,101	14 —
Pekoe	131,281	42 —	11,487	19 —
Twankay	4,101,845	22 —	188,005	11 —
Hyson Skin	213,993	24 —	10,698	12 —
Hyson	1,014,923	45 —	95,149	1/10½ —
Gunpowder	645	60 —	80	2/6 —
	<i>lbs.</i> 30,269,418	Cost ... £	1,386,951	av. 11 per lb.
	Freight, 30,000 tons, at £10 per ton...		300,000	
	Insurance, 3 per cent.		41,608	
	Commission, 2½ per cent.		34,673	
	Cost, with freight, insurance, and commission....£		1,763,232	or 1/2 per lb.

In the above calculations the Spanish dollar is taken at 4*s.* The rate of exchange at Canton was even lower last season, as many bills were drawn at 3*s.* 10*d.* and 3*s.* 11*d.* per Spanish dollar at six months' sight. The prices are a fair average; and it should be observed, that the price-currents from Canton, dated in February and June in the last year, quote several of the different sorts of tea at from 15 to 25 per cent. lower than the prices on which these calculations are founded.

The statements here submitted furnish an opportunity of comparing the prices obtained for teas by the East-India Company during the present charter with those at which they may be imported by private merchants.

It appears by the Parliamentary documents, that the average price of the sale of tea at the East-India House in 1828-9 was 2*s.* 3*d.* 97 per lb. in bond. These calculations show that the same tea may be imported into this country at a cost of 1*s.* 2*d.* per lb., and sold at 1*s.* 6*d.* per lb. in bond, yielding at the latter price to the merchant and ship-owner an ample profit, and giving an average price of tea, duty paid, of 3*s.* per lb. instead of 4*s.* 8*d.*, the price which the Company's average of last year gives.

It must also be remarked, that the average of 2*s.* 3*d.* 97* per lb. is taken for the last year as the lowest of fifteen years, while the average of the present charter is 2*s.* 9*d.* 92* per

* These rates are taken from No. 42, p. 124, of the Papers relating to the Trade of India and China, February 1830.